Meeting of the Citizens Advisory Committee

Wednesday, March 11, 9 AM
County Center, 601 E. Kennedy Blvd, 18th Floor
Served by HART Routes MetroRapid (400), 1, 7, 8, 12, 19, & 30, and the Downtowner

I. Call to Order & Introductions

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

III. Public Comment - 3 minutes per speaker, please

IV. Members’ Interests

V. Approval of Minutes – February 19, 2020

VI. Action Items

A. HART Transportation Improvement Program Amendments
   (Vishaka Shiva Raman, MPO staff)

VII. Status Reports

A. Land Use & Transportation Coordination
   (Melissa Zornitta, Planning Commission Exec. Director)

B. Arterial Bus Rapid Transit Study (Justin Willits, HART)

C. Regional Rapid Transit Project Development & Environmental Study
   (Brian Pessaro, TBARTA)

D. Transportation Equity Scorecard (CUTR Representative)

E. SR 60/Kennedy Blvd Access Management Study
   (Kara Van Etten, FDOT)

VIII. Old Business & New Business

A. TBARTA CAC Report (Rick Richmond)

B. Next Meeting – April 8, 9 AM

IX. Adjournment

X. Addendum

A. MPO Meeting Summary & Committee Report

B. Announcements: Bike Rides with Your Mayor
   i. March 12th – Mayor Jane Castor, Tampa – Details Here
   ii. March 14th – Mayor Rick Lott, Plant City
   iii. March 27th – Mayor Mel Jurado, Temple Terrace – Details Here
The full agenda packet is available on the MPO’s website, www.planhillsborough.org, or by calling (813) 272-5940.

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I. CALL TO ORDER & INTRODUCTIONS

Chair Bill Roberts called the meeting to order at 9:02 am. The meeting was held in the Plan Hillsborough Room on the 18th floor of the County Center Building. Member introductions were made. The two new members gave a background of what they do and their interests.

Members present: Bill Roberts, Rick Fernandez, Nicole Rice, Hoyt Prindle, Steven Hollenkamp, David Bailey, Luciano Prida, Rick Richmond, Barbara Kennedy Gibson, Terrance Trott, Artie Fryer, Camilo Soto, Christine Acosta, Ed Mierzejewski and Jeff Lucas.

Members excused: Sky White, Evangeline Linkous, Vivienne Handy, Cheryl Thole, Dayna Lazarus, Cliff Reiss and Amy Espinosa

Others present: Rich Clarendon, Cheryl Wilkening, Sarah McKinley, Michele Ogilvie, Vishaka Raman, Allison Yeh and Alvaro Gabaldon - MPO

II. PUBLIC COMMENT

There were no public comments.

III. MEMBER’S INTERESTS

Terrance Trott pointed out an ABC news article on new development in South County and lack of schools. The developers need to do more in the area as far as roads, transit and other infrastructure.

Nicole Rice noted an article she found from 1970 on a 60 minutes episode. It projected the growth of Hillsborough county and the impact of development and long-term consequences. Ms. Rice asked Mr. Clarendon to send the link for these two articles.

Christine Acosta requested more information to understand roundabouts and micro roundabouts.

Rick Fernandez gave an update on the action of the Tampa City Council CRA Meeting from last Thursday morning. It was FDOT’s opportunity to present SEIS study and preferred alternatives. There was a Motion made by Luis Viera that the City Council sitting for the CRA support the vote of the MPO to prioritize the CSX and invest in transit. Councilman Dingfelder added an Amendment to the Motion to oppose tolls on the interstate within City limits. Both the Motion and the Amendment passed unanimously. Following that Councilman Carlson made a Motion that did not mature but will be further investigated. The Motion was to oppose the exits off 14th and 15th Street in Ybor City. This was the downtown interchange operational improvements proposal that FDOT made here for the first time in May of last year. Two members, Dingfelder and Miranda, asked for more information.

IV. APPROVAL OF MINUTES

Chairman sought a Motion to approve the January 15, 2020 minutes. Rick Fernandez so moved, seconded by Lou Prida and motion carried unanimously.

V. ACTION ITEMS

A. At-Large nomination for African American CAC member
Rich Clarendon reiterated that we have a seat open for an African American member. Terrance Trott would like to renew his membership. This requires a vote to forward this request to the MPO Board.

**Chairman Roberts sought a motion to approve the re-appointment of the At-Large nomination for African American CAC member Terrance Trott. Rick Fernandez so moved; Artie Fryer seconded the motion. Motion passed unanimously.**

**B. Garden Steps Action Plan**

Michele Ogilvie, MPO Staff, explained that the Garden Steps is integrating health in transportation. It is a community partnership to establish community gardens in areas identified as food deserts and to evaluate and improve transportation conditions surrounding garden sites. The MPO entered the Healthiest Cities challenge which was 50 communities in the United States funded by Aetna, APHA and NACo. They received $10,000 in seed money. The partners included Department of Health, City of Tampa Economic Development Department, Coalition of Community Gardeners, HART, Planning Commission and City of Tampa Parks Department. There is a prevalence of obesity and diabetes in the US. Fifty percent of our health outcomes are determined by policies, systems and the environment. Transportation affects health in the following ways: safety, active transportation, air quality, connectivity to destinations and equity. What has been discovered is health and food access go hand in hand. The partners have discovered a health atlas developed by MPO staff, which is a public tool to help communities evaluate the interconnectivity of health, environment, transportation, food environment and emergency preparedness. The residents face high rates of diabetes, obesity, asthma, no leisure time activity, poor physical and mental health. Tampa’s food deserts often face low sidewalk coverage, high numbers of severe crashes and low non-motorized access to fresh produce. The action plan resulted in new gardens, new partners and the 1st runners-up in the 50 healthiest cities challenge received $50,000 and in the packet are the ways they would like to spend this money. The partners would like to bring forward to create new gardens for food access, community education and safe and health active transportation. This is a three-year pilot and they feel they can grow this $50,000 into much more. The action requested is to support the Garden Steps Action Plan and allow staff to take it to the MPO Board.

Terrance Trott confirmed the $50,000 came from being runner up. Camilo Soto inquired if this money helps with the existing Tampa Heights garden. Nicole Rice questioned if they are evaluating the impact of development in the desert or is this only the health impact. Ms. Rice pointed out that the largest farmers market is in East Tampa and it would be a good opportunity for them to partner. Rick Fernandez commented on Tampa’s food desert and high number of severe crashes on the roads but confirmed these are not car crashes on the interstate. Ed Mierzejewski commented that there is a national program called the Blue Zone Project and it includes food and other activities to create a healthy city. Christine Acosta noticed these maps are very similar to the Noise Walls maps and would like to see all the layers shown together.

**Chairman Roberts sought a motion to approve the Garden Steps Action Plan and move it to the MPO. Artie Fryer so moved; Lou Prida seconded the motion. Motion passed unanimously.**

**C. Transportation Improvement Program Amendment: Roadway Improvements to I-75 Northbound On-ramp from US 301 Northbound**

Vishaka Shiva Raman, MPO Staff, presented the TIP Amendment. The Amendment was requested by Florida Department of Transportation to add a new project to the current TIP for an interchange improvement. The project is for the design and construction of roadway improvements to add an outside
lane on I-75 Northbound ramp, from Northbound US 301 to Northbound I-75 in Hillsborough County. This includes new concrete pavement, rehabilitation of existing pavement, milling and resurfacing of existing asphalt, paving, signing and pavement markings, lighting, etc. and goes with other roadway improvements on US 301 from North of Lake St. Charles Blvd to North of Progress Blvd.

Cliff Reiss was absent but emailed prior to the meeting that he is in favor of approving this agenda item with two suggestions. First, would be signal timing should be evaluated during and following the improvements to mitigate congestion on Northbound 301 at the Bloomingdale/301 intersection at all times during the day; second, would be to identify changes to minimize spillback during evening rush hours from southbound 301 traffic turning onto eastbound Bloomingdale and blocking the intersection. The construction cost is $4.9 million. The recommended action is to approve the TIP Amendment and recommend approval to the Board.

Hoyt Prindle confirmed this construction is from a one-lane ramp to a two-lane ramp. Terrance Trott inquired if this goes with what is going on with US 301 already and what is the completion dates. Camilo Soto asked what was studied to minimize the congestion and anticipate this project. Rick Fernandez inquired if there are any right of way acquisitions and if there were any community outreach efforts. Hoyt Prindle commented on the triple turning lanes. Nicole Rice questioned if this redirection will give them the option to stay on US 301 or go directly to the Selmon Expressway.

Chairman Roberts sought a motion to approve the Transportation Improvement Program Amendment: Roadway Improvements to I-75 Northbound On-ramp from US 301 Northbound. Terrance Trott so moved, David Bailey seconded the motion. Motion passed unanimously.

Nicole Rice moved to add the suggestions by Cliff Reiss to the CAC’s recommendation. It was seconded by Lou Prida. Motion passed unanimously.

D. Resilient Tampa Bay: Transportation Pilot Project

Allison Yeh, MPO Staff, along with Karen Kiselewski from Cambridge Systematics on the phone, presented the Resilience Tampa Bay Transportation Pilot. This is a regional study that included an area with 2.8 million in population which is the 2nd largest population in Florida. It is over 1000 miles of shoreline and 58 percent of the population lives in flood zones. This was one of eleven projects looking at integrating into agency practices, tools and resources, funded by an FHWA grant to Hillsborough MPO for $250,000. The Tampa Bay TMA is one of the grantees, with the Pasco MPO and Forward Pinellas participating. They were required through the Long Range Transportation Plan to look at strategies of resilience and reliability of the transportation system and stormwater mitigation. They are accomplishing two things at one time and that is to move this type of analysis forward and to incorporate it in our LRTP.

There was a wide variety of stakeholder participation. The project looked at the most vulnerable roads subject to flooding and then focused on scenarios with Cat 3 high plus Sea Level Rise and 9 inches of precipitation in day for more technical analysis. The high criticality was based on the a stakeholder survey to help determine what was most important to the region and the vulnerability component was based on the depth of inundation. Based on the highly critical and highly vulnerable they came up with 16 projects. For the highly vulnerable roads that are critical the project looked at strategies to raise the roadway profile, enhance the sub-base and add retention/detention ponds. They would enhance sub-base, add retention/detention ponds, depress medians and add vegetation on somewhat critical and moderately vulnerable roads. They did a project design on six projects to show examples of strategies and costs.

Ms. Kiselewski provided examples in the adaptation toolbox and what would be needed for stormwater funding and road surface funding. The economic impact of the vulnerable roads not being available for use
grows over the course of a month so the cost of doing nothing in terms of economic impact would be about equal to the cost of the resiliency projects. The recommended action is to accept the Resilient Tampa Bay Transportation Pilot Project report and request that implementing entities strongly consider mitigation strategies for the highly critical, highly vulnerable road segments when doing maintenance or other work on those roads. Rick Richmond referred to project number 5 (I-275 from 4th St N to SR 60) and inquired if they will need to go back and do additional mitigation to projects currently under construction. Camilo Soto questioned if the transportation tax will go towards these commendations. Ed Mierzejewski inquired if they looked at a combined strategy. Nicole Rice commented that this is the biggest priority for us right now for safety and this should be a set standard for us already. Ed McKinney with FDOT responded that they look at resiliency and the standards change and involve. Terrance Trott questioned if they need the 22 million for the projects and commented these projects should be top priority. Steven Hollenkamp clarified 1.8 billion over 20 years and the cost of doing nothing.

Chairman Roberts sought a motion to approve the Resilient Tampa Bay: Transportation Pilot Project. Rick Richmond so moved; Camilo Soto seconded the motion. Rick Fernandez inquired if there was any consideration for bicycle or scooter vulnerability and safety in the mitigation study. Terrance Trott asked if they can demand something. Motion was approved fourteen to one. Rick Fernandez voted no.

VI. Status Reports

A. Induced Demand Briefing

Alvaro Gabaldon, MPO Intern, presented the understanding of induced demand by providing an economic context, overview of frequently cited academic studies and then key takeaways. Induced demand is a phrase used frequently in conversations about widening roads. It refers to the application of the theory of Supply and Demand to transportation. More broadly, it is an economic term referring to the change of demand within a market after supply changes. Transportation acts like a market governed by supply, demand and price. Supply and demand seek equilibrium. A shift in one variable causes a reaction in the others. Supply and demand applied to roads would be as follows: supply would be road capacity; demand are the people that want to use the road and the price is the cost incurred by using the road. Researchers attempt to understand how shifts in capacity (supply) affect road usage (demand). Studies found that elasticities are less than zero across results. Elasticity is a measure of the relationship between an independent and dependent variable. Researcher Cervero found that short-term congestion relief provided by capacity to diminish over the long term and he proposed the idea of induced growth. Duranton and Turner studied the effect of increased road supply on VMT within every Metropolitan Statistical Area in the United States from 1983 to 2003. They didn't find a relationship between transit and VKT within the study area. Beaudoin and Lawell tested Duranton and Turner’s observation and found that transit did not relieve congestion. Beaudoin and Lawell studied the effects of public transit supply on the demand for auto travel. Mr. Gabaldon reviewed the limitations from the researchers. There were some patterns that have emerged. Induced vehicle travel effects occur and are measurable. Increasing road capacity relieves congestion in the short term but will diminish over time. Transportation connectivity and land use development decisions have impact on each other. Economic development, population growth, and trips are attracted to accessible areas. This can be referred to as induced growth. Cost is a primary influencer of travel behavior.

Hoyt Prindle inquired if there were any studies that talked about efficiency of investment. David Bailey inquired about other studies that explain increased capacity. Rick Fernandez commented about the increased lanes in the urban core and if there was research done on this.
Mr. Gabaldon agreed to provide a link to the cited studies.

**B. Transit Major Projects: Next Steps**

Sarah McKinley, MPO Staff, introduced Steve Schukraft, consultant for the City of Tampa.

Mr. Schukraft with HDR presented the **Tampa Streetcar Modernization and Extension Study**. The project goals are to have a transit solution that supports the City’s vision for a livable, connected, and competitive downtown. The project will modernize and extend the existing system, improve access across the core of the city, connect premier cultural and entertainment destinations, educational institutions, revitalize urban neighborhoods, deliver first/last mile connectivity and set the stage for future extensions.

The project leader is the City of Tampa, the sponsor is FDOT and the partner is HART. Mr. Schukraft provided project context in terms of ridership before and after service changes. The project development is underway with completion scheduled for Spring 2020. Thirty percent design will be initiated and by August 2020 the FTA small starts ratings will be submitted. There were five public workshops and extensive stakeholder outreach. There was close coordination with related projects such as the Heights Mobility Study, North-South BRT, Regional Rapid Transit, Intermodal Center Study and Virgin/Brightline Tampa Extension. The project development now will deliver high quality, accessible service, maximize travel time reliability and minimize impacts. Modernization of the streetcar will introduce modern vehicles, reconstruct tight turns, improve stops for level boarding, expand the streetcar barn and update traction power.

The system extension will be North on Florida Avenue, turn on Palm Avenue, south on Tampa Street and east on Whiting. Mr. Schukraft reviewed the extension overview, best lane determination, vehicle technology and stop concepts. The existing system modernization will include guideway reconstructions, station improvements and streetcar barn expansion. The total cost estimate for modernization and extensions is $237 million. The system operations and maintenance per year is about $8,000.00. He continued with the anticipated next steps: a Small Starts rating submittal to FTA will be in Summer 2020 and the design and engineering continues. In 2022 the design and engineering will be complete and the FTA Small Starts full funding grant agreement will be in place. In 2023 and 2024 the construction and vehicle procurement begin and 2024-2025 is the start of service.

Nicole Rice inquired about the proposed other connections throughout the city. Hoyt Prindle asked about signal priorities for the Streetcar and is there any talk about adding a cycle track or bike lanes. Christine Acosta commented on Franklin Street becoming a greenway route and pairing with this project. Camilo Soto confirmed the best lane determination does not account for bike lanes. Terrance Trott pointed out that all the vehicles will be replaced and there will be no historic vehicles. Rick Richmond questioned if the bike facilities on Florida Ave will be removed during this project, and Mr. Schukraft confirmed that would be necessary.

The **Tampa Arterial Bus Rapid Transit Study** was postponed until the next meeting due to the length of time left in the meeting.

**VII. Unfinished Business & New Business**

A. Kirk Bogen, Environmental Management Engineer with FDOT District 7, gave an update on the Tampa Interstate SEIS. TIS limits are I-275 from the Howard Frankland Bridge to North of Dr. Martin Luther King, Jr. Boulevard and I-4 from I-275 to east of 50th Street. They began this supplemental SEIS in January 2017. FDOT has been through two public workshops and prepared the draft SEIS and now they are ready for the public hearing to finalize the final SEIS. They have published an SEIS draft and have recommended
a Locally Preferred Alternative (LPA) to FHWA. The improvements include reconstruction of the I-275/SR 60 Interchange in Westshore which provides addition of two tolled express lanes in each direction from the Howard Frankland to Downtown Tampa, safety and operational improvements to the I-275/I-4 Interchange in downtown Tampa, and segment 3C previously reconstructed. They have also enhanced access in the Westshore area. The preferred alternative calls for the Floribraska ramps to remain open. During the Tampa Interstate Study Supplemental Environmental Impact Statement, they have provided reports on areas of concern such as sociocultural effects, natural and physical effects, engineering considerations and public outreach. Governor DeSantis announced $1.4 billion in funding to reconstruct the Westshore area interchange and make improvements to the I-275 corridor. There are two public hearing sessions. Session 1 is Tuesday, February 25 at Hillsborough Community College from 5-7:30pm and Session 2 is Thursday, February 27 at Port Tampa Bay Cruise Terminal #6 from 5-7:30pm. The formal presentation will be at 6PM at both locations.

Bill Roberts confirmed the Westshore project has been funded but needs to be approved. Steven Hollenkamp would like to connect this presentation with Alvaro Gabaldon’s presentation about induced demand and congestion and where does FDOT stand on this connection. Nicole Rice inquired if Governor DeSantis stated exactly where the funds needed to be allocated or if it was contingent for express lanes. Ed McKinney responded that the funding was based on the LPA and it is contingent on this plan, but that plan can change. FDOT has a commitment to transit and if you bring him a plan, they will fund it.

Rick Fernandez clarified, as a representative for Tampa Heights, this is not a preferred alternative for Seminole Heights, Ybor and Tampa Heights. The ramps will touch down at 14th and 15th street exits so Mr. Fernandez inquired if there will be any road mediation in that area for the additional traffic. He followed up with a discussion on the relationship of induced demand and the SEIS. Terrance Trott questioned if this is a road widening project or a comprehensive project. Hoyt Prindle asked if the proposed expressed lanes will be capped in toll price and if Rio Street will be widened as part of this plan and what is done for the bicycle pedestrian traffic. Lou Prida commented that we need to consider other modes of transportation.

Rick Fernandez offered a Motion to support the CRA adoption of a policy opposing new variable priced toll express lanes in the city limits of Tampa. Nicole Rice seconded the Motion. Hoyt Prindle offered an Amendment to the Motion stating that the express toll lanes on the Howard Frankland Bridge terminate at SR 60. There was no second to this Amendment. The Amendment Failed. Chairman Roberts restated the original Motion is to support the CRA adoption of the policy opposing the new variable express toll lanes in the city limits of Tampa. By a show of hands, six were in favor and eight opposed. Motion failed.

B. FY 21 & 22 UPWP Call for Projects

Rich Clarendon spoke on behalf of Dayna Lazarus suggesting buffered bike lanes on selected roads.

Allison Yeh provided a status report on her suggestions on buffered bike lanes. On Fletcher Avenue there is already a PD&E study, on 15th Street in Ybor, this project was discussed in the City’s walk/bike plan and has not received much support from the committees, and on MLK at 40th Avenue, the City of Tampa is looking into. Other suggestions Ms. Lazarus made were to have a study of passenger rail on the CSX tracks from downtown Tampa to USF, making a city or county wide standard for all bike lanes, and have more equity in sustainability plans.

Nicole Rice made a Motion asking the MPO to coordinate between the County and cities to adopt a uniform standard for buffered bike lanes. Rick Richmond seconded the Motion. Motion passed unanimously.
C. Rick Richmond gave an update on TBARTA. TBARTA’s CAC met February 12th. They had a discussion on the Flamingo pass and an update on their regional transit development plan. There is a map of the locally operated regionally significant routes along with the regional rapid transit. It is a very comprehensive plan. The regional rapid transit project will be presenting to the CAC next month. The next TBARTA meetings will be March 10 and 20.

Hoyt Prindle would like a future presentation on variable express toll lanes. Terrance Trott suggested to hear about the economic impact of each.

VIII. ADJOURNMENT

There being no further business, the meeting adjourned at 12:21 pm.

A full recording of this meeting is available upon request.
Board & Committee Agenda Item

Agenda Item
Hillsborough Area Regional Transit (HART) - Transportation Improvement Program (TIP) Amendments

Presenter
Vishaka Shiva Raman, MPO Staff

Summary
The following items are amendments to the Fiscal Year FY2019/20 – 2023/24 Transportation Improvement Program (TIP).

Amendment 12 - 447141-1 HART Human Trafficking Innovations in Transit Public Safety Grant is a grant awarded to HART for creating and implementing a Human Trafficking Awareness Campaign during the months leading up to Super Bowl in 2021. The overall campaign will raise awareness of human trafficking and its negative impacts across the Tampa Bay area by creating an educational and marketing campaign series. The goals of the campaign are to raise awareness and to educate customers and the employees on the signs of abuse through posters, interior bus cards, audio messages and social media. The grant was also awarded to Pinellas Suncoast Transit Authority (PSTA).

Amendment 13 - 447142-1 HART's Bus and Bus Facilities Discretionary Grant is awarded to HART to replace approximately nine 40’ diesel buses with CNG buses.

Amendment 14 - 442424-1 HART CNG Duplex Compressor is an existing priority to upgrade the CNG Compressor by advancing $575,000 from the current year bus replacements project; HART - FHWA Surface Transportation Program.

Amendment 15 - 414963-2 HART - FHWA Surface Transportation Program is for bus replacements and system preservation. $575,000 has been advanced to the first year of the HART CNG Duplex Compressor project. An additional $3,425,000 has been transferred from FHWA toward this project to accomplish the bus replacements.

Recommended Action
Approval of the above amendments to the FY2019/20 TIP.

Prepared By
Vishaka Shiva Raman, MPO Staff

Attachments
- Factsheet for HART Human Trafficking Innovations in Transit Public Safety Grant
- Comparative Reports for the HART TIP Amendments
Factsheet

Human Trafficking Awareness and Public Safety Initiative

Overview

Human trafficking is a modern form of slavery, with nearly 25 million victims worldwide, including in the United States. Traffickers use all modes of transportation to conduct their activities and often use public transit because it is low cost, offers greater anonymity in buying fare cards, and provides less direct interaction with government or transit officials.

FTA’s Human Trafficking Awareness and Public Safety Initiative is a public safety initiative that supports the Department of Transportation’s (DOT) Transportation Leaders Against Human Trafficking initiative through transit-focused industry engagement, education, public awareness and outreach, and research and technical assistance to combat human trafficking in transit. In addition, the program supports FTA’s operator assault and crime prevention efforts. The initiative aims to maximize the transit industry’s collective impact to address human trafficking and other public safety concerns.

Innovations in Transit Public Safety

The Innovations in Transit Public Safety projects are funded through the Public Transportation Innovation Program with the goal of developing innovative projects that assist transit agencies with identifying and adopting specific measures to address public safety in transit systems, including crime prevention, human trafficking, and operator assault.

Grant Awards

On January 28, 2020, Transportation Secretary Elaine L. Chao announced $5.4 million in grant selections as part of FTA’s Human Trafficking Awareness and Public Safety Initiative at an event at U.S. Department of Transportation headquarters. Twenty-four organizations will receive funding for projects to help prevent human trafficking and other crimes on public transportation.
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<td>Hillsborough Transit Authority (HART)</td>
<td>Hillsborough Transit Authority (HART) will receive funding to conduct a public awareness campaign about human trafficking in the months leading up to the Super Bowl in 2021 in Tampa. The campaign will include educational materials for the public and HART employees as well as training in recognizing and reporting human trafficking.</td>
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<td>FL</td>
<td>Pinellas Suncoast Transit Authority (PSTA)</td>
<td>The Pinellas Suncoast Transit Authority (PSTA) will receive funding to develop human trafficking awareness training for employees and outreach materials for the public. PSTA provides bus, trolley and paratransit service in Pinellas County, Florida.</td>
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Comparative Report for HART - Amendments

Transportation Improvement Program (TIP)
FY2019/20 through 2023/24
## Item Number: 447141 1

### Description:
HART HUMAN TRAFFICKING INNOVATIONS IN TRANSIT PUBLIC SAFETY GRANT

### Extra Description:
Hillsborough Transit Authority (HART) will receive funding to conduct a public awareness campaign about human trafficking

### Type of Work

### Project Length:

### Fund

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### Status
- Amendment: Amended
- Amendment Date: 4/14/2020
- Amendment Number: 12

###Related Project:
- OPERATIONS - Managed by HILLSBOROUGH COUNTY

### LRTP:
- Who are Our Partners?, Pg.5-7

*NON-SIS*
**FDOT 5 Year TIP**
Hillsborough County, District 7

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<td>Description:</td>
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<td>LRTP: State of Good Repair, Pg. 31</td>
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Hillsborough County, District 7

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**5 Year TIP**  
Hillsborough County, District 7

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## FDOT 5 Year TIP

**Hillsborough County, District 7**

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**Description:** SURFACE TRANSPORTATION: BUS REPLACEMENTS  
**RTP:** State of Good Repair, p31

**Related Project:**  
**Extra Description:** Purchase Vehicles/Equipment

**Type of Work:** PURCHASE VEHICLES/EQUIPMENT

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**Board & Committee Agenda Item**

**Agenda Item**  
Land Use & Transportation Coordination

**Presenter**  
Planning Commission Representative

**Summary**  
At the November CAC meeting, members raised the issue of new development impacts on the transportation system, particularly in South County.

This presentation will cover:

- The comprehensive plan and adopted policy on coordinating growth and infrastructure
- Future Countywide growth projections
- Recent BOCC workshops and policy direction

**Recommended Action**  
None; for information only

**Prepared By**  
Rich Clarendon, AICP

**Attachments**  
None
Board & Committee Agenda Item

**Agenda Item**
Tampa Arterial Bus Rapid Transit (BRT) Study

**Presenter**
HART Representative

**Summary**
In mid-2019, HART kicked off the Tampa Arterial BRT Study to look at opportunities to implement BRT between USF and Downtown, including revisiting previously proposed routes.

Two of HART’s busiest and most popular local bus routes are Route 1, located on Florida Avenue, and the MetroRapid on Nebraska Avenue. These routes, along with other local routes that connect Downtown Tampa and the USF Tampa Campus, are the focus of HART’s Tampa Arterial BRT Study.

The study’s primary goal is to identify a corridor, using some combination of Florida, Nebraska, and/or Fowler Avenues, to connect Downtown Tampa to the USF Tampa Campus. This corridor will be able to provide a dedicated transit lane for a majority (at least 50%) of its length to ensure reliable bus travel times. The study focuses on how the proposed new bus service can best meet the needs of existing bus riders, as well as those who may not have chosen to use this form of transportation before.

**Recommended Action**
None; for information

**Prepared By**
Sarah McKinley, MPO Staff

**Attachments**
Tampa Arterial BRT Study Factsheet
4-Minute Video of December Public Workshop
Board & Committee Agenda Item

**Agenda Item**
TBARTA Regional Rapid Transit (RRT) Study

**Presenter**
Brian Pessaro, TBARTA Staff

**Summary**

Regional Rapid Transit, or RRT, is a concept developed during TBARTA's Regional Transit Feasibility Plan. It is essentially a limited-stop bus rapid transit service operating in the I-275 freeway and connecting Downtown St. Petersburg, the Pinellas Gateway (Carillon) area, the Westshore Business District, Downtown Tampa, the USF area, and Wesley Chapel.

This two-year study will determine the amount of the route that is dedicated to buses only (in other words, the bus service uses a lane separate from cars); where the stations will be and what amenities they will have; and how the vehicles will get to the stations. This study will also determine approximately how much the project will cost and how it will be paid for.

To get to these answers, the team will begin with design and engineering, and identify possible impacts to the environment and community and how to address and potentially alleviate the impacts. The team will also identify the best vehicle to use, and how the service will operate, such as how often it will run.

**Recommended Action**
None; for information

**Prepared By**
Sarah McKinley, MPO Staff

**Attachments**

[Project webpage](#)
Board & Committee Agenda Item

Agenda Item
Transportation Equity Score Card

Presenter
Kristine Williams and Tia Boyd, CUTR

Summary

Metropolitan Planning Organizations (MPOs) use a variety of methods to ensure that regional transportation plans and projects meet regional transportation needs. Increasingly, MPOs are also evaluating proposed projects from an equity perspective. Equity is a representation of fairness and requires the equitable distribution of benefits and burdens. The Federal Highway Administration (FHWA) describes equity in transportation as follows (FHWA, 2019):

“Equity in transportation seeks fairness in mobility and accessibility to meet the needs of all community members. A central goal of transportation equity is to facilitate social and economic opportunities by providing equitable levels of access to affordable and reliable transportation options based on the needs of the populations being served, particularly populations that are traditionally underserved... An equitable transportation plan considers the circumstances impacting a community's mobility and connectivity needs and this information is used to determine the measures needed to develop an equitable transportation network.”

MPOs examine projects for equity impacts in the context of issues such as access to opportunity, safety, mobility, affordability, health, and the environment. Some MPOs are moving beyond traditional project prioritization and are using equity measures to identify projects of benefit to transportation disadvantaged populations, referred to here as communities of concern (COCs). COCs may include any persons who may be considered transportation disadvantaged, including low-income, minority, elderly, young, disabled, zero-vehicle, Limited English Proficiency (LEP), single-parents, and rent-burdened households. The term “equity areas”, as used in this report, refers to locations with a high proportion of COCs or areas having special needs that could be partly addressed through transportation investments, such as areas with high instances of asthma, obesity, diabetes, or other health concerns.

Methods used by MPOs to identify and prioritize projects of benefit to COCs vary in scope and effectiveness. Therefore, MPOs can benefit from a project screening and prioritization tool focused on equity that builds upon national best practices. This technical memorandum summarizes important factors for such a project evaluation tool. The factors are grouped into categories of importance to equity assessments,
including access to opportunity, health and environment, safety and security, affordability, mobility, and other important impacts. An additional category, burdens, measures potential adverse impacts on COCs, including cumulative or disproportionate impacts, barrier effects, and noise or emissions. These categories form the basis for a project equity scorecard, to be developed in subsequent tasks.

The scoring system for this tool is based on the concentration of COCs.

**Recommended Action**
Review and Comment as needed

**Prepared By**
Michele Ogilvie, MPO staff

**Attachments**
None
Board & Committee Agenda Item

Agenda Item
SR 60 / Kennedy Blvd. Access Management Plan

Presenter
Kara Van Etten, FDOT GEC Project Manager

Summary
Florida Department of Transportation (FDOT) will provide an overview of the Kennedy Boulevard project, an access management and urban corridor improvement project from Westshore Boulevard to Woodlynne Avenue (437644-1-52-01). This presentation will review median modifications and urban corridor improvements along Kennedy Blvd. Improvements include 6’ sidewalks, intersection lighting, intersection geometry, driveways, ramps and crosswalks.

Additionally, a brief overview and timeline of upcoming a new traffic signal at Rome Street, a resurfacing, restoration and rehabilitation (RRR) project along the Kennedy Blvd corridor (West Shore Blvd. to Church Street) and another to the east (Woodlynne Ave to Brevard Ave) will be provided.

These projects implement some recommendations of the SR60/Kennedy Boulevard Multimodal Safety Review approved in 2017.

FDOT has scheduled a public workshop on March 25, 2020 from 3:30 PM to 6:30PM at Everglades University, 5010 W Kennedy Blvd., Tampa FL 33609. A Virtual Public Hearing will be held in May.

Recommended Action
None; for information

Prepared by
Lisa Silva, AICP, PLA

Attachments
SR 60 Kennedy Blvd Access Management Project map
SR 60 (KENNEDY BLVD) FROM WEST SHORE BLVD TO WOODLYNNE AVE
MEDIAN IMPROVEMENTS
ADDENDUM ITEMS
CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

The MPO Chairman, Commissioner Les Miller, called the meeting to order at 9:00 a.m., led the pledge of allegiance and gave the invocation. The regular monthly meeting was held at the County Center Building on the 18th Floor, Planning Commission Board Room.

The following members were present:

Commissioner Les Miller, Commissioner Pat Kemp, Commissioner Ken Hagan, Charles Klug, Councilman Joseph Citro, Michael Maurino, Commissioner Kimberly Overman, Janet Scherberger, Commissioner Mariella Smith, Mayor Rick Lott and Joe Waggoner.

The following members were absent: Cindy Stuart, Mayor Mel Jurado, Councilman Luis Viera, Councilman Guido Maniscalco and Adam Harden.

A quorum was met.

APPROVAL OF MINUTES – January 7, 2020

Chairman Miller sought a motion to approve the January 7, 2020 minutes. Commissioner Kemp so moved; it was seconded by Commissioner Overman and adopted.

PUBLIC COMMENT

There were two public comments. Laurel Urena, who lives in North Ybor, spoke in opposition of the proposed ramp to 14th/15th Streets from I-4. She is a small business owner and her background is in environmental engineering. She emphasized that the North Ybor area is not designed for capacity that would be pushed on the community by the building of a ramp to I-4. For the safety and health of the community she is asking to prioritize the stakeholders and citizens.

Chris Vela from Ybor City spoke about the environmentally friendly noise walls white paper. He pointed out that most of the walls in the report are not in the U.S. and very theoretical. These walls are not restorative to the neighborhood. If they build these walls it will permit large roads. He personally does not want TIF funds to go into a wall for an interstate.

COMMITTEE REPORTS, ONLINE COMMENTS

Bill Roberts, CAC Chair, presented an update from the CAC. The committee had its annual election of officers and he was re-elected as Chairman for another year. Rick Fernandez was elected as Vice Chair and Steven Hollenkamp was elected Officer at Large. The attendance report was reviewed and it was determined there need be no seats declared vacant on the CAC. Under action items, the CAC has
approved and forwarded to the board a few items. The environmentally sensitive noise walls white paper was reviewed and discussed at length and they recommend the following amendments. First, they ask that the MPO Board consider traffic noise at its origin. The CAC also added the benefit and cost analysis of solar panels which could be attached to the noise walls to offset the cost. Finally, the CAC asked that you consider the impact to the natural environment as well as the human environment. The CAC heard a status report on the FY 21 & 22 Unified Planning Work Program Call for Projects and will revisit this topic in the next week’s meeting. There are two new appointments and two re-appointments on the agenda today for the CAC members, and they encourage the MPO Board to help fill out the CAC membership. The members expressed interest in a couple of items. There was a request to get further data on roundabouts and traffic patterns in and throughout Hillsborough County. Mr. Fernandez asked for an update on the status of the Boulevard study. Finally, Rick Richmond, our Hillsborough CAC representative to TBARTA’s CAC, gave a brief report of the status on the ongoing Regional Rapid Transit (RRT) Study project. The RRT project has scaled down to 12 or 13 stations along the proposed route.

Wanda West, MPO Staff, reported on behalf of the other committees. She said that last month the committees held their annual elections of officers and member attendance. The TAC re-elected Jeff Sims as Chair, Mike Williams as Vice Chair and Tony Garcia as Officer at Large. The BPAC re-elected Jonathan Forbes as Chair and Jim Shirk as Vice Chair. LRC re-elected David Hey as Vice-Chair and Cathy Coyle as Officer at Large. The ITS Committee elected Brandon Campbell as Chair, Brian Gentry as Vice Chair and Jeff Sims as Officer at Large. HART is seeking a replacement for Shannon Haney who previously served as the primary appointee to the ITS Committee. Until a replacement is found Chris Cochran will serve as primary and Justin Willits will serve as alternate.

The committees reviewed and recommended approval of the 2020 Safety Performance Targets and the Environmentally Friendly Noise Walls White Paper which are action items on your agenda today. The LRC approved the White Paper, supported transmittal, and strongly encouraged forming a noise wall working group; the LRC volunteered to participate with this working group. They also received a refresher on Roberts Rules of Order and received a status report on FY 21 & 22 Unified Planning Work Program Call for Projects; the LRC will revisit this item at their next meeting. The ITS Committee dedicated its meeting to host a workshop discussing the recently launched Clear Guide Data and Analytics Platform.

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

Consent Agenda

Chairman Miller sought a motion to approve the Committee Appointments. Commissioner Overman moved; it was seconded by Commissioner Kemp and adopted.

ACTION ITEMS

A. Environmentally Friendly Noise Walls White Paper

Michele Ogilvie presented the research paper on Environmentally Friendly Noise Walls. There was research showing that noise affects public health. Noise walls are used to buffer homes and other sensitive land uses. Noise walls can reduce traffic noise as much as half, are most effective within 200 feet of a highway, and reduce noise levels for people living next to the highway. Noise sensitive land uses include homes, schools, parks and churches. Noise does affect human health with things like sleep disorders, heart disease, hypertension, cognitive impairment and hearing loss. The Health In All Policies resolution that this MPO has adopted asks us to consider air quality.

The white paper has a great deal of discussion on air quality including traffic emission impacts and health risks. Walls can do more than just reduce noise; they do provide some health benefits and reduce pollution concentration. In our data, there is a prevalence of asthma that appears higher in the general vicinity of I-
4 and I-275. There are other technologies that the white paper suggests. One of them is a SMOGSTOP Barrier which is used in Canada and United Kingdom. Some of the mitigation suggestions in the white paper are trees that mature to a height taller than the height of the barrier and thereby act as a vertical extension, improving the capability to reduce air pollutants. Other opportunities are solar panels and living barriers.

There were a few comments from the committees. The Citizens Advisory Committee asked for three things: to consider mitigation of noise and speed at their origins; look at a benefit and cost analysis of solar panels; and consider impacts to the natural environments. In addition, the Livable Roadways Committee supports the formation of a Noise Wall Working Group to follow up on the paper’s recommendations.

The recommendation is to accept the report and transmit it to potential implementing agencies for consideration in future projects, particularly in high density population areas and communities of concern. Additionally, establish an MPO Noise Wall Working group as a subcommittee of the Livable Roadways Committee, and address the other MPO committee’s requests with this LRC subcommittee.

Commissioner Overman questioned if FDOT would pay for the noise walls and if these noise walls have been deemed reasonably priced. As part of the SEIS it would be a recommendation that these be implemented to protect our citizens. Commissioner Kemp noted the importance of walls absorbing the pollution on neighborhoods and questioned the use of solar panels on the walls. She is supportive of the noise walls but opposed to neighborhoods funding the noise walls.

Chairman Miller sought a motion to approve the Environmentally Friendly Noise Walls White Paper along with the committee recommendations. Commissioner Smith so moved; it was seconded by Commissioner Kemp and adopted.

B. 2020 Safety Performance Targets

Johnny Wong, MPO Staff, stated he will recap the 2019 crash performance and present the 2020 safety performance targets. The target setting process is required every year. This is the third year we are doing it. There are four things that have occurred since the 2019 safety target adoption. There was a comprehensive speed management study; there have been some high-impact safety improvements put on our high crash corridors; transportation sales surtax project plans were approved; and the It’s Time Hillsborough 2045 LRTP was adopted. There is a process and schedule for Safety Target-setting. On September 5, 2019, the FDOT submitted to the FHWA a calendar-year 2020 target pf ZERO for all five safety performance measures. No later than February 27, 2020 the MPO must establish safety targets for calendar-year 2020, i.e. within 180 days after the state establishes targets. FHWA will assess whether the state met or made significant progress toward meeting the targets and will report findings by March 31, 2021. Toward the end of 2019, we hosted a workshop in our office and there were a number of MPO’s in attendance, FHWA staff, DOT staff as well nationally recognized vision zero experts, and we shared what our target-setting methodology has been over the past three years. Following that workshop, FHWA informed us that they are going to nominate us for our target setting methodology to be a best practice. To calculate the expected safety performance for 2020, we look at ten years of performance crash data and compose a linear projection to forecast what our performance will be in future years. Once we have the number, we apply a crash reduction factor that we generated from our 2045 Plan needs assessment work, and that gives us what the expected performance will be at the end of the year based on a certain level of safety funding. We calculated that if a certain level of safety funding holds through the year 2045, the impact that we can expect to have will be to reduce crashes by 35 percent, by putting down safety features on our high crash corridors. This is an annual crash reduction of 2.1 percent. The Fletcher Avenue and 50th Street safety improvement projects proved to be highly effective according to our crash performance data. The annual fatalities target projected thru 2020 is less than 209. The fatalities target on a 5-year rolling average is fewer than 204. The motorcycle fatalities target on a 5-year rolling average is
This is a new, optional target we’re proposing due to the fact that motorcycle fatalities have increased. The serious injuries target is required by FHWA, and the 5-year rolling average is 1255. The nonmotorized fatalities and serious injuries target is required also, and the 5-year rolling average is 222. Another required target is the fatality rate per 100MVMT and the 5-year rolling average is 1.41. The last required target is the serious injury rate per 100MVMT and the 5-year rolling average is 8.70. Dr. Wong provided a report card on performance measure. The recommended action based on the adopted methodology is to approve the calendar-year 2020 safety targets.

Commissioner Smith commented on how to make these targets more ambitious, and asked if we could bring this back next month for consideration with a more ambitious target. Gena Torres commented on Vision Zero and then pointed out that they will share some effective projects that you can see the reduction on serious fatalities in the status report presentations. Commissioner Kemp inquired if the MPO can continue to work on these targets. Beth Alden agreed Commissioner Smith brought up very important points that don’t require a lot of capital investment; they will however need cooperation from other groups. Ms. Alden suggested a summit to talk to leadership who could make a difference with these kinds of policies. Commissioner Kemp commented that to bring down the vision zero rate you need to increase transit. Mayor Lott stated we need to do everything we can and to add in all categories to get to zero. Mayor Lott does not see great improvements in the Tampa Bay Area as he does in the areas of the state. Commissioner Miller commented that the improvements in other areas are from the political leadership in Tallahassee. He questioned the motorcycle fatalities. Commissioner Smith stated she is fine with accepting the report for a 5-year average but we should not accept a target to expect the same results.

Chairman Miller sought a motion to approve 2020 Safety Performance Targets. Mayor Lott so moved; it was seconded by Mr. Waggoner and the Motion carried nine to two. Commissioner Smith and Commissioner Kemp voted no.

C. New Legislative Positions

Beth Alden, MPO Executive Director, pointed out in the packet a copy of a letter that was transmitted last year to our legislative delegation. Since that time, two potential legislative positions for consideration have recently come forward. They are in the form of two other letters from MPOs. One letter is from Forward Pinellas and it is about Senate Bill 1000 and House Bill 1371 on Traffic and Pedestrian Safety, which would tie the hands of our traffic safety engineers, who would no longer be able to use rapid flashing beacons as a safety treatment to improve the safety of pedestrian crosswalks. Ms. Alden would like to bring to consideration that we would take a position similar to Forward Pinellas in asking the legislature to not tie the hands of our safety engineers to continue to allow us to use rapid flashing beacons where they are deemed appropriate to our engineers. The second position is from the Miami Dade TPO. They are proposing that there be a change to the statute about the use of toll revenue from high occupancy toll or express lanes. Today the Florida Statute allows that toll revenues can be used for express bus service on the highway where the tolls are collected, after other priorities have been paid off. Miami Dade TPO is proposing that the language be broadened a little to transit in general, not just limited to express bus service operating on that highway. Ms. Alden seeks direction on whether Hillsborough MPO should take either or both positions. Commissioner Kemp questioned broadening the use of toll revenues beyond express buses.

Chairman Miller sought a motion to approve the new Legislative Positions. Commissioner Smith so moved; it was seconded by Commissioner Hagan and the Motion carried ten to one. Commissioner Kemp voted no.
STATUS REPORT

A. Making Progress on Safety

Gena Torres, MPO Staff, introduced the series of presentations about how to make more progress towards the vision of zero deaths.

Bob Campbell, Transportation Engineer for Hillsborough County, introduced the history of Fletcher Ave. The MPO in 2010 recognized this as the highest severe-crash corridor in Hillsborough County. Based on that study Hillsborough County decided to do a study on Fletcher from Nebraska Avenue to Bruce B Downs. As a result of this they also developed a project with three critical components in roadway safety: engineering, enforcement and education. The Hillsborough County Sheriff’s department was actively involved because they wanted to improve the safety problem on one of the roads, so they were involved in the inception of this project, and implementation after the project was completed, including the education and enforcement component. The University of South Florida, through CUTR, also helped with education. District 7 was involved in the inception of this project and helped get the funding. Also, at their request, this project incorporated a number of innovative and creative ideas safety. These ideas are now incorporated in various manuals statewide as well as Federal Highway Administration publications. Wade Reynolds will now present the result of this particular project.

Wade Reynolds, MPO Staff, explained Fletcher Avenue Complete Street Before and After Study. The research objectives on Fletcher Avenue were how individuals use crosswalks along Fletcher Avenue. The willingness of individuals to properly use the crosswalks, opinions about crosswalks, including motivators and barriers to using crosswalks as designed, and barriers individuals experience related to not properly using the crosswalks. This study was done in November and December 2018, and a number of observations came out of this study. The December 2018 observation showed 83.4 percent of people use the crosswalk to cross the street and almost 90 percent push the crosswalk signal button. The observation also showed very few bicyclists wore a helmet and most are biking on the sidewalk. While looking at the mode of transportation, almost 78 percent were pedestrians and only 9 percent of the pedestrians and bicyclists were distracted. Almost 98 percent of motorists yielded at the mid block crossings. The intercept surveys showed the top reasons for traveling along Fletcher Avenue were retail, and to and from work. 66 percent of the people were within one mile of their destination. Mr. Reynolds went over the barriers to using crosswalks and perceptions of crossing Fletcher Avenue, trustworthy people, knowledge of Florida Traffic Laws, reasons for not using crosswalks, safe and unsafe feelings and reasons associated with crosswalks. In conclusion, more pedestrians and bicyclists were observed using the crosswalks and pushing the crosswalk button compared to previous years, less distraction, felt safer yet there are still people that cross outside crosswalk. The interviews indicated more crosswalks, police intervention, and education would make people more likely to use the crosswalks.

The complete streets improvements were as follows: five mid-block pedestrian crossings added with overhead and ground-mounted RRFBs, one mid-block pedestrian crossing with a traffic control signal, LED lighting added at pedestrian crossings, raised pedestrian islands and raised traffic separators installed, landscaping features incorporated into median, bicycle lanes added to both sides of road, speed limit reduced from 45 mph to 35 mph, media outreach and education of the public and high visibility enforcement. On average, the daily traffic volumes on Fletcher Avenue have increased since the completion of the project, the average speeds of vehicles decreased within the study segment and the average travel time increased, pedestrian and bicyclist volumes along the corridor also increased after the project was completed, a majority of the pedestrians, bicyclists and vehicles utilize the installed facilities properly, overall total number of vehicle crashes were reduced as well as crash severity. There was an increase in pedestrian and bicycle crashes. However, taking into account the additional volume of pedestrian and bicycle activity, the pedestrian and bicycle crash rate decreased. The severity of the pedestrian and bicycle crashes was also reduced within the project area.
Commissioner Kemp commented on the am and pm travel and increased speed.

Peter Hsu, FDOT Traffic Safety Engineer, announced on March 16th at 9am DOT and county will welcome a high-level USDOT official. They are going to use Fletcher Avenue to talk to the nation about to address ped bike safety. Mr. Hsu followed up on Johnny Wong’s presentation on the 2020 Safety Performance Targets and said the numbers of fatalities this January has reduced more than 15 percent in Hillsborough county and 30 percent total in District 7 compared to last January.

Mr. Hsu presented the safety improvements on Busch Boulevard from Dale Mabry Hwy to N 56th St. Busch Blvd is a principal arterial and it has mix of context classifications like suburban residential and commercial and urban general. There needs to be a balance between safety and operations. The multi approach to safety is engineering, education and enforcement. The Bike Walk Tampa Bay launched a marketing and education campaign along Busch Boulevard in 2019. There was a speed enforcement grant from FDOT on Busch Blvd and recently completed resurfacing project on West Busch Blvd and also included corridor wide safety enhancements. FDOT is exploring the feasibility of incorporating context classification corridor timing along Busch Boulevard. There is upcoming project on East Busch Blvd where they are adding a raised median and pedestrian-hybrid beacons (PHB) for pedestrian crossings. PHBs has yielded positive results showing crashes went down significantly after construction was completed. Upcoming corridor improvements will include speed management strategies for target speed of 35 mph on West Busch Blvd, access management and fill in sidewalk gaps. Additional actions will include exploring potential PHB installation at W. Busch Blvd and North Rome Circle and reducing curb radii at North Nebraska Avenue. Studies found that the addition of raised medians, speed feedback sign and increased enforcement resulted in an average speed reduction of 4.5 MPH on West Busch Blvd. Anticipated benefits to East Busch Blvd are that speeds will be reduced by at least 5 MPH which will eliminate approximately 13 crashes annually.

Michael Maurino inquired about the contact classifications and where on the corridors is 3C, 3R and C4. Commissioner Kemp commented on the lack of funding and what can we do to get more funding. Beth Alden responded this is what will be covered in the MPO Board Workshop next month.

Paula Flores, MPO Consultant, presented an update on the Speed Management Study. The first goal is to update policies, standard and procedures to foster a culture of safety in planning and design of the transportation system. The second goal is to create a safe multimodal transportation system through good design, lighting and connected facilities. This is important because Florida is the most dangerous state for pedestrians and bicyclists in recent history. The data tells us that 75 percent of fatal crashes occur on roads with posted speeds of 40mph, 75 percent of fatal and serious injury crashes occur on one-third of our roads, 33 percent of fatal crashes involve aggressive driving and one-third of pedestrian crashes result in death or incapacitation. Speeding kills more than 10,000 a year. The goal of this study is to improve public health and safety by reducing road fatalities and serious injuries. The desired outcomes are to improve safety experience, increase awareness, institutionalize good practices, identify supportive policies, programs and infrastructure improvements to meet safety goal and to obtain cooperation and support of stakeholders. The speed management action plan is stakeholder involvement, speed management practices, corridor prioritization, next 30 high injury corridors and speed management action plan. Ms. Flores reviewed the crash statistics and communities of concern. They started with the top 20 crash corridors and prioritized according to the performance level. They were able to identify the next 30 and prioritize the next 30 high injury corridors and priority matrix. The next step will be to establish a speed management action plan.

Commissioner Kemp noted other cities have reduced their speed. Commissioner Smith thanked MPO Staff and consultants for the surprise take-aways from today’s reports, which can help with policy decisions. Gena Torres stated they will bring the next steps to the Policy Committee for action.
Executive Director’s Report

Beth Alden noted the next MPO Board meeting is on March 3rd at 9am, followed by the HART/MPO Joint Board Meeting: Tour of Sun Rail on March 5th at 8am. The Tampa Bay TMA Leadership Group Meeting is on March 6 at 9:30am. The MPO has found some great speakers to attend the upcoming Managed Lanes Workshop including Stantec, Todd Littman with Victoria Transport Policy Institute, and Kate Mattice with the Northern Virginia Transportation Commission. The workshop will have to be postponed from May 29 and a new date will be proposed soon. On March 24, there is a TIP Priority board workshop in the Plan Hillsborough Room.

OLD & NEW BUSINESS

Roger Roscoe, FDOT Staff, pointed out the public notice on the Tampa Interstate Supplemental Environmental Impact Statement. There are two public hearings in February. Session one is February 25 5-7pm at HCC Dale Mabry Campus and Session 2 is on February 27 at Port Tampa Bay Cruise Terminal #6 5-7pm.

Cameron Clark, MPO Attorney, will be presenting the Annual Evaluation of the Executive Director in the April meeting.

Mr. Maurino commented on TDM strategies for the I-275 interchange and Ms. Alden responded that the TIP manager will be in touch to discuss.

ADJOURNMENT

The meeting adjourned at 11:14 a.m.
Committee Reports

**Meeting of the Citizens Advisory Committee (CAC) on February 19**

Under Action items, the CAC approved and forwarded to the MPO Board:

- Garden Steps Action Plan
- Transportation Improvement Program Amendment: Roadway Improvements to I-75 Northbound on-ramp from US 301 Northbound
- Resilient Tampa Bay: Transportation Pilot Project

The CAC heard status reports on Induced Demand and Transit Major Projects: Next Steps.

**Meeting of the Technical Advisory Committee (TAC) on February 17**

Under Action items, the TAC approved and forwarded to the MPO Board:

- Transportation Improvement Program Amendment: Roadway Improvements to I-75 Northbound on-ramp from US 301 Northbound
- Resilient Tampa Bay: Transportation Pilot Project – After some discussion, the TAC recommended approval with slight modifications to the wording of the action. The revised language was to ACCEPT the report and to request that implementing entities STRONGLY CONSIDER mitigation strategies.

The TAC heard status reports on Transit Major Projects Next Steps, and on the Tampa Interstate Study Supplemental Environmental Impact Study. The Committee had some discussion of the new proposed exit ramps at 14th and 15th Streets

**Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on February 12**

Under Action items, BPAC approved and forwarded to the MPO Board:

- Garden Steps Action Plan

The BPAC heard a status reports on Induced Traffic, the HART Arterial BRT Corridor Study, the Tampa Streetcar Modernization and Extension, the Vision Zero Speed Management Study, and on the Bicycle Friendly Business program.
Meeting of the Livable Roadways Advisory Committee (LRC) on February 26

The LRC approved and forwarded to the MPO Board:

✓ Garden Steps Action Plan
✓ Resilient Tampa Bay: Transportation Pilot Project **Motion:** Strongly recommend that implementing entities evaluate and incorporate wherever possible, in a timely manner.
✓ UPWP Update **Motion:** Recommend consideration of Right Size Parking Calculator; Best Practices in Electric Vehicle (EV) Charging; Continue audits for remaining schools in School Safety Study and Safety/Park Speed Zone.

The LRC heard status reports on Induced Demand, the HART Arterial BRT Corridor Study, and their upcoming Painted intersections/Crosswalks to Classrooms Field Trip.

Meeting of the Transportation Disadvantaged Coordinating Board on February 21

The TDCB reviewed and approved the **Annual Evaluation of the Community Transportation Coordinator.** The Coordinator met all standards of the evaluation. The most notable accomplishment is Road Calls- the standard has been met for the first time since 2013. This is a positive result of the Board of County Commissioners’ investment in replacement buses. The service also received an overall satisfaction rating of 98% from its clients!

The TDCB also approved and forwarded to the MPO Board:

✓ Resilient Tampa Bay: Transportation Pilot Project
✓ Garden Steps Action Plan

The TDCB also learned that use of Saturday service is growing rapidly; it now averages 60 trips a day. The TDCB noted that this is a “million percent increase” from zero trips. They thanked the MPO for their support and the BOCC for their funding of the new service.

The TDCB also heard status reports on the HART Arterial BRT Corridor Study, and the MPO’s Unified Planning Work Program FY 21 & 22 UPWP Call for Projects.
This FREE event is a 3.5 mile ride that will start and end at the John R. Trinkle Center, 1206 N Park Road, on the Plant City HCC campus. Helmets are strongly encouraged for all participants. Helmets are required for participants under age 16.

For more information, contact Plant City Parks and Recreation Department at 813.659.4255.

This year’s ride is being held in conjunction with the Plant City YMCA’s annual Dean’s Ride fundraiser.
February 24, 2020

Representative Randy Fine
222 The Capitol
Tallahassee, FL 32399-1300

RE: SB 1000 and HB 1371 – Traffic and Pedestrian Safety

Dear Representative Fine,

The Hillsborough Metropolitan Planning Organization (MPO), serving the City of Tampa, City of Plant City, City of Temple Terrace and unincorporated Hillsborough County, has reviewed the proposed House Bill “HB 1371” referred as the “Turn the Flashing Yellow Crosswalks to Red” bill, and the associated Senate Bill “SB 1000”, and want to convey our strong opposition.

Hillsborough MPO is committed to safety for all roadway users, in a state notorious for being the deadliest in the nation for pedestrians and bicyclists. The Rectangular Rapid Flashing Beacon (RRFB) is a highly effective and affordable tool that should remain in our safety toolbox.

Section 316.1307(b) of the Florida Statutes requires motorists to come to a complete stop for a pedestrian in a crosswalk. Marked crosswalks at mid-block locations are accompanied by signs, both in advance of and at the crosswalk location, to further emphasize the presence of the crosswalk to the driver. Unfortunately, too many drivers ignore both the markings and the signs, endangering the pedestrians attempting to use the crosswalk. The RRFB, developed approximately fifteen years ago in St. Petersburg, was intended to increase the conspicuity of these crosswalk markings and signs. Pedestrians activating the RRFBs alert the driver to their presence in the crosswalk.

RRFBs increase pedestrian safety at these uncontrolled marked crosswalks by 98 percent. The RRFB concept went through extensive testing in the field and was found to have a higher rate of driver stopping compliance than markings and signs by themselves (in St Petersburg -2% prior to installation and over 90% after).

Its simple design, capability for being solar powered, and minimal structural mounting requirements keep the cost low. In these days of limited resources, the lower cost allows these proven devices to be used at many more locations to enhance pedestrian safety.

A local RRFB success story is Fletcher Ave, which serves the University of South Florida area. Prior to installation, Fletcher Ave was the highest fatality corridor in Hillsborough County. In 2014, RRFBs and other safety measures were installed. The
post construction study competed in 2019 demonstrated a **46% reduction in serious injuries and 60% reduction in fatalities** right here in Hillsborough County.

We urge you to consider the negative impacts, both direct and indirect, of this proposed bill. With no state funding for cities and counties to change their traffic devices, it would end up costing millions of dollars that many local governments don't have. **If signed into law, this bill could cause many crosswalks to be removed, including at 170 crosswalks in Hillsborough County, thus having an additional negative effect on pedestrian/bicycle safety.**

Our concern is that proposed legislation removes the use of a **scientifically proven safety device** for reducing serious injuries and fatalities for our most vulnerable road users. Please reconsider your support for this bill and allow the Florida Department of Transportation and the many local jurisdictions that use RRFBs to continue to educate the public about their appropriate use.

Sincerely,

[Signature]

Commissioner Lesley “Les” Miller, Jr.
Chair

cc: Hillsborough County Legislative Delegation Members
Good morning everyone! This has been another busy week and many issues have come before our legislature and our leaders here in Florida. On the national scene pardons, prison sentences and a Democrat debate in Las Vegas dominated the political news. Here in Florida there may be some sore necks in Tallahassee as heads turned quickly upon hearing that the Florida Coalition Against Domestic Violence had paid its Executive Director $7.5M over the past three years. There are demands that an investigation of the organization occur. That and many other things headlined the legislative news here in Tallahassee. Transportation was thankfully quiet and not in the headlines. Some of those other things that did grab the attention of blogs, newsletters and our leaders included legislation for a ballot measure limiting school board members to serving 8 years, a court case that decided a group of 17 felons can vote in elections without having to prove payment of financial restitution, deregulation of certain occupations so that licensure is not required, regulating short term rentals (such as AirBNB) at the state level or in other words pre-empting local units of governments, and the legislature advanced a bill requiring parental consent for a minor seeking an abortion. That bill has passed both chambers and will be presented to the Governor for a signature or a veto.

We are a transportation focused entity and so this newsletter should take you to the transportation arena. A couple of transportation related bills that require a little more explanation here include the bill affecting Peer-to-Peer car rental tax. This bill was temporarily postponed again in the Senate Committee stop and hearing the comments of the chair, this may have been the last meeting of that committee. It does not appear to be due to issues with the bill, the bill seemed to be advancing well. Debate and public comment on the bill at each stop took a lot of time and each time the Senate bill was temporarily postponed it was because the committee was running up against their posted end time for meeting. If the committee meets again, or if the bills is reassigned to another committee, or if the subject of the bill is attached to another bill, then the intent is to charge the same state fee on the peer-to-peer rentals that is charged for more traditional car rental companies such as Enterprise, Alamo or National. One of the peer-to-peer companies is Turo, you may have seen one of their commercials on TV. This is one of the companies that would be impacted by the bill.

In last week’s newsletter and in previous newsletters we mentioned the mid-block crossing bills (SB 1000 and HB 1371). The House version has passed the final committee stop and the next step is a full floor vote. Last week we reported that the bill was amended in a way that radically changed the bill. The new version in the House now states that the use of the flashing yellow lights on posts would be kept and the Florida DOT would request USDOT to allow the lights to be swapped out for red ones. If USDOT says no, then the lights would have to be replaced with a legally acceptable substitute. Facilities that are two lane and posted at 35MPH or less would be exempt (last week’s newsletter erroneously stated “or”, we apologize for the error).
amendment changes the financial impact of this bill. Implementing this bill will still be expensive, but not as expensive as the original version. The Senate version was up in committee this week and an amendment changed the bill by exempting mid-block crossings on facilities with a posted speed limit of 20 MPH or less. Sadly, that will not greatly affect the financial impact of the Senate version of this bill. We are going to need everyone to weigh in on the financial costs of this bill. We do not know the total number of mid-block crossings in the state and members of the legislature through their questions on the bill do not give the impression that they have calculated the full cost of compliance with this set of bills. We will need to provide financial impacts for each MPO area as best we can to demonstrate the severe costs. Before we leave this topic, we must pause and remember that these bills are intending to improve traffic safety which we must thank the bill sponsors for their willingness to tackle this difficult topic. Their desire to make Florida a safer place is admirable and hopefully during the time between this session and next session we can work collectively with these members to craft a bill that improves safety and is financially attainable. For the Florida MPOs, watch your inbox this week, I will be sending out an email asking for your assistance. I will coordinate with my partners at both the Florida League of Cities and the Florida Association of Counties. Together we can steer these bills into a better financial place.

Several transportation related bills are up in committee this week, details are shown with each bill on the following pages, look for the text in RED. The regular session began on January 14th, ends (hopefully) on March 13th and for these times in between these dates our capitol is a busy place. Bills appearing before a committee are shown in the bill details in RED. All new bills and any updates to bills shown below will be shown in RED so you can quickly distinguish between updates and old news. Your MPOAC Legislative Update will keep you apprised of newly filed bills and changes to existing bills.

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

<table>
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<tr>
<th>Important Dates for the 2020 Legislative Session</th>
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<tr>
<td>o August 01, 2019 – Deadline for filing claim bills.</td>
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<td>o November 22, 2019 - Deadline for submitting requests for drafts of general bills and joint resolutions, including requests for companion bills.</td>
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<tr>
<td>o January 10, 2020 - Deadline for approving final drafts of general bills and joint resolutions, including companion bills.</td>
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<td>o January 14, 2020 - Regular Session convenes, deadline for filing bills for introduction.</td>
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<td>o February 29, 2020 - All bills are immediately certified, motion to reconsider made and considered the same day.</td>
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<tr>
<td>o March 03, 2020 – 50th day of Session. Last day for regularly scheduled committee meetings.</td>
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<tr>
<td>o March 13, 2020 – 60th day - Last day of Regular Session.</td>
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This is a summary of transportation related bills filed and published on the legislature’s website as of February 22, 2020. The bills are listed in numerical order for your convenience. As the session progresses and the number of bills tracked in this newsletter grows, this ordering of bills will make it easier to follow the status of any bill you are tracking. All new bills and any updates to bills shown below will be shown in RED so you can quickly distinguish between updates and old news.

**HB 37: School Bus Safety – (Zika; Co-Introducers: DiDeglie; Grieco) –** Identical Bill SB 290 by Hooper. Revises civil penalties for certain violations relating to stopping for a school bus. Filed in the House. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee. Favorable by Transportation and Infrastructure Subcommittee; YEAS 13 NAYS 0. Now in Transportation and Tourism Appropriations Subcommittee. Favorable by Transportation and Tourism Appropriations Subcommittee; YEAS 10 NAYS 0. Now in State Affairs Committee. Passed State Affairs Committee, YEAS 23 NAYS 0, next stop House Floor for a full vote. Passed on a House Floor vote; YEAS 118 NAYS 0. The Senate Version is set for a Senate Floor vote.

**SB 76: Transportation Disadvantaged – (Book) –** Similar to HB 551 by Jenne. 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. On Committee agenda-- Infrastructure and Security, 01/27/20, 4:00 pm, 110 Senate. Favorable by Infrastructure and Security; YEAS 7 NAYS 0. Now in Appropriations Subcommittee on Transportation, Tourism, and Economic Development. Passed Appropriations Subcommittee on Transportation, Tourism, and Economic Development; YEAS 5 NAYS 0. Now in Appropriations.

**SB 126: Sales and Use Tax – (Gruters; Co-Introducers: Hooper; Gainer; Baxley; Perry; Harrell; Albriton) –** Similar to HB 159 by Clemons. Revising the definition of the term “retail sale”; renaming the term “mail order sale” to “remote sale” and revising the definition; revising conditions under which certain dealers are subject to sales tax levies and collection; providing that certain marketplace providers are subject to registration, collection, and remittance requirements for sales taxes, etc. This bill will require a sales tax to be collected on online purchases that are delivered to a Florida address and the bill requires that both a state sales tax and the local option surtaxes to be collected by online retailers. Referred to Commerce and Tourism; Finance and Tax; Appropriations. Favorable by Commerce and Tourism; YEAS 5 NAYS 0. Now in Finance and Tax. Passed Finance and Tax; YEAS 8 NAYS 0. Now in Appropriations.

**HB 133: Towing and Immobilizing Vehicles and Vessels – (McClain) –** Similar to SB 1332 by Hooper. Authorizes local governments to enact rates to tow vessels on private property & remove & store vessels; prohibits counties or municipalities from enacting ordinances that impose costs or penalties on owners, persons in control, or lienholders of vehicles or vessels or that require wrecker operators or towing businesses to accept specified form of payment;
authorizes persons to place liens on vehicles or vessels to recover fees or charges; removes requirement regarding notices & signs concerning towing or removal of vehicles & vessels & liability for attorney fees; authorizes court to award damages, attorney fees, & court costs in certain cases. Filed in the House. On Committee agenda-- Local, Federal and Veterans Affairs Subcommittee, 10/23/19, 9:00 am, 12 HOB. Favorable by Local, Federal and Veterans Affairs Subcommittee; YEAS 9 NAYS 5. Now in Business and Professions Subcommittee. Favorable by Business and Professions Subcommittee; YEAS 10 NAYS 2. Now in State Affairs Committee. Passed State Affairs Committee; YEAS 16 NAYS 7. Next stop is a full House Floor vote. Floor vote on 02/19/2020. CS passed as amended; YEAS 76 NAYS 41. The Senate version is on 2nd reading on the Senate Floor, preparing for a full floor vote in the Senate.

**SB 158: Child Restraint Requirements – (Perry)** – Identical Bill HB 533 by Beltran. Increasing the age of children for whom operators of motor vehicles must provide protection by using a crash-tested, federally approved child restraint device; increasing the age of children for whom a separate carrier, an integrated child seat, or a child booster seat may be used, etc. Referred to Children, Families, and Elder Affairs; Infrastructure and Security; Rules. Favorable by Children, Families, and Elder Affairs; YEAS 6, NAYS 0. Now in Infrastructure and Security. On Committee agenda-- Infrastructure and Security, 01/21/20, 4:30 pm, 110 Senate Building. Favorable by Infrastructure and Security; YEAS 7 NAYS 0. Now in Rules.

**HB 159: Sales and Use Tax – (Clemons)** – Similar to SB 126 by Gruters. Revises conditions under which certain dealers are subject to sales tax; deletes exemption for certain dealers from collecting local option surtaxes; provides that certain marketplace providers are subject to registration, collection, & remittance requirements for sales taxes; requires marketplace providers to provide certification to marketplace sellers; specifies requirements for marketplace sellers; requires marketplace providers to allow DOR to audit books & records; provides that marketplace seller is liable for sales tax collection & remittance; authorizes marketplace providers & marketplace sellers to enter into agreements to recover certain taxes, interest, & penalties; grants DOR settlement & compromise authority for marketplace sales; deletes authority of DOR to negotiate collection allowance with certain dealers. Referred to Ways and Means Committee; Commerce Committee; Appropriations Committee.

**SB 178: Public Financing of Construction Projects – (Rodriguez)** – Identical to HB 579 by Aloupis. Prohibiting state-financed constructors from commencing construction of certain structures in coastal areas without first conducting a sea level impact projection study; requiring the Department of Environmental Protection to develop by rule a standard for such studies; requiring the department to enforce certain requirements and to adopt rules, etc. Referred to Environment and Natural Resources; Infrastructure and Security; Appropriations Subcommittee on Agriculture, Environment, and General Government; Appropriations. Favorable by Environment and Natural Resources; YEAS 5 NAYS 0. Now in Infrastructure and Security. Favorable CS by Infrastructure and Security; YEAS 7 NAYS 0. Now in Appropriations Subcommittee on Agriculture, Environment, and General Government. Passed Appropriations Subcommittee on Agriculture, Environment, and General Government; YEAS 9 NAYS 1. Now in Appropriations.

**HB 179: Safety Belt Usage – (Slosberg)** – Requires each passenger in a motor vehicle or autocycle to be restrained by a safety belt or child restraint device. Filed in the House. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee.
SB 216: Assistance for Micro Businesses – (Rodriguez) – Authorizing certain local governments to set aside up to a specified percentage of funds for procuring personal property and services for the purpose of entering into contracts with micro businesses; providing eligibility for micro businesses under the Microfinance Loan Program; providing eligibility for micro businesses under the Department of Transportation’s highway project business development program, etc. Referred to Innovation, Industry, and Technology; Infrastructure and Security; Appropriations.

HB 249: Use of Wireless Communications Devices While Driving – (Slosberg) - Revises short title & legislative intent; prohibits operation of motor vehicle while holding or touching wireless communications device; provides exceptions; revises circumstances under which certain information may be admissible as evidence in proceeding to determine whether violation has been committed; revises procedures for collection & reporting by DHSMV of information recorded on citation; conforms provisions relating to use of wireless communications devices in school & work zones. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee.

HB 279: Local Government Public Construction Works – (Smith, D.; Co-Introducers: Sabatini) - Similar to SB 504 by Perry. Requires local governing board to consider estimated costs of certain projects when making specified determination; requires local government that performs project using its own services, employees, & equipment to disclose costs of project after completion to Auditor General; requires Auditor General to review such disclosures as part of routine audits of local governments. Referred to Oversight, Transparency and Public Management Subcommittee; Business and Professions Subcommittee; State Affairs Committee. Passed Oversight, Transparency and Public Management Subcommittee; YEAS 11 NAYS 3. On Committee agenda-- Business and Professions Subcommittee, 02/04/20, 12:00 pm, Webster Hall.

SB 290: School Bus Safety – (Zika; Co-Introducers: DiDeglie; Grieco) – Identical Bill HB 37 by Zika. Revises civil penalties for certain violations relating to stopping for a school bus. Filed in the Senate. Referred to Infrastructure and Security; Judiciary; Rules. On Committee agenda-- Infrastructure and Security, 01/21/20, 4:30 pm, 110 Senate Building. Favorable by Infrastructure and Security; YEAS 7 NAYS 0. Now in Judiciary. On Committee agenda-- Judiciary, 02/04/20, 12:30 pm, 110 Senate Building. Passed Judiciary YEAS 5 NAYS 0. On Committee agenda-- Rules, 02/12/20, 4:00 pm, 110 Senate Building. Passed Rules; YEAS 16 NAYS 0. Next stop is a full Senate Floor vote. This bill is on Second Reading in the Senate, a full floor vote appears imminent. The House version passed a full floor vote 118 YEAS, Zero NAYS.

SB 308: Traffic Offenses – (Baxley) – Similar to HB 455 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 who commits the moving violation 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. Filed in the Senate. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

SB 368: Tampa Bay Area Regional Transit Authority – (Rouson) - Similar to HB 503 by Diamond. Authorizing certain mayors who are members of the governing board of the Tampa Bay Area Regional Transit Authority to appoint a designee to attend a board meeting to act in his or her place with full voting rights on all issues; requiring the designee to be an elected official of the governing body of the mayor’s municipality, etc. Referred to Infrastructure and Security;
Community Affairs; Rules. On Committee agenda-- Infrastructure and Security, 01/27/20, 4:00 pm, 110 Senate. Passed Infrastructure and Security; YEAS 7 NAYS 0. Now in Community Affairs. On Committee agenda-- Community Affairs, 02/10/20, 4:00 pm, 301 Senate Building. Passed Community Affairs; YEAS 5 NAYS 0. Now in Rules. On Committee agenda-- Rules, 02/26/20, 9:00 am, 110 Senate Building

**HB 377: Motor Vehicle Rentals – (Latvala)** - Identical to SB 478 by Perry. Motor Vehicle Rentals; Requires specified surcharges to be imposed upon lease or rental of certain motor vehicle if facilitated by car-sharing service, motor vehicle rental company, or peer-to-peer vehicle-sharing program under certain circumstances; provides financial responsibility & insurance requirements; requires notification of implications of lien; provides recordkeeping requirements; provides responsibility for equipment; provides requirements relating to automobile safety recalls; provides driver license verification and retention requirements. Referred to Transportation and Infrastructure Subcommittee; Ways and Means Committee; State Affairs Committee. On Committee agenda-- Transportation and Infrastructure Subcommittee; Ways and Means Committee; State Affairs Committee, 02/04/20, 12:00 pm, Reed Hall. Passed Transportation and Infrastructure Subcommittee; YEAS 11 NAYS 2. On Committee agenda-- Ways and Means Committee, 02/11/20, 9:30 am, Morris Hall. Passed Ways and Means Committee; YEAS 11 NAYS 6. Committee stop at State Affairs removed, sent to Commerce Committee.

**SB 378: Motor Vehicle Insurance – (Lee)** – Similar to HB 771 by Grall. Repealing provisions which comprise the Florida Motor Vehicle No-Fault Law; revising the motor vehicle insurance coverages that an applicant must show to register certain vehicles with the Department of Highway Safety and Motor Vehicles; revising garage liability insurance requirements for motor vehicle dealer applicants; revising minimum liability coverage requirements for motor vehicle owners or operators, etc. APPROPRIATION: $83,651. Referred to Infrastructure and Security; Banking and Insurance; Appropriations. On Committee agenda-- Infrastructure and Security, 01/21/20, 4:30 pm, 110 Senate Building. Favorable by Infrastructure and Security; YEAS 6 NAYS 1. Now in Banking and Insurance. On Committee agenda-- Banking and Insurance, 02/11/20, 2:00 pm, 412 Knott Building

**HB 395: Transportation – (Andrade)** - Similar to SB 1172 by Albritton. Revises requirements for determining salaries of secretary of DOT & assistant secretaries; revises time period during which sealed bids, proposals, or replies received by DOT are exempt from public records requirements; authorizes certain vehicles to show or display certain lights; requires certain contractors to be certified by DOT as qualified; revises financial statements required to accompany an application for certification; specifies conditions under which limitation on liability of DOT for personal injury, property damage, or death applies; authorizes Governor to suspend payment of tolls when necessary to assist emergency evacuation & override automatic reinstatement of tolls. Filed in the House. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee. On Committee agenda-- Transportation and Infrastructure Subcommittee, 01/28/20, 12:00 pm, Reed Hall. Passed Transportation and Infrastructure Subcommittee; YEAS 13 NAYS 0. On Committee agenda-- Transportation and Tourism Appropriations Subcommittee, 02/10/20, 1:30 pm, Sumner Hall. Passed Transportation and Tourism Appropriations Subcommittee; YEAS 11 NAYS 0. Now in State Affairs Committee.

**SB 452: Electric Vehicle Charging Stations – (Rodriguez)** - Identical to HB 943 by Daley. Similar to SB 7018 – Committee Bill. Requiring the Department of Transportation, in coordination with the Office of Energy within the Department of Agriculture and Consumer Services and the Florida Clean Cities Coalitions, or other appropriate entities, to develop and adopt by a specified date a master plan for electric vehicle charging stations on the state highway
HB 455: Traffic Offenses – (McClain) – Similar to SB 308 by Baxley. Provides 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; requires person to pay a specified fine, serve a minimum period of house arrest, and attend a driver improvement course; requires court to revoke the person’s driver license for a minimum specified period; defines “vulnerable road user.” Filed in the House. Referred to Transportation and Infrastructure Subcommittee; Criminal Justice Subcommittee; State Affairs Committee.

HB 465: High-Speed Passenger Rail Safety – (Sirois) – Identical to SB 676 by Mayfield. Provides for regulation of railroad companies; requires training for local emergency services under certain circumstances; provides requirements for railroad company reporting & DOT website publication; provides minimum safety standards for high-speed passenger rail; designates responsibility for maintenance of certain safety improvements; provides safety inspection requirements; requires certain fencing; provides liability for failure to construct or maintain fencing; provides for enforcement. Filed in the House. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State.

SB 478: Motor Vehicle Rentals – (Perry) - Identical to HB 377 by Latvala. Motor Vehicle Rentals; Requires specified surcharges to be imposed upon lease or rental of certain motor vehicle if facilitated by car-sharing service, motor vehicle rental company, or peer-to-peer vehicle-sharing program under certain circumstances; provides financial responsibility & insurance requirements; requires notification of implications of lien; provides recordkeeping requirements; provides responsibility for equipment; provides requirements relating to automobile safety recalls; provides driver license verification and retention requirements. Filed in the Senate. Referred to Innovation, Industry, and Technology; Banking and Insurance; Appropriations. On Committee agenda-- Innovation, Industry, and Technology, 01/27/20, 1:30 pm, 110 Senate Building. Passed Innovation, Industry, and Technology; YEAS 9 NAYS 0. On Committee agenda-- Banking and Insurance, 02/04/20, 12:30 pm, 412 Knott Building – Temporarily Postponed. On Committee agenda-- Banking and Insurance, 02/11/20, 2:00 pm, 412 Knott Building. Temporarily postponed. On Committee agenda-- Banking and Insurance, 02/19/20, 1:30 pm, 412 Knott Building. Temporarily Postponed.

HB 503: Tampa Bay Area Regional Transit Authority Governing Board – (Diamond) – Similar to SB 368 by Rouson. Authorizes mayor's designated alternate to serve as member of board; provides membership requirements; specifies designated alternate's right to vote; authorizes members to attend meeting physically, telephonically, or electronically in order to constitute quorum; provides requirements for telephonic or electronic attendance. Filed in the House. Referred to Transportation and Infrastructure Subcommittee; State Affairs Committee. On Committee agenda-- Transportation and Infrastructure Subcommittee, 02/04/20, 12:00 pm, Reed Hall. Passed Transportation and Infrastructure Subcommittee; YEAS 13 NAYS 0. Now in State Affairs Committee. Favorable by- State Affairs Committee; YEAS 20 NAYS 0. Next stop is a full Senate Floor vote.

SB 504: Local Government Public Construction Works – (Perry) – Similar to HB 279 by Smith. Requiring the governing board of a local government to consider estimated costs of certain projects using generally accepted cost-accounting principles that account for specified costs when the board is making a specified determination; prohibiting a local government from performing a project using its own services, employees, and equipment if the project requires an increase in the number of government employees or an increase in certain capital expenditures,
HB 533: Child Restraint Requirements – (Beltran) – Identical to SB 158 by Perry. Requires sea level impact projection study of state-financed coastal structures before construction begins; requires DEP to develop study standards, publish studies on its website, enforce requirements, & adopt rules. Filed in the House. Referred to Transportation and Infrastructure Subcommittee; Children, Families and Seniors Subcommittee; State Affairs Committee. On Committee agenda- - Transportation and Infrastructure Subcommittee, 02/04/20, 12:00 pm, Reed Hall. Favorable by Transportation and Infrastructure Subcommittee; YEAS 14 NAYS 0. Now in Children, Families and Seniors Subcommittee.

HB 551: Transportation Disadvantaged – (Jenne; Co-Introducer Eskamani) – Similar to SB 76 by Book. Requires increase & support of programs that enhance cross-county mobility for specified purposes for transportation disadvantaged; requires evaluation of multicounty or regional transportation opportunities to increase & support such programs; requires Commission for Transportation Disadvantaged to develop disability sensitivity training program & A Ride Away Program; provides program requirements; requires possession of certain identification issued by commission; requires motor vehicles used to provide transportation disadvantaged services to be equipped with cameras & GPS. Filed in the House. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee. Passed Transportation and Infrastructure Subcommittee; YEAS 15 NAYS 0. Removed reference to Transportation and Tourism Appropriations Subcommittee. Referred to State Affairs Committee. Now in State Affairs Committee. Favorable by State Affairs Committee; YEAS 22 NAYS 0. Next stop is a full House Floor vote. Passed; YEAS 117 NAYS 0. Sent over to the Senate, Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations Committee.

HB 579: Public Financing of Construction Projects – (Aloupis) – Identical to SB 178 by Rodriguez. Requires sea level impact projection study of state-financed coastal structures before construction begins; requires DEP to develop study standards, publish studies on its website, enforce requirements, & adopt rules. Filed in the House. Referred to Agriculture and Natural Resources Subcommittee; Appropriations Committee; State Affairs Committee. On Committee agenda-- Agriculture and Natural Resources Subcommittee, 02/04/20, 12:00 pm, 12 HOB. Passed Agriculture and Natural Resources Subcommittee; YEAS 11 NAYS 0. Now in Appropriations Committee. On Committee agenda-- Appropriations Committee, 02/18/20, 11:30 am, Webster Hall. Favorable by Appropriations Committee; YEAS 26 NAYS 0. Now in State Affairs Committee.

HB 585: Pay-for-success Contracts – (Ausley) – Identical to SB 1182 by Montford. Authorizing a state agency to enter into a pay-for-success contract with a private entity under certain conditions, subject to an appropriation and specified language in the General Appropriations Act; authorizing cancellation of the contract under specified circumstances; specifying services and programs eligible for funding under the contract; prohibiting a private entity from viewing or receiving certain information that is otherwise confidential and exempt from public records requirements, etc. Referred to Oversight, Transparency and Public Management Subcommittee; Appropriations Committee; State Affairs Committee.
HB 657: Transportation Network Companies – (Plasencia) – Authorizes person to establish TNC account & add authorized users to such account; provides requirements; requires TNC & TNC driver to send certain notifications to person requesting prearranged ride on behalf of authorized user; allows authorized user to view notifications; prohibits authorized user from changing certain information; requires TNC to provide human trafficking awareness training & education to employees; provides training & education requirements; limits liability of TNC in cases of human trafficking; authorizes DFS to seek court order to require TNC to comply with certain provisions; provides legislative intent & construction. Filed in the House. Referred to Transportation and Infrastructure Subcommittee; Criminal Justice Subcommittee; State Affairs Committee. Withdrawn.

SB 676: High-Speed Passenger Rail Safety – (Mayfield) – Identical to HB 465 by Sirois. Provides for regulation of railroad companies; requires training for local emergency services under certain circumstances; provides requirements for railroad company reporting & DOT website publication; provides minimum safety standards for high-speed passenger rail; designates responsibility for maintenance of certain safety improvements; provides safety inspection requirements; requires certain fencing; provides liability for failure to construct or maintain fencing; provides for enforcement. Filed in the Senate. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On Committee agenda-- Infrastructure and Security, 01/21/20, 4:30 pm, 110 Senate Building. Passed Infrastructure and Security; YEAS 7 NAYS 0. Now in Appropriations Subcommittee on Transportation, Tourism, and Economic Development

HB 717: Space Florida Financing – (Sirois) – Similar to SB 1070 by Wright. Specifies bonding provisions to which Space Florida is subject; revises powers of Space Florida regarding bond issuance; removes provisions regarding presentation of bond proposals to, & approval of bond issuance by, Governor & Cabinet; revises provisions relating to securing issuance of revenue bonds; repeals provisions relating to pledging assessments & other revenues & properties as additional security on bonds, issuance of bond anticipation notes, & short-term borrowing; revises provisions relating to lien of pledges; revises bond maturity date requirements; authorizes Space Florida to validate bonds pursuant to certain provisions. Referred to Workforce Development and Tourism Subcommittee; Ways and Means Committee; Commerce Committee. Favorable by Workforce Development and Tourism Subcommittee; YEAS 14 NAYS 0. Now in Ways and Means Committee. On Committee agenda-- Ways and Means Committee, 01/27/20, 3:30 pm, Morris Hall. Favorable by Ways and Means Committee; YEAS 15 NAYS 0. Now in Commerce Committee. Passed Commerce Committee; YEAS 20 NAYS 0. Next stop is a full House Floor vote.

HB 771: Motor Vehicle Insurance – (Grall) – Similar to SB 378 by Lee. Repeals provisions relating Florida Motor Vehicle No-Fault Law; revises garage liability insurance requirements; revises minimum coverage requirements for proof of financial responsibility for motor vehicles; revises amount of certificate of deposit required to elect certain method of proof of financial responsibility; revises excess liability coverage requirements; revises financial responsibility requirements for owners or lessees of for-hire passenger transportation vehicles; revises coverages of motor vehicle policy which are subject to stacking prohibition; revises insurance requirements for transportation network company drivers. APPROPRIATION: $83,651. Filed in House. On Committee agenda-- Insurance and Banking Subcommittee, 02/04/20, 8:00 am, Sumner Hall. Passed Insurance and Banking Subcommittee; YEAS 13 NAYS 1. On Committee agenda-- Government Operations and Technology Appropriations Subcommittee, 02/11/20, 1:30 pm, Mashburn Hall. Passed Government Operations and Technology Appropriations Subcommittee; YEAS 8 NAYS 4. Now in Commerce Committee.
HB 829: Express Lanes – (Avila) – Similar to SB 1090 by Diaz. Prohibits S.R. 826 from having any express lane or toll; requires express lanes that exist on such road to be immediately opened to public; requires tolls that exist on such road to be immediately removed; prohibits charges from being imposed for use of such road. Filed in House. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee

HB 915: Commercial Service Airports – (Avila) – Similar to SB 1258 by Diaz. Directs Auditor General to conduct specified audits of large-hub commercial service airports; requires governing bodies of such airports to comply with certain financial disclosure requirements; requires governing body of municipality, county, or special district that operates commercial service airport to establish & maintain website & post certain information; requires such airports to comply with certain contracting requirements; requires governing body members & employees of such airports to comply with certain ethics requirements; requires governing body members to complete annual ethics training; requires annual reports to DOT, Governor, & Legislature; prohibits expenditure of certain funds unless specified conditions are met. Filed in House. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee. Passed Transportation and Infrastructure Subcommittee; YEAS 14 NAYS 0. Now in Transportation and Tourism Appropriations Subcommittee. On Committee agenda-- Transportation and Tourism Appropriations Subcommittee, 01/22/20, 12:30 pm, Sumner Hall. Favorable by Transportation and Tourism Appropriations Subcommittee; YEAS 11 NAYS 0. Now in State Affairs Committee. Passed State Affairs Committee; YEAS 19 NAYS 0. Next stop is a full House Floor vote.

HB 943: Electric Vehicle Charging Stations – (Daley) – Identical to SB 452 by Rodriguez. Comparable to SB 7012 by Infrastructure and Security Committee. Defines "master plan for electric vehicle charging stations" or "master plan"; requires DOT, in coordination with Office of Energy within DACS & Florida Clean Cities Coalitions, or other appropriate entities, to develop & adopt by specified date master plan for electric vehicle charging stations on state highway system; specifies goals & objectives of master plan; requires master plan to be updated annually by specified date. Filed in House. On Committee agenda-- Transportation and Infrastructure Subcommittee, 01/28/20, 12:00 pm, Reed Hall. Favorable by Transportation and Infrastructure Subcommittee; YEAS 11 NAYS 0. Now in Appropriations Committee. Passed Appropriations Committee; YEAS 25 NAYS 0. Now in State Affairs Committee.

HB 951: Assaults on Specified Persons – (Beltran) – Similar to SB 1416 by Perry. Requires public transit providers to post specified sign concerning assaulting transit operators; requires public transit providers to create & implement risk reduction program; revises reclassification of offense of assault on specified persons. Referred to Transportation and Infrastructure Subcommittee; Justice Appropriations Subcommittee; State Affairs Committee. On Committee agenda-- Transportation and Infrastructure Subcommittee, 02/04/20, 12:00 pm, Reed Hall. Passed Transportation and Infrastructure Subcommittee; YEAS 13 NAYS 0. On Committee agenda-- Justice Appropriations Subcommittee, 02/11/20, 1:30 pm, Sumner Hall. Passed Justice Appropriations Subcommittee; YEAS 12 NAYS 0. Now in State Affairs Committee

HB 969: Broadband Internet Service – (Drake – Co-Introducers: Ausley) – Similar to SB 1166 by Albritton. Designates DEO as lead state agency to facilitate expansion of broadband Internet service in this state; requires department to work collaboratively with certain entities; creates Florida Office of Broadband within DEO; provides purpose & duties of office. Referred to Energy and Utilities Subcommittee; Transportation and Tourism Appropriations Subcommittee; Commerce Committee. Favorable by Energy and Utilities Subcommittee; YEAS
HB 971: Electric Bicycles – (Grant, M) – Identical to SB 1148 by Brandes. Provides for rights & privileges of electric bicycles & operators; provides that electric bicycles are vehicles to same extent as bicycles; exempts electric bicycles & operators from specified provisions; requires certain labeling of electric bicycles; prohibits tampering with or modifying electric bicycles for certain purposes; requires electric bicycles to comply with specified provisions & operate in certain manner; authorizes operators to ride electric bicycles where bicycles are allowed; authorizes municipalities, counties, & agencies to regulate operation of electric bicycles under certain conditions. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee. On Committee agenda-- Transportation and Infrastructure Subcommittee, 01/28/20, 12:00 pm, Reed Hall. Passed Transportation and Infrastructure Subcommittee; YEAS 12 NAYS 0. On Committee agenda-- Transportation and Tourism Appropriations Subcommittee, 02/03/20, 3:00 pm, Reed Hall. Favorable by Transportation and Tourism Appropriations Subcommittee; YEAS 12 NAYS 0. Now in State Affairs Committee. Passed State Affairs Committee; YEAS 21 NAYS 0. Next stop is a full House Floor Vote.

SB 1000: Traffic and Pedestrian Safety – (Perry) – Similar to HB 1371 by Fine. Requiring a pedestrian crosswalk on a public highway, street, or road which is located at any point other than at an intersection with another public highway, street, or road to be controlled by traffic control signal devices and pedestrian control signals that conform to specified requirements; requiring, by a specified date, the entity with jurisdiction over a public highway, street, or road with a certain pedestrian crosswalk to ensure that the crosswalk is controlled by coordinated traffic control signal devices and pedestrian control signals, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On Committee agenda-- Infrastructure and Security, 01/27/20, 4:00 pm, 110 Senate Building. Passed Infrastructure and Security; YEAS 6 NAYS 1. Now in Appropriations Subcommittee on Transportation, Tourism, and Economic Development. On Committee agenda-- Appropriations Subcommittee on Transportation, Tourism, and Economic Development, 02/18/20, 4:00 pm, 110 Senate Building. Passed Appropriations Subcommittee on Transportation, Tourism, and Economic Development; YEAS 7 NAYS 0. Now in Appropriations.

SB 1070: Space Florida – (Wright) – Similar to HB 717 by Sirois. Clarifying that Space Florida is subject to a specified provision of law; revising Space Florida’s authorization to issue bonds; revising the revenue sources by which revenue bonds may be secured or repaid; reducing the term of years for which Space Florida may issue bonds, etc. Referred to Military and Veterans Affairs and Space; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On Committee agenda-- Military and Veterans Affairs and Space, 01/22/20, 8:30 am, 37 Senate Building. Passed Military and Veterans Affairs and Space; YEAS 7 NAYS 0. Now in Appropriations Subcommittee on Transportation, Tourism, and Economic Development. Passed Appropriations Subcommittee on Transportation, Tourism, and Economic Development; YEAS 8 NAYS 0. Now in Appropriations.

SB 1090: Express Lanes – (Diaz) – Similar to HB 829 by Avila. Prohibiting express lanes and tolls on a specified state road; requiring the Department of Transportation to remove all existing express lanes and the imposition of tolls, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development;
Appropriations. On Committee agenda-- Infrastructure and Security, 01/27/20, 4:00 pm, 110 Senate Building. Passed Infrastructure and Security; YEAS 7 NAYS 0. Now in Appropriations Subcommittee on Transportation, Tourism, and Economic Development. Passed Appropriations Subcommittee on Transportation, Tourism, and Economic Development; YEAS 5 NAYS 0. Now in Appropriations.

**SB 1148: Electric Bicycles – (Brandes)** – Identical to HB 971 by Grant. Revising definitions relating to the Florida Uniform Traffic Control Law; requiring the driver of a vehicle overtaking an electric bicycle to pass the electric bicycle at a certain distance; expanding exceptions to a prohibition on persons driving certain vehicles on sidewalks and bicycle paths; providing electric bicycle regulations; requiring electric bicycles to comply with specified provisions of law; authorizing operators to ride electric bicycles where bicycles are allowed, etc. Referred to Infrastructure and Security; Community Affairs; Rules. On Committee agenda-- Infrastructure and Security, 02/03/20, 4:00 pm, 110 Senate Building. Passed Infrastructure and Security; YEAS 8 NAYS 0. On Committee agenda-- Community Affairs, 02/10/20, 4:00 pm, 301 Senate Building. Passed Community Affairs; YEAS 5 NAYS 0. Now in Rules. On Committee agenda-- Rules, 02/26/20, 9:00 am, 110 Senate Building

**SB 1166: Broadband Internet Service – (Albritton)** – Similar to HB 969 (Drake). Authorizing certain funds within the State Transportation Trust Fund to be used for certain broadband infrastructure projects within or adjacent to multiuse corridors; designating the Department of Economic Opportunity, and not the Department of Management Services, as the lead state entity to facilitate the expansion of broadband Internet service in this state; creating the Florida Office of Broadband within the Division of Community Development within the Department of Economic Opportunity, etc. Filed in Senate. Referred to Commerce and Tourism; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On Committee agenda-- Commerce and Tourism, 01/28/20, 1:30 pm, 110 Senate Building. Passed Commerce and Tourism; YEAS 3 NAYS 0. Now in Appropriations Subcommittee on Transportation, Tourism, and Economic Development. Passed Appropriations Subcommittee on Transportation, Tourism, and Economic Development; YEAS 8 NAYS 0. Now in Appropriations. Passed Appropriations; YEAS 21 NAYS 0

**SB 1172: Transportation – (Albritton)** – Similar to HB 395 by Andrade. Revising requirements for determining the salaries of the secretary of the Department of Transportation and assistant secretaries; requiring certain contractors to be certified by the department as qualified; specifying conditions under which the limitation on liability of the department applies for personal injury, property damage, or death; authorizing the Governor to suspend payment of tolls when necessary to assist emergency evacuation, etc. Filed in Senate. Referred to Infrastructure and Security; Judiciary; Appropriations

**SB 1182: Pay-for-success Contracts – (Montford)** – Identical to HB 585 by Ausley. Authorizing a state agency to enter into a pay-for-success contract with a private entity under certain conditions, subject to an appropriation and specified language in the General Appropriations Act; authorizing cancellation of the contract under specified circumstances; specifying services and programs eligible for funding under the contract; prohibiting a private entity from viewing or receiving certain information that is otherwise confidential and exempt from public records requirements, etc. Filed in Senate. Referred to Governmental Oversight and Accountability; Appropriations Subcommittee on Agriculture, Environment, and General Government; Appropriations
SB 1192:  Tax on Aviation Fuel – (Gruters) – Comparable to HB 6061 by Roach, McClure. Repealing provisions relating to definitions, the tax on aviation fuel, refunds for certain air carriers, administration of the tax, disclosure of price, distribution of proceeds, refunds to carriers, commercial air carrier registration and reporting, and a tax exemption for federal entities, etc. Filed in Senate. Referred to Commerce and Tourism; Finance and Tax; Appropriations. Favorable by Commerce and Tourism; YEAS 4 NAYS 1. Now in Finance and Tax.

HB 1219:  Electric Vehicles – (Toledo; Slosberg) – Similar to SB 1230 by Brandes. Requires DOT to establish Electric Vehicle Infrastructure Grant Program; provides for distribution of grants to certain entities to install electric vehicle charging infrastructure; provides grant requirements; provides requirements for equipment installed; requires DOT to review emerging research, policies, & standards; authorizes DOT to develop model plan for local governments; requires DOT to develop master plan for charging stations; provides appropriation. APPROPRIATION: $5,000,000. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee

SB 1230:  Electric Vehicles – (Brandes) – Authorizing the Department of Transportation to adopt rules; requiring that certain funds be used for specified purposes relating to the Electric Vehicle Infrastructure Grant Program, beginning in specified years; requiring the department to establish the Electric Vehicle Infrastructure Grant Program; providing for the distribution of grants to certain entities to install electric vehicle charging infrastructure; providing grant requirements, etc. APPROPRIATION: $5,000,000. Filed in Senate. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations

HB 1239:  Electric Vehicle Charging State Infrastructure – (Diamond; Daley) – Requires PSC, in consultation with other agencies, to recommend to Governor and Legislature a plan for development of electric vehicle charging station infrastructure along State Highway System; provides goals & objectives of plan; requires PSC to file status report with Governor & Legislature by specified date. Referred to Energy and Utilities Subcommittee; Government Operations and Technology Appropriations Subcommittee; State Affairs Committee.

SB 1258:  Commercial Service Airports – (Diaz) – Similar to HB 915 by Avila. Requiring the Auditor General to conduct specified audits of certain airports; requiring members of the governing body of a large-hub commercial service airport to comply with certain financial disclosure requirements; requiring the governing body of a municipality, county, or special district that operates a commercial service airport to establish and maintain a website; requiring commercial service airports to comply with certain contracting requirements, etc. Referred to Infrastructure and Security; Community Affairs; Rules. On Committee agenda-- Infrastructure and Security, 01/27/20, 4:00 pm, 110 Senate Building. Favorable by Infrastructure and Security; YEAS 7 NAYS 1. Now in Community Affairs. On Committee agenda-- Community Affairs, 02/17/20, 4:00 pm, 301 Senate Building. Passed Community Affairs; YEAS 5 NAYS 0. On Committee agenda-- Rules, 02/26/20, 9:00 am, 110 Senate Building

HB 1315:  Transportation – (Fetterhoff) – Related Bill SB 7054 by Infrastructure and Security Committee. Please see the 01/18/2020 edition of the MPOAC Legislative Newsletter for a write-up on this bill. Revises DOT organization & responsibilities; revises provisions relating to distribution of certain moneys; revises time period within which disclosure of beneficial interests must be submitted to state or certain local governmental units; revises provisions relating to notice delivery; removes scheduled repeal of certain provisions; requires vehicle operator to take certain actions when road & bridge maintenance or construction vehicle is on roadside; requires
airport protection zoning regulations to require certain permit applicants to submit final valid determination from FAA; revises date by which M.P.O. must submit list of project priorities to DOT district. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee. On Committee agenda--Transportation and Infrastructure Subcommittee, 02/04/20, 12:00 pm, Reed Hall. Passed Transportation and Infrastructure Subcommittee; YEAS 12 NAYS 0. Now in Transportation and Tourism Appropriations Subcommittee.

**SB 1332: Towing and Immobilizing Vehicles and Vessels – (Hooper)** – Similar to HB 133 by Business and Professions Subcommittee. Authorizing local governments to enact rates to tow or immobilize vessels on private property and to remove and store vessels under specified circumstances; prohibiting counties from enacting certain ordinances or rules that impose fees or charges on authorized wrecker operators or towing businesses; authorizing certain persons to place liens on vehicles or vessels to recover specified fees or charges; deleting requirements regarding notices and signs concerning the towing or removal of vehicles or vessels, etc. Referred to Community Affairs; Infrastructure and Security; Rules. On Committee agenda--Community Affairs, 01/21/20, 4:30 pm, 301 Senate Building. Community Affairs; YEAS 3 NAYS 0. Now in Infrastructure and Security. On Committee agenda-- Infrastructure and Security, 02/10/20, 4:00 pm, 110 Senate Building. Passed Infrastructure and Security; YEAS 8 NAYS 0. On Committee agenda-- Rules, 02/19/20, 10:00 am, 110 Senate Building. Favorable by Rules; YEAS 15, NAYS 0. Bill is on 2nd reading in Senate, preparing for a full floor vote. The House version has passed the House 76 YEAS, 41 NAYS.

**HB 1371: Traffic and Pedestrian Safety – (Fine)** – Identical to SB 1000 by Perry. Requires pedestrian crosswalk on public highway, street, or road which is located at any point other than at intersection with another public highway, street, or road to be controlled by traffic control signal devices & pedestrian control signals that conform to specified requirements; provides coordination requirements for such devices & signals; requires entity with jurisdiction over public highway, street, or road with certain pedestrian crosswalk to ensure that crosswalk is controlled by coordinated traffic control signal devices & pedestrian control signals; authorizes such entity to alternatively remove any such crosswalk. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee. On Committee agenda-- Transportation and Infrastructure Subcommittee, 01/28/20, 12:00 pm, Reed Hall. Passed Transportation and Infrastructure Subcommittee; YEAS 13 NAYS 0. Now in Transportation and Tourism Appropriations Subcommittee. Amendment filed which appears to lessen the financial impact, On Committee agenda-- Transportation and Tourism Appropriations Subcommittee, 02/10/20, 1:30 pm, Sumner Hall. Passed Transportation and Tourism Appropriations Subcommittee; YEAS 11 NAYS 0. Now in State Affairs Committee. Passed State Affairs Committee; YEAS 20 NAYS 0. Next stop is a full House Floor vote.

**SB 1416: Assaults on Specified Persons – (Perry)** – Similar to HB 951 by Beltran. Requiring public transit providers to post a specified sign concerning assaulting a transit operator; requiring public transit providers to create and implement a risk reduction program; revising the reclassification of the offense of assault on specified persons, etc. Referred to Criminal Justice; Judiciary; Rules. On Committee agenda-- Criminal Justice, 01/28/20, 1:30 pm, 37 Senate Building – Temporarily Postponed. On Committee agenda-- Criminal Justice, 02/04/20, 9:00 am, 37 Senate Building. Passed Criminal Justice; YEAS 5 NAYS 0. On Committee agenda-- Judiciary, 02/19/20, 1:30 pm, 110 Senate Building. Passed Judiciary; YEAS 6 NAYS 0. Now in Rules.
**HB 6061: Aviation Fuel Tax – (Roach; McClure)** – Comparable to SB 1192 by Gruters. Deletes aviation fuel tax & provisions related to administration of the tax program. Referred to Ways and Means Committee; Appropriations Committee.

**HB 6083: Traffic Infraction Detectors – (Rodriguez, A.)** – Identical to SB 1148 by 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. On Committee agenda-- Transportation and Infrastructure Subcommittee, 02/04/20, 12:00 pm, Reed Hall. Favorable by Transportation and Infrastructure Subcommittee; YEAS 9 NAYS 5. Now in Appropriations Committee.

**SB 7018: Electric Vehicle Charging Stations – (Infrastructure and Security Committee)** – Comparable to SB 452 by Rodriguez and Comparable to HB 943 by Daley. Requiring the Public Service Commission, in consultation with the Department of Transportation and the Office of Energy within the Department of Agriculture and Consumer Services, to develop and recommend, by a specified date, to the Governor, the President of the Senate, and the Speaker of the House of Representatives a plan for the development of electric vehicle charging station infrastructure along the State Highway System; requiring the plan to include recommendations for legislation; authorizing the plan to include other recommendations as determined by the commission, etc. Submitted as Committee Bill and Reported Favorably by Infrastructure and Security; YEAS 7 NAYS 0. Filed in Senate. Referred to Appropriations Subcommittee on Agriculture, Environment, and General Government; Appropriations. Passed Appropriations Subcommittee on Agriculture, Environment, and General Government; YEAS 9 NAYS 1. Now in Appropriations.

**SB 7020: Emergency Staging Areas – (Infrastructure and Security Committee)** – Authorizing the Department of Transportation to plan, design, and construct staging areas as part of the turnpike system for the intended purpose of staging supplies for prompt provision of assistance to the public in a declared state of emergency; requiring the department, in consultation with the Division of Emergency Management, to select sites for such areas; requiring the department to give priority consideration to placement of such staging areas in specified counties, etc. Submitted as Committee Bill and Reported Favorably by Infrastructure and Security; YEAS 7 NAYS 0. Filed in Senate. Referred to Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On Committee agenda-- Appropriations Subcommittee on Transportation, Tourism, and Economic Development, 01/29/20, 11:00 am, 110 Senate Building. Favorable by Appropriations Subcommittee on Transportation, Tourism, and Economic Development; YEAS 8 NAYS 0 -SJ 216. Now in Appropriations. Passed Appropriations; YEAS 18 NAYS 0. Next stop is a full Senate Floor vote, on 2nd reading.
SB 7054: Transportation – (Infrastructure and Security Committee) – Related Bill HB 1315 by Fetterhoff. Revising the organization of the Department of Transportation; revising uses for distributions made under the State Transportation Trust Fund in specified fiscal years; deleting the scheduled expiration of funding for the Intermodal Logistics Center Infrastructure Support Program; requiring airport protection zoning regulations to require certain permit applicants to submit a final valid determination from the Federal Aviation Administration, etc.

On Committee agenda-- Infrastructure and Security, 02/10/20, 4:00 pm, 110 Senate Building. Passed Infrastructure and Security; YEAS 8 NAYS 0. Referred to Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On Committee agenda-- Appropriations Subcommittee on Transportation, Tourism, and Economic Development, 02/25/20, 1:00 pm, 110 Senate Building
The Ride-Hail Utopia Got Stuck in Traffic

Uber and Lyft promised to ease congestion. Instead, they made it worse.

BY ELOI BROWN

2.5 MILES AN HOUR
Average downtown San Francisco traffic speed slowdown due to ride-hailing apps between 2010 and 2016.

ABOUT 40%
The share of idle ride-hailing cars in California and New York City cruises without passengers.

77%
Share of ride-hailing trips that are requested for one party only, rather than pooled, in Chicago's downtown.

309%
The rise in ride-hailing trips starting or ending in downtown Chicago between 2010 and 2016.

Five years ago, Emin Kalashnik was so confident that Uber Technologies Inc.'s rides would prompt people to leave their cars at home that he told a tech conference: "If every car in San Francisco were Uber, there would be no traffic." Today, a mounting collection of studies shows the opposite: Far from easing traffic, Uber and its main rival Lyft Inc. are adding to congestion in numerous U.S. downtowns.

Officials in San Francisco, Chicago and New York have cited congestion as the main rationale for new fees they recently enacted on Lyft and Uber rides in each of the cities. Other regulators around the country are considering similar fees. Uber and Lyft no longer pledge ride-hailing will reduce traffic, acknowledging that they add to congestion, though they say some studies overstate their role in the problem.

The app makers initially thought their technology would create seamless trips, with fewer strangers forming their own cars for a shared ride. Getting edge algorithms, they believed, would steer behavior through pricing and route-matching, letting drivers spend little time between trips. Riders leaving their cars at home would then increasingly hop on buses, bikes or walk in a grea-boosting ripple effect. That utopia hasn't come to pass. Most users take their own private Lyfts and Ubers, commuting even though it costs them more. Rather than the apps becoming a model of algorithm-driven efficiency, drivers in major cities cruise for fares without passengers an estimated 40% of the time.

Multiple studies show that Uber and Lyft have pulled people away from buses, subways and walking, and that the apps add to the overall amount of driving in the U.S.

A study published last year by San Francisco County officials and University of Kentucky researchers in the journal Science Advances found that over 60% of the slowdown in traffic speeds in San Francisco between 2010 and 2016 was due to the introduction of the ride-hail companies.

In Chicago, the companies have been "creating exponential growth in congestion in the downtown," said Dan Lurie, policy director in Chicago. "Please turn to page B6"
EXCHANGE

The Traffic Solution That Wasn't

Continued from page D1

The mayor's office. Last month, the city started charging a $4-a-day tax on every ride-hailing trip to stimulate demand. The removal of ride-hailing fees would be traffic hero to congestion villains in the sort of unintended consequence that has become a recurring pattern of Silicon Valley disorder. Companies seeking rapid growth by reordering the way we do things are delivering solutions that sometimes create the very problems they are trying to solve.

Facebook Inc. set out to help consumers connect with each other, but also contributed to the spread of division and disinformation. Amazon.com co-founder Jeff Bezos said it could reduce cigarette smoking, but fueled a wave of vaping. Encrypted messaging apps designed to offer online privacy have become favorite communication tools of criminals.

Silicon Valley in particular prides itself on focusing on positive potential effects of new technologies, given a decades-long culture of utopian ideals, said Fred Turner, a Stanford University communications professor who has written a book on the topic. Companies compete for engineers and entrepreneurs based on the visions they say their tools will bring.

"It's very much part of the war," Mr. Turner said.

Tech companies tend to have an engineering bias, focus narrow on achieving a specific outcome without considering the broader picture as a result, he said, often ignoring the landscape within which your devices will be deployed," he said.

Ride-hailing has dramatically changed transportation in dense cities, with a few taps on their phones, users can reliably and quickly get a ride for a price that is generally cheaper than a taxi. Uber and Lyft, which account for the vast majority of ride-hailing in the country, have hundreds of millions of rides in the U.S. in a year. But in hindsight, some of the pitfalls—such as canceling only a few minutes before passengers—seem obvious.

Uber and Lyft say their effect on congestion is minimal. According to a study the two companies commissioned last year, they were responsible for 13% of all driving in San Francisco and significantly less in other large cities. It estimated they accounted for 3% of driving in Chicago's Cook County. The study didn't address congestion.

Researchers say the apps' impact on congestion is most significant in major, dense cities where they have large numbers of users. A study by the city of Toronto published last year found no measurable increase in travel times as a result of ride-hailing, but warned that the bigger the companies become in the city, the bigger the likelihood that speeds will slow.

Uber and Lyft have emphasized in recent years how they strive to reduce traffic congestion by incorporating public-transit options into rides and by offering a variety of services such as scooters and bicycles. In New York City, where traffic is among the worst in the nation, the companies have poured millions of dollars into a multimodal transportation service that includes ride-hailing, bike-sharing, and electric scooters.

"All of our programs are focused on reducing traffic congestion," an Uber spokesperson said. "We believe in the power of market-driven solutions to improve mobility in cities globally."

The companies have also invested in real-time traffic data, which they use to optimize trip routes and reduce delays. They say their services are reducing traffic congestion in major cities around the world.

"Our data shows that our rides have the potential to reduce traffic congestion by up to 50% in some areas," an Uber spokesperson said. "We are constantly looking for ways to improve our services and reduce traffic congestion in cities around the world."

In New York, where ride-hailing vehicles are more common, a study from last year found that ride-hailing services, particularly Uber, were increasing traffic congestion in the city. The study found that ride-hailing services were responsible for 4% of the city's traffic congestion.

"Ride-hailing services are contributing to traffic congestion in New York City," the study concluded. "Our findings suggest that ride-hailing services are having a significant impact on traffic congestion in New York City and other urban areas."

Uber and Lyft have faced criticism for their impact on traffic congestion and air quality in major cities. In recent years, the companies have faced increasing pressure to reduce their carbon footprint and improve their sustainability practices.

"We are committed to reducing our carbon footprint and improving our sustainability practices," an Uber spokesperson said. "We have implemented a range of initiatives to reduce our carbon emissions, including investing in electric vehicles and alternative fuels."