Virtual Meeting of the Transportation Disadvantaged Coordinating Board
Friday, August 21, 2020, 9:30am

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Agenda packet and supplemental materials posted here.

I. Call to Order

II. Public Comment - 3 minutes per speaker, please

III. Approval of Minutes – June 26, 2020

IV. Action Items

   A. TMA Representative and Alternate (Joshua Barber, MPO Staff)

V. Status Reports

   A. Audible Crosswalks (Joe Bugel, FDOT)

   B. Healthy Buddy Program (Dr. Siwon Jang, CUTR USF)

   C. Performance Evaluation of E-Scooter in City of Tampa (YuYu Zhang, CUTR USF)

VI. Old Business & New Business

   A. Sunshine Line Update (Scott Clark, Sunshine Line)

   B. CTC Evaluation, Surveys, and Subcommittee (Joshua Barber, MPO Staff)

   C. Next Meeting: October 23, 2020, 9:30am

VII. Adjournment

VIII. Addendum

   A. MPO Meeting Summary & Committee Report

   B. Florida Transportation Plan: Vision Element, 2020 Update

   C. Florida Metropolitan Planning Organization Advisory Council Year End Legislative Summary

   D. Article: Pandemic Travel Patterns Hint at Our Future (Bloomberg CityLab)

   E. Vision Zero Leadership Summit – September 22nd – Save the Date

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

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Persons needing interpreter services or accommodations for a disability in order to participate in this meeting, free of charge, are encouraged to contact Joshua Barber, 813-273-3774 x313 or barberj@plancom.org, three business days in advance of the meeting. If you are only able to speak Spanish, please call the Spanish helpline at (813) 273-3774, ext. 211.

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CALL TO ORDER
Gloria Mills, Chair, called the meeting to order at 9:32 a.m. The meeting was held via GoToWebinar.

Members Present: Gloria Mills, Glenn Brown, Craig Forsell, David Newell, Emily Hughart, Deborah Lekenta, Nancy Castellano, Commissioner Mariella Smith, Cassandra Blaylock, Jody Toner, Claireidine Senat, Artie Fryer and Mike Lacey

A quorum was present.

Members Absent: Mark Harshbarger, Angel Williams, Michelle Correll, Dr. Leslene Gordon, Michelle Correll, John Pelkey and Nancy Pacificio

Others Present: Michele Ogilvie, Cheryl Wilkening, Gena Torres and Joshua Barber– MPO Staff;

PUBLIC COMMENT
There were no public comments.

APPROVAL OF MINUTES
Gloria Mills sought a Motion to approve of the workshop minutes of April 24, 2020. Commissioner Smith made a motion to approve the workshop minutes for April 24, 2020. The motion was seconded by Nancy Castellano and passed unanimously. Motion carries.

Gloria Mills sought a Motion to approve the regular meeting minutes of April 24, 2020. Nancy Castellano made a motion to approve the regular meeting minutes of April 24, 2020. The motion was seconded by Commissioner Smith and passed unanimously. Motion carries.

ACTION ITEMS
A. Vision Zero Speed Management Action Plan

Gena Torres, MPO Staff, presented the highlights of the Vision Zero Speed Management Action Plan. The main objective is to improve public health and safety by reducing road fatalities and serious injuries. The desired outcome is to improve safety experience, increase awareness, institutionalize good practices, identify supportive policies, programs and infrastructure and obtain cooperation and support. The action plan has five tasks. The first task is to get a stakeholder group together. They have had 3 well attended meetings and the last one will be held in July. She received a lot of stakeholder feedback on the prioritization factors and potential countermeasures. The second task was to see what they can do for speed management practices. Ms. Torres reviewed a few speed management plan attributes such as data-driven crash,
roadway, user and landuse data. Task three is one of the most important parts of the study and it is corridor prioritization. They evaluated the top 20 HIN corridors and developed a matrix for prioritization. They looked at the fatal crash characteristics. Two of the characteristics were seventy one percent of the crashes were due to aggressive driving and/or speeding and eighty three percent of crashes occurred at non-peak hours. Then they prioritized factors by risk performance level and created a priority matrix with the top 20 corridors. Ms. Torres provided a list of existing HIN corridors and the proposed HIN corridors. The priority matrix was then applied to these next 30 corridors. Task five involved putting the speed management action plan together. The Vision Zero principals call for safe travel for everyone. There are several aggressive driving countermeasures such as safe people walking or bicycling, safe streets, safe freeway interchanges, safe traffic operations, enforcement and education. The action and implementation strategy for speed setting is regional contact classification, immediately evaluate all projects and initiate a HC safety task force to engage on speed limit setting, improve consistency of outcomes and restore credibility of speed limits. The actions and implementation strategy for engineering and operations begins with develop recommendations for Top50 high injury network corridors, update design manuals and standards and incorporate design flexibility. They need to educate and enforce the actions and strategies and support policy and legislation. The last focus area is plan evaluation to develop and evaluation metrics and timeframe for plan updates. The next step and action are for the stakeholder group to review the draft plan, finalize the speed management action plan and request approval of the speed management action plan and forward to the MPO Board for their approval.

Nancy Castellano inquired who initially sets the speed limits and does it have anything to do with funding locally. She commented on the midblock pedestrian crossings stating she likes them but feels it makes aggressive drivers more aggressive. Deborah Lekenta questioned if they are looking into the red-light cameras at some of the intersections mentioned in the action plan. Commissioner Smith inquired about on street parking and pointed out the exit ramps to 14th and 15th street is one of the danger spots and what to know thoughts about this specific location. Gloria Mills sought a Motion to accept the Vision Zero Speed Management Action Plan. Nancy Castellano so moved, seconded by Glenn Brown, and Motion carried unanimously.

B. Transportation Disadvantaged Service Plan Annual Update

Michele Ogilvie, MPO Staff, presented the Transportation Disadvantaged Service Plan Annual Update. The transportation disadvantaged are elderly, persons with disabilities, low income and children at risk. The community transportation coordinator and coordinators are part of this system. The Sunshine Line is the operator of this system and HART is part of our transit agency. The purpose is to update the plan that originated in 2016 and expires in 2021. Each year the plan is tweaked to provide improvements to the service system. It is need based and implementation is the core of this document. The basics are trip priorities, quality assurance, service policies, grievance process and fare structure. The highlighted needs that are documented in this plan are access to and from work, access for healthy living, affordable transportation costs, access to more transportation options, access for full engagement in community and more rides. The destinations in the plan are highlighted. They have been advocating for the hot spots and high crash destinations which is in the TDSP. The sidewalk coverage is also documented. Ms. Ogilvie wanted to highlight the Sunshine line and they are now providing out of county trips on a case by case basis. The Sunshine line trip count is up to 810,043 and this is the highest they ever had.
The trip rates were adopted in April and the LRTP was consistent with the plan and they updated public involvement as well. There are two new strategies which are strategy 2.1 which is peer to peer training and strategy 1.6 is cross county trips as a service. All priorities are equal and list of priorities was provided. Ms. Ogilvie recommended approval of the transportation disadvantaged service plan 2020 update.

Mike Lacey questioned if we are doing cross county case by case. How does one go about this for approval? Artie Fryer agrees with the plan but with the current situation with the pandemic he suggested an addendum to address this issue.

Gloria Mills sought a motion approving the Transportation Disadvantaged Service Plan Annual Update. Artie Fryer so moved, seconded by Glenn Brown, and Motion carried 11-0.

C. Tri County Report

Michele Ogilvie, MPO Staff, updated on the TRI County Transportation Disadvantaged Local Coordinating Board Subcommittee. This is to support the Tri County Access Plan from 2006. There was an update in 2014 for the Tri County Access Plan that included priority cross county trips and regional connectivity. There is an update provided in the agenda packet for each year from 2014-2019. The Tampa Bay Transportation Management Area (TMA) Leadership Group includes Pinellas, Pasco and Hillsborough County. These are elected officials that speak as one voice for all three counties and they develop a consensus of priorities for the tri county area and the Tri-County allocation of state and federal funding. The recommendation is that the Transportation Disadvantaged evolve the current Transportation Disadvantaged Tri-County subcommittee to an annual subcommittee to provide the Tri-County priorities to the TMA. The subcommittee will be comprised of 1 designated member of each LCB (and alternate) and supported by the MPO and CTC Staffs.

Gloria Mills sought a Motion recommending the Tri County Report. Commissioner Smith so moved, it was seconded by Nancy Castellano, and Motion carried unanimously.

STATUS REPORTS

A. Plant City Transit Plan

Vishaka Shiva Raman, MPO Staff, presented an update on the Plant City Transit Plan. Plant city is located between Tampa and Lakeland in Polk County. It is one of the fastest growing areas in the county and it is approximately 29 square miles with 40,000 residents. Plant City supports Transit Oriented Development (TOD) and increased densities and is consistent with Hillsborough MPO Long Range Transportation Plan (LRTP). The study area is Knights Griffin Road to the North, SR 60 on the South, Forbes Road to the West and County Line Road to the East. This study was requested by Plant city and it is to identify a circulator within downtown Plant city and potential transit service from Plant City to downtown Tampa and possibly extending to Lakeland in the future. The study will evaluate alternatives based on costs, needs and potential ridership providing cost estimate for operation for HART which ties into HART Comprehensive Operation Analysis (COA) and Transit Development Plan (TDP) update. There were two previous transit services in Plant City. One was the strawberry connector routes and HART Route 28X. Currently only the Sunshine line provides on demand service to the transportation disadvantaged riders.
Ms. Raman provided a list of the stakeholder focus group and the project management team from Hillsborough MPO and HART staff. The study started in January and at the first stakeholder focus group meeting in February they identified and developed a list of stakeholders, reviewed past studies and service, analysis of existing conditions and travel market and identified major corridors and areas to service. The outcome of the meeting identified key corridors and future growth to be served. They presented initial alternatives to the stakeholder team at the second meeting in May. There was an open house where the existing conditions and alternatives were identified and they collected public feedback to help narrow down to feasible alternatives. The next steps would be public outreach and open house meetings, narrow alternatives and planning level costs of the different alternatives.

Glen Brown inquired if the average wages of the people who use this service be able to afford the circulator and will the transportation disadvantaged be able to participate in the virtual public outreach.

**Sunshine Line Update**

Scott Clark, Sunshine Line, congratulated the staff of Sunshine Line who is working through the COVID Pandemic. The innovation and service grant was issued for the second year. The trips were reduced significantly due to the pandemic. They went from 750-800 trips a day to under 100 trips a day. The trips have increased to 200 a day now. They split the drivers into two teams. One team will be driving and the other working from home for training. They initiated office safety protocols which includes telecommuting and if they are in the office, they have screening at the door, hand sanitizer, social distancing, masks, wipe down and hand washing. They do not transport people who are COVID positive and they refer these individuals to the county number for protocols. There are hand sanitizers on the buses and mask are required. They can transport up to 3 passengers and possibly 4 as long as everyone is masked. After the passengers exit the bus the drivers sanitize the bus. There is signage how to prevent the spread of the virus. There is a quarantine transportation team with 12 drivers and 6 vehicles. There is an evening meal service. They transport COVID patients from the hospital back to the nursing home once they pass 2 negative tests.

Glenn Brown inquired if any drivers have tested positive.

**OLD BUSINESS & NEW BUSINESS**

A. Farewell from Michele Ogilvie  
B. Next meeting: August 21, 2020

**ADJOURNMENT**

There being no further business, the meeting was adjourned at 11:15 a.m.
Board & Committee Agenda Item

**Agenda Item:**
Tri-County LCB Representative and Alternate

**Presenter:**
Joshua Barber – MPO Staff

**Summary:**
At the June, 2020 LCB meeting the Board made the decision to transition the Tri-County Joint Disadvantaged Local Coordinating Board Subcommittee to an annual subcommittee to provide Tri-County priorities to the TMA which will be comprised of one (1) designated member of each LCB (and an alternate) to be supported by the MPO and Community Transportation Coordinator Staffs

**Recommended Action:**
Appoint a representative and alternate to the Tri-County LCB

**Prepared By:**
Joshua Barber – MPO Staff

**Attachments:**
None
Board & Committee Agenda Item

**Agenda Item**
Audible Crosswalks Update

**Presenter**
Edward “Joe” Bugel, P.E. – Florida Department of Transportation

**Summary**
FDOT will provide an update on the TDCB request from October 25, 2019 that FDOT standardizes addressing the needs of the visually impaired community at crosswalks in downtowns, shopping areas, and other areas of activity.

**Recommended Action**
None – Information Only

**Prepared By**
Joshua Barber – MPO Staff

**Attachments**
None
Board & Committee Agenda Item

Agenda Item
Healthy Buddy Program

Presenter
Dr. Siwon Jang – Center for Urban Transportation Research

Summary
The objective of the Healthy Buddy Program is to improve older adults’ ability to access health care facilities and daily life activities. This program strives to promote physical and mental health by providing adults over the age of 65 with personalized transportation information and local health resources. This is accomplished with a buddy program that pairs each adult with a trained student in a health or related field.

In Spring 2020, the Healthy Buddy Program will implement and test a Spanish-language version of the program.

https://www.hbuddy.org/

Recommended Action
None – Status Report

Prepared By
Joshua Barber - MPO Staff

Attachments
None
Board & Committee Agenda Item

**Agenda Item**
Performance Evaluation of E-Scooter Sharing in the City of Tampa

**Presenter**
Y. (YuYu) Zhang, Ph.D, University of South Florida

**Summary**
The City of Tampa sponsored an e-scooter pilot program with four service providers in May 2019. A University of South Florida team, led by Dr. Zhang, performed a research study looking into this real-world testing of e-scooter sharing. The study evaluates the performance of this new type of shared mobility and proposes recommendations for effective regulation if the City determines to move forward with this mobility service. Dr. Zhang will share the research process, major findings, and regulation recommendations from the research.

A draft final report was submitted to the City of Tampa in late April 2020.

**Recommended Action**
None. For information only.

**Prepared By**
Lisa K. Silva, AICP, PLA., MPO staff

**Attachments**
None.
JUNE 30, 2020 – METROPOLITAN PLANNING ORGANIZATION

The Metropolitan Planning Organization (MPO), Hillsborough County, Florida, met in Regular Meeting and Public Hearing, scheduled for Tuesday, June 30, 2020, at 6:00 p.m., held telephonically.

The following members were present:

Lesley Miller Jr., Chairman
Charles Klug for Paul Anderson (arrived at 6:04 p.m.)
Joseph Citro
John Dingfelder
Ken Hagan
Adam Harden
Pat Kemp
Joe Lopano
Rick Lott
Guido Maniscalco
Michael Maurino
Kimberly Overman
Andrew Ross
Mariella Smith
Cindy Stuart
Joseph Waggoner

Commissioner, Hillsborough County
Chief Executive Officer (CEO), Tampa Port Authority
Councilman, City of Tampa (Tampa) City Council
Councilman, Tampa City Council
Commissioner, Hillsborough County
d Commissioner, Hillsborough County
CEO, Hillsborough County Aviation Authority
Mayor, City of Plant City
Councilman, Tampa City Council Planning Commission
Commissioner, Hillsborough County Vice Mayor, City of Temple Terrace
Commissioner, Hillsborough County Commissioner, Hillsborough County
Hillsborough County School Board Tampa-Hillsborough Expressway Authority

I. CALL TO ORDER, PLEDGE OF ALLEGIANCE, AND INVOCATION

Chairman Miller called the meeting to order at 6:01 p.m. and led in the pledge of allegiance to the flag and invocation.

II. ROLL CALL AND QUORUM DECLARATION

The Deputy Clerk called the roll and noted a quorum was present. Chairman Miller explained the meeting procedure.

III. APPROVAL OF MINUTES – MAY 13, 2020

Chairman Miller called for a motion to approve the minutes. Commissioner Overman moved to approve, seconded by Commissioner Kemp. Upon roll call vote, the motion carried sixteen to zero.
IV. PUBLIC COMMENT ON ITEMS OTHER THAN TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Chairman Miller verified with Ms. Beth Alden, MPO Executive Director, there was no public comment on items other than the TIP.

V. COMMITTEE REPORTS

Mr. Bill Roberts, MPO Citizen Advisory Committee (CAC), and Ms. Wanda West, MPO, shared the reports.

VI. CONSENT AGENDA

A. Committee Appointments

B. Public Participation Plan Measures of Effectiveness, 2018-2019

C. Public Participation Plan Amendments

Chairman Miller called for a motion to approve the Consent Agenda. Commissioner Overman so moved, seconded by Mr. Harden. Upon roll call vote, the motion carried sixteen to zero.

VII. PUBLIC HEARING: TIP ANNUAL UPDATE

TIP for October 1, 2020, through September 30, 2025

Chairman Miller introduced the item.

Staff Presentation

Ms. Sarah McKinley, MPO, presented the item.

Public Comment

The following individuals favored the TIP: Messrs. Rick Homans, Dave Sobush, and David Green, Tampa Bay Area Regional Transit Authority; Ms. Karen Kress, Tampa Downtown Partnership Incorporated; and Mr. Donald Skelton, The Westshore Alliance Incorporated.

Dr. Douglas Jessep, University of South Florida (USF), supported the MPO CAC recommendation of removing Items 31, 32, 43045, and 431746 from the TIP and expounded on the historical racism of the interstate system in Tampa and flawed economic modeling by the Florida Department of Transportation (FDOT).
Attorney Ricardo Fernandez, Tampa Heights Civic Association Incorporated (THCA), urged the Board to strike Tampa Bay Next (TBN) Sections 5, 6, 7, and 8 from the TIP and expressed concerns the FDOT were obfuscating proposals.

Ms. Gloria Jean Royster ceded time to Ms. Michelle Cookson.

Attorney Hoyt Prindle III requested the MPO strike Items 5, 6, 7, and 8, regarding TBN, from the TIP.

Mr. Shane Ragiel, THCA, spoke against Items 32 and 33.

Mr. Mauricio Rosas touched on the proposed exit ramp on 14th and 15th Streets, the intersection of Hillsborough and Florida Avenues, the need for communication between FDOT and Tampa, and Interstate (I) 275 impeding growth in East Tampa.

Mr. Joshua Frank asserted the only way to decrease congestion was to reduce the number of cars on the road.

Ms. Michelle Cookson was against widening highways and wanted TBN struck from the TIP.

Mr. Robert Rohrlack and Attorney Ronald Weaver, Greater Tampa Chamber of Commerce Incorporated, praised the TIP.

Ms. Dayna Lazarus applauded HART and the TBARTA vanpool and sought to remove the downtown interchange from the TIP and prioritize multimodal projects.

Mr. Christopher Gleason addressed the uncertainty of transportation demands due to COVID-19 and the need to move away from single occupancy vehicles.

Ms. Catherine Hartley praised the MPO CAC recommendations to remove TBN from the TIP, discussed potential FDOT data manipulation, and favored the boulevard option for I-275.

Mr. James DeMauro objected to adding interstate lanes to overburdened neighborhoods.

Ms. Lena Young Green sought the removal of TBN and emphasized the MPO CAC recommendations.
Mr. Brenton Wiernik, USF, did not feel the TIP included adequate provisions for long term planning of regional transit options.

Mr. Joseph McDuffy stated the building of interstate lanes destroyed city roads in Westshore Palms and called for new ideas in transportation planning.

Ms. Michelle Johnson supported the preservation of neighborhoods, Americans with Disabilities Act of 1990 compliant sidewalks/crosswalks, and safety improvements in the Westshore area.

Ms. Alexandra Wolffe was against expanding the highway in the Westshore area.

Summary of Comments Submitted in Advance

Ms. West provided the summary.

Board Discussion and Action

After touching on technical difficulties and the work done by the MPO, Mayor Lott moved to approve the TIP amendment as presented by staff, seconded by Mr. Lopano.

Commissioner Kemp moved an amendment to remove Line 32; to widen I-275 north to Bearss Avenue, the item was to put 24 feet of more pavement from Dr. Martin Luther King Jr. Boulevard to Bearss Avenue, offered remarks on I-275 usage and local opposition, and presented the amendment to take Line 32 out of the TIP, seconded by Councilman Maniscalco. Mr. Lopano opposed the amendment. On request from Chairman Miller, Commissioner Kemp restated the amendment was to remove Line 32 from the TIP; that was the line that widened I-275 between Dr. Martin Luther King Jr. Boulevard and Bearss Avenue, adding 24 feet of two lanes, one lane in each direction, 24 additional feet. Chairman Miller sought clarity on the expansion, which District Secretary David Gwynn, FDOT, addressed. Commissioner Overman questioned why the project extended to Bearss Avenue and stated improvements were needed from Dr. Martin Luther King Jr. Boulevard to the downtown interchange. Councilman Dingfelder inquired about increased air pollution and changes in commuter data due to COVID-19 impacts. In response to Chairman Miller, Mr. Gwynn summarized the projects related to Hillsborough Avenue. Upon roll
call vote, the amendment failed seven to eight; Members Dingfelder, Klug, Lopano, Lott, Maurino, Ross, Stuart, and Waggoner voted no. (Commissioner Hagan was out of the room.)

Commissioner Kemp moved an amendment to remove entryway to 14th and 15th Streets in Ybor City and to reconfigure in some way, to not allow for that entry, seconded by Councilman Maniscalco. In response to Commissioner Overman, Ms. Alden noted the item was part of the downtown interchange project. Councilman Dingfelder queried if the Ybor City exits were standalone items or if the motion affected the entirety of the downtown interchange, which Ms. Alden and Mr. Gwynn addressed. Chairman Miller asked if the flyover from I-275 to I-4 was contingent on an interstate exit at 14th Street. Commissioner Smith sought clarity on the source of the request for an exit at 14th Street. Councilman Dingfelder questioned what relief the item would provide for the 21st and 22nd Streets interstate exit. Upon roll call vote, the amendment failed six to ten; Members Dingfelder, Hagan, Harden, Klug, Lopano, Lott, Maurino, Ross, Stuart, and Waggoner voted no.

Referencing the recommendations of the MPO CAC on Section 5 of the TBN, in between I-275 and Westshore Downtown, Councilman Citro moved an amendment to remove the section, seconded by Councilman Maniscalco. Commissioner Smith requested the motion be repeated. Councilman Citro restated the amendment was the MPO CAC motion, to accept that, which was to strike the Section 5 of TBN, which was the construction or part of the construction from I-275, between Westshore and Downtown Tampa. Upon roll call vote, the motion failed four to twelve; Chairman Miller and Members Dingfelder, Hagan, Harden, Klug, Lopano, Lott, Maurino, Ross, Smith, Stuart, and Waggoner voted no.

After remarks on toll lanes and reviewing projects for equity, Commissioner Smith asked if there was the possibility of an amendment to strike the language that committed the County to toll lanes in the TIP, which Mr. Gwynn addressed, and sought confirmation the TIP did not commit the County to toll lanes. Commissioner Overman proposed amending the TIP to eliminate toll features associated with the design without coming back to the MPO for approval. Councilman Dingfelder spoke against toll lanes. Councilman Citro touched on a motion by the Tampa Community Redevelopment Agency seeking the removal of toll lanes and expressed concerns about West
Tampa citizens not being able to utilize the toll lanes. Mayor Lott questioned the impact of removing toll lanes from the TIP and clarified the FDOT would work on alternatives to toll lanes. Mr. Lopano believed the airport was a major economic engine and advocated for airport access. Mr. Waggoner referenced premium transit and the reinvestment of toll revenues. Following discussion on express/toll lanes and future projects, Commissioner Overman moved that future TIP projects must outline specifically whether or not the projects were toll design-dependent; any future transit projects, not already approved and designed, were required to outline if the projects were toll-specific in design, as a policy approval to amend the TIP and future TIP policy. In answer to Commissioner Kemp, Commissioner Overman clarified the motion was any future transportation project that incorporated an express lane or express traffic specifically outline whether or not the project was toll-dependent, seconded by Commissioner Kemp. (The motion was subsequently withdrawn.)

Chairman Miller asked if the amendment affected the TIP or was a policy change. Councilman Dingfelder did not want to jeopardize funding, inquired if the project was presented to the State with toll lanes, and opposed tolling. Mayor Lott suggested a motion that requested FDOT continue considering and discussing alternatives to tolling as a congestive management strategy. Dialogue ensued. Mayor Ross asserted the motion was improper because it was not an amendment. Ms. Alden clarified the TIP did not commit the MPO to toll lanes, proposed a resolution or an amendment at a later date to approve the TIP contingent on FDOT working with the MPO on the policy for express lane management. Senior Assistant County Attorney Cameron Clark noted procedures for removing projects from the TIP and suggested a policy or resolution to direct FDOT that any time a project was one year away from the design stage that the FDOT identify if there would be any toll lanes associated with the project. Upon discussion on which projects in the TIP were in the design phase, Commissioner Overman withdrew the amendment.

Commissioner Kemp moved an amendment to remove Line 46 from the TIP; that was the automated vehicle infrastructure what HART $5 million requested in the TIP, and opined the item was an inappropriate priority for transit. Councilman Dingfelder seconded the amendment. Noting difficulty obtaining information on the project, Commissioner Smith believed the project was aspirational and supported the motion. Mr. Waggoner questioned what agency
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put the project forward, clarified the project was not funded, and inquired if the HART board approved the projects. Commissioner Smith stated the HART board did not approve the submitted projects. Upon roll call vote, the amendment failed seven to nine; Chairman Miller and Members Hagan, Klug, Lopano, Lott, Maurino, Ross, Stuart, and Waggoner voted no.

Commissioner Kemp moved an amendment to move the CSX study from Line 48 in the TIP up to Line 33 to give the study a higher priority in the TIP; to do a study of the CSX tracks to make it possible to look at converting them from freight to passenger, seconded by Commissioner Overman. Mr. Harden queried if the item could be moved further up the list. Mayor Lott asked if there was a reason why the project wasn’t moved up previously and if Ms. Alden supported prioritizing the project. Upon roll call vote, the amendment carried nine to seven; Chairman Miller and Members Hagan, Lopano, Lott, Maurino, Ross, and Stuart voted no.

Upon roll call vote, the amended motion carried thirteen to three; Chairman Miller and Members Kemp and Maniscalco voted no.

VIII. EXECUTIVE DIRECTOR’S REPORT

- Board Workshop on Managed Lanes Rescheduled From June 19, 2020, to October 14, 2020, in place of Regular Board Meeting

- MPO Board to Recess in July; Next Board Meeting: Tuesday, August 4, 2020, 9:00 a.m.; Next Policy Committee Meeting: July 28, 2020, 9:00 a.m., Location To Be Announced (TBA)

- Tampa Bay Transportation Management Area Group and MPO Chairs Coordinating Committee and Joint Session with Central Florida MPO Alliance July 10, 2020, starting at 9:30 a.m., Location TBA

- MPO Vision Zero Leadership Summit: Tuesday, September 22, 2020, 9:00 a.m. - 12:00 p.m., Julian B. Lane Riverfront Center and Virtual

Ms. Alden expounded on background material and announced the MPO would meet on July 28, 2020.
IX. OLD AND NEW BUSINESS

A. Transportation Disadvantaged Coordinating Board (TDCB) Chair Designation by MPO Chairman

 luego no hay voluntarios, el Comisionero Miller nombró a Commisioner Smith como el Presidente del TDCB.

B. Other Old or New Business - None.

X. ADDENDUM

A. Announcements

• MPO’s Plant City Transit Plan Survey
• TBARTA’s Regional Rapid Transit Project Survey

B. Project Fact Sheets and Other Status Reports

• Vision Zero Quarterly Report - Spring 2020
• The Invest in America Act - U.S. House Announcement
• T4A Summary of the Invest in America Act

C. Correspondence

• From FDOT Secretary Thibault: FDOT Managed Lane Policy May 7, 2020
• To U.S. Department of Transportation Secretary Chao RE: BUILD Grant for Interstate 75 Big Bend Road
• To TBARTA RE: Envision 2030 Regional Transit Development Plan (TDP)
• From TBARTA RE: Envision 2030 Regional TDP
• From FDOT District Secretary on Traffic Fatalities April 27, 2020, through May 9, 2020

D. Articles Relating to MPO Work

• “Census Data Shows Tampa AMONG Highest Income and Home Ownership Disparities for African Americans” – FOX 13 News Tampa Bay
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- "Hillsborough County Commission Votes to Move Forward with Racial Inequity Study" - News Channel 8
- "Crashes are down more than 50 percent across Tampa Bay and Florida" - Tampa Bay Times

XI. ADJOURNMENT

There being no further business, the meeting was adjourned at 9:53 p.m.

READ AND APPROVED: ____________________________

CHAIRMAN

ATTEST:
PAT FRANK, CLERK

By: ____________________________
   Deputy Clerk

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Committee Reports

Meetings of the Citizens Advisory Committee (CAC) on June 10 and May 20

On June 10, the CAC reviewed the Transportation Improvement Program and took the following actions:

- On Table 2, the MPO’s list of priorities for new funding, Priority #3 – TBARTA vanpools, we passed a motion recommending that TBARTA consider adding multimodal connections, such as trails, to this funding request.
- Passed a motion asking that Priorities #12 (Heights Mobility improvements), #35 (Modern Streetcar Extension requested by the City of Tampa) and #47 (Modern Streetcars requested by HART) be moved up on the list of priorities.
- Passed a motion supporting efforts to advance the overwhelmed I-75/Gibsonton Dr interchange (Priority #34 ) and as an interim measure suggest an evaluation of a traffic signal to enable eastbound vehicles to make a left turn to cross busy Gibsonton Dr to enter northbound I-75.

We also passed motions recommending to strike several items from the TIP, including:

- Priority #31 (additional lane on I-275 from North of MLK to N of Bearss Ave), by a vote of 10 – 4
- Priority #32 (safety & operational improvements to the downtown interchange of I-4 & I-275), by a vote of 8 – 5
- Project #434045-2 (adding express lanes on I-275 from south of Lois Ave to east of the Hillsborough River), by a vote of 7 – 4
- Project #431746-2 (design to add express lanes on I-4 from the Selmon Connector to east of Branch Forbes Rd), by a vote of 8 – 4
- With those exceptions, we passed a motion recommending the rest of the TIP by a vote of 9 – 3

We also received a report on the Vision Zero Speed Management Action Plan and passed a motion recommending its approval, with the condition that enforcement actions be re-examined.
In other actions, the CAC also:

✓ Passed a motion supporting the spirit of a resolution against racial discrimination and promoting equity in transportation. As Chairman, I have appointed an ad hoc subcommittee of the CAC to draft the resolution; once we work out the language, we will forward it for the MPO’s consideration.
✓ Passed a motion (14 – 1) asking FDOT to provide updated traffic projections taking into account the effect of telecommuting due to the pandemic.

On May 20, under Action items, the CAC approved and forwarded to the Board:

✓ Public Participation Measures of Effectiveness Report
✓ 2020 Public Participation Plan Amendments

Under Unfinished Business, the CAC voted to agree with the Tampa CRA’s motion in support for the use of CSX as a top priority; however, the CAC did not agree with the CRA’s motion opposing tolls on Interstates within the City. Following discussion of a letter from Chris Vela, the CAC also voted to oppose the proposed exit from the downtown interchange to 14th & 15th Streets.

Meeting of the Technical Advisory Committee (TAC) on May 18 and June 29

On May 18, the TAC approved and forwarded to the Board:

✓ Public Participation Measures of Effectiveness Report
✓ 2020 Public Participation Plan Amendments

Actions taken at the June 29 meeting will be reported verbally at the MPO Board meeting.

Meeting of the Policy Committee on May 26

The committee approved and forwarded to the Board:

✓ Public Participation Measures of Effectiveness Report
✓ 2020 Public Participation Plan Amendments

The committee heard a presentation on TBARTA’s draft Regional Transit Development Plan (RTDP), and received a staff recommendation to support the RTDP in concept with the caveat that funding for the local transit agencies must not be reduced/ local
transit must be held harmless as regional services are expanded. After discussion, no motion was made.

The committee was briefed by a USF professor on changes in travel patterns locally during the pandemic, including as a result of expanded telecommuting. There was also a briefing from the Tampa Bay Regional Planning Council (TBRPC) on hurricane evacuation, and how clearance times are estimated. Members asked about use of contra-flow lanes, use of road shoulders, opportunities to expand shelter-in-place and shelter-nearby capacity, and access to fuel during evacuation. These topics can be explored further, in partnership with TBRPC, in the MPO’s upcoming study of Evacuation Scenarios.

Meeting of the Bicycle/Pedestrian Advisory Committee on May 13 & June 17

The BPAC heard status reports on the following topics on May 13:

✓ THEA Project Update and PD&E Advance Notification for Whiting St & Washington St Extensions & Selmon Expressway Ramps Reconfiguration.
✓ Hillsborough Air Quality Update
✓ Performance Evaluation of E-Scooter sharing in Tampa

The BPAC took action on the following topics: on June 17:

✓ FY 20-25 Transportation Improvement Program
  o The committee voted to recommend approval of the FY20-25 TIP with the request that FDOT and Local Agencies reevaluate the need for large roadway projects based on reduced demand as a result of changing commuting patterns now and in the future as a result of COVID-19.
✓ Vision Zero Speed Management Action Plan
  o The committee recommended approval to the MPO Board.

The BPAC heard status reports on the Florida Transportation Plan & Highway Safety Plan Update, and discussed upcoming tri-county coordination meetings, and holding a virtual retreat in July.

The Committee also heard public comment from Mike Lamarca regarding several maintenance requests that he has with Hillsborough County to address vegetation, debris, and general maintenance of bike lanes on County roads, particularly in south Hillsborough County. County staff agreed to follow up on his request and the Committee voted to send a letter to Public Works requesting action on Mr. Lamarca’s concerns.
Meetings of the Livable Roadways Advisory Committee on May 27 & June 17

On May 27 under Action items, the LRC had no objections and forwarded to the MPO Board:

✓ Public Participation Measures of Effectiveness Report
✓ 2020 Public Participation Plan

The LRC heard a status report on Performance Evaluation of E-Scooter Sharing in the City of Tampa.

On June 17, the LRC approved and forwarded to the MPO Board:

✓ FY 20-25 Transportation Improvement Program
✓ Vision Zero Speed Management Action Plan

The LRC heard status reports on the Florida Transportation Plan & Highway Safety Plan Update.

Meeting of the Transportation Disadvantaged Coordinating Board on June 26

Actions taken at the June 26 meeting will be reported verbally at the MPO Board meeting.
Committee Reports

**Meetings of the Citizens Advisory Committee (CAC) on June 23 and July 15**

The Citizens Advisory Committee took its summer recess and so did not have a regular monthly meeting in July. However, the CAC held two events since the last report:

- An ad hoc subcommittee met on June 23rd to draft a resolution taking a stand against discrimination and promoting racial equity; it is expected the CAC to act on it at their August meeting;
- A workshop was held on July 15th to delve into a fiscal impact analysis by the CAC representative from Plant City. The CAC went over his analysis and heard from several invited guests who have used this kind of thinking to inform their development decisions.

**Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on July 8**

The BPAC also took a summer recess, instead holding a virtual workshop to discuss items for future consideration by the committee. Ideas from committee members included:

- several candidates for neighborhood greenways,
- engagement with local elected officials, and
- speed reduction and enforcement methods.

Requests were made for presentations from the City of Tampa and Hillsborough County staff focusing on planned and recently completed pedestrian and bicycle projects. Committee members also supported additional speed studies including areas around USF and the need for more consistent maintenance of existing bicycle and pedestrian facilities throughout the County.

**Meeting of the Intelligent Transportation Systems (ITS) Committee on July 9**

The ITS committee held its quarterly meeting using a virtual videoconferencing service and heard status reports including:

- Performance evaluation of the e-scooter deployment in the City of Tampa;
- Smart Cities Mobility Plan Scope review;
- Ceve Pilot: Lessons Learned; and
- Tampa Bay Next Update: Westshore SafeTRIP.

Committee members had a lengthy discussion on the lessons learned from the Ceve Pilot regarding data governance. They suggested expanding the conversation to include members of the Smart Cities Alliance at a future meeting.
Regional Meetings on July 10: MPO Chairs Coordinating Committee (CCC) of West Central Florida and Tampa Bay Transportation Management Area (TMA) Leadership Group

The CCC for Hillsborough, Pinellas, Pasco, Polk, Hernando/Citrus, and Sarasota/Manatee MPOs met for an annual review of regional priorities, and was advised by a preceding meeting of the tri-county TMA Leadership Group.

The CCC approved by consensus:

✓ An updated priority list for the Transportation Regional Incentive Program;
✓ An updated priority list for Regional Multi-Use Trails, including SUNTrail corridors.

The Tampa Bay Area Regional Transportation Authority (TBARTA) provided a briefing on the new Regional Transit Development Plan. TMA group members discussed the role of TBARTA and local transit agencies in delivering transit in the region, and came back to the need to work together to expand funding for both local and regional transit services. This topic will be explored in greater depth at the September quarterly meeting of the TMA.

The CCC was also briefed on a Regional Long Range Transportation Plan summary document that is currently being drafted, to reflect and highlight the regional priority projects in the member MPOs’ recent and current long range transportation plan updates.

Following the CCC’s business meeting, a joint meeting was held with the Central Florida MPO Alliance, including a panel discussion with three FDOT District Secretaries and the Assistant Secretary of FDOT.
Friends, welcome back! We are pleased to share with you a newsletter summarizing the bills passed during the 2020 legislative session. In place of the usual list of all transportation related bills filed, is a list of bills that passed both chambers and were then sent to the Governor for approval. This will allow you have a one-stop summary of bills passed so you are kept aware of what has happened and what has changed in our transportation world. Many bills had not been sent to the Governor right away for his action so reporting anything to you earlier would not have been informative. At the time of publication, two bills are still pending action by the Governor. The delay in sending bills to the Governor is presumed to be because of the Coronavirus problems that have taken the Governor’s attention. In fact, speaking of Coronavirus……

The last newsletter of the legislative session talked about Coronavirus. It opened with this Coronavirus question: “Should we say anything more or just end the newsletter there? That would be the one-word summary of the last week and a word your retirement account hates right now. There is more to Florida than this though.” Funny how those words seem appropriate still today. OK, I am hearing that most retirement accounts are actually doing pretty well, mine included, thankfully. And there is more to Florida, but Coronavirus seems to be that annoying house guest that we just can’t get to leave. We will all remember 2020 and may describe it with words that we would not want our grandmother or children to hear come from our mouths. Hopefully 2021 will be much gentler with us.

The Governor signed a budget and the transportation side of it did well. We avoided cuts to our funding. Frankly, given how revenues were declining at the end of session, avoiding cuts is a big win. Recent reports stated that for the state fiscal year ended June 30th, revenues came in $1.9B lower than projected. That is a huge hit to revenues and the impact to the budget is going to hurt, hurt like falling off a bike on concrete at considerable speed. Looking back to the budget for the current fiscal year, I cannot say that earmarks did well, but given the hit to revenues due to coronavirus, we should not be surprised. The hit to local budgets, especially those areas that used to enjoy a lot of tourism, well that is not a pretty thought either – I am thinking of concrete and scraped elbows again. Happily, reports that some of the housing markets are holding on is good to hear, there may be some bright spots in our economy and hopefully they will lead the way when we get back to something resembling normal.
So you have an idea of what was included in the approved budget for transportation, here is a high level summary of the transportation budget:

- $9.8 Billion overall, $9.2 for the state transportation work program.
- $2.5B for highway construction which includes 101 new lane miles.
- $840M for resurfacing, 2,073 lane miles.
- $125M for seaport infrastructure improvements.
- $401M for aviation improvements, includes $85M for spaceports.
- $436M for bridges, replacement of 17 and repairs to 90 bridges.
- $886M investment in rail/transit projects.
- $236M for safety initiatives.

The 2020 regular session began on January 14th, was scheduled to end on March 13th and the final vote was taken on the 20th.

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

### Legislation signed into law

This is a summary of all transportation related bills that were signed into law (or are pending signature) by the Governor following the 2020 session of the Florida Legislature. The bills are listed in numerical order for your convenience. Each entry includes a summary of the key points of the law, the date signed by the Governor, and the effective date.

**HB 37: School Bus Safety**

The bill increases the minimum civil penalty for failure to stop for a school bus to $200 and the period of time that the Department of Highway Safety and Motor Vehicles (DHSMV) must suspend the driver license of the driver for any subsequent offenses committed within five years to not less than 180 days and not more than one year.

The bill also increases the minimum civil penalty for passing a school bus on the side that children enter and exit to $400. For a subsequent offense within five years, the DHSMV must suspend the driver license of the driver for not less than 360 days and not more than two years.

**Date signed by Governor:** June 20, 2020

**Effective date:** January 1, 2021

**HB 133: Towing and Immobilizing Vehicles and Vessels**

The bill makes the following changes to current law relating to the towing of vehicles and vessels:

- Incorporates vessels into the regulatory scheme for the towing of vehicles;
- Prohibits a county or municipality from enacting an ordinance or rule that imposes a fee or charge on authorized wrecker operators or towing businesses for performing towing services;
- Defines the term "towing business" to mean a business that provides towing services for monetary gain;
- Authorizes a county or municipality to impose an administrative fee on the registered owner or lienholder of a vehicle or vessel removed and impounded by an authorized wrecker operator or towing business, as long as the fee does not exceed 25 percent of the
local jurisdiction’s maximum towing rate. An authorized wrecker operator or towing operator may impose the fee on behalf of the county or municipality, but such fee must only be remitted to the county or municipality after it has been collected;
- Provides that a wrecker operator or towing business who recovers, removes, or stores a vehicle or vessel must have a lien on the vehicle or vessel that includes the value of the administrative fee imposed by a county or municipality; and
- Requires tow-away zone notices to be placed within 10 feet from the "road" instead of within 5 feet from the "public right-of-way line."

The bill exempts Broward, Palm Beach, and Miami-Dade counties from the prohibition on imposing a fee or charge on an authorized wrecker operator or a towing business.

**Date signed by Governor:** Pending
**Effective date:** October 1, 2020

**SB 178: Public Financing of Construction Projects**

The bill requires a public entity that commissions or manages a construction project within the coastal building zone, using funds appropriated from the state, to conduct a sea level impact projection (SLIP) study prior to commencing construction. The Department of Environmental Protection (DEP) must establish, by rule, standards for the SLIP studies. The standards must:

- Use a systematic, interdisciplinary, and scientifically accepted approach in the natural sciences and construction design in conducting the study;
- Assess the flooding, inundation, and wave action damage risks relating to the coastal structure over its expected life or 50 years, whichever is less; and
- Provide alternatives for the coastal structure’s design and siting, and how such alternatives would impact the risks identified in the SLIP, as well as the risk and cost associated with maintaining, repairing, and constructing the coastal structure.

The requirement to conduct a SLIP study prior to commencing construction is effective one year after DEP’s rule is finalized and only applies to projects that commence after the rule is finalized.

SLIP studies must be conducted, submitted to DEP, and published on DEP’s website for 30 days before construction can commence. DEP must publish and maintain a copy of all SLIP studies on its website for 10 years after receipt. The bill requires DEP to adopt rules as necessary to administer and enforce these requirements.

The bill authorizes DEP to bring a civil action to seek injunctive relief to cease construction, enforce the rules, or seek recovery of state funds expended on a coastal structure, if construction commences without compliance to the rules. The requirements of the bill may not be construed to create a cause of action for damages or otherwise authorize the imposition of penalties by a public entity for failure to implement what is contained in a SLIP study.

- **Date signed by Governor:** June 29, 2020
- **Effective date:** July 1, 2020

**HB 279: Local Government Public Construction Works**

The bill reforms how local governments must estimate the projected costs of a public building construction project. Local governments must use a cost estimation formula when deciding whether to use a contractor to complete the project or if it is in the local government’s best
interest to perform the project using its own services, employees, and equipment. The project cost estimation formula must include employee compensation and benefits, the cost of direct materials to be used in the construction of the project (including materials purchased by the local government), other direct costs, and an additional factor of 20 percent for management, overhead, and other indirect costs. Local governments must consider the same formula when determining the estimated cost of road and bridge construction and reconstruction projects performed with proceeds from the constitutional gas tax.

A local government constructing a public building using its own services, employees, and equipment must create a report summarizing the project constructed by the local government, which must be publicly reviewed each year by the local government. The Auditor General must also examine the project reports as part of his or her audits of local governments.

The bill also requires local governments issuing bidding documents or other requests for proposals to provide a list of all other governmental entities that may have additional permits or fees generated by a project.

- Date signed by Governor: June 30, 2020
- Effective date: July 1, 2020

**HB 717: Space Florida Financing**

Space Florida has the authority to issue revenue bonds and raise revenue through the acquisition of debt, including securing bank loans. The bill revises that authority in a variety of ways, including making several conforming changes to relevant sections of Florida statute.

The bill relieves Space Florida of the requirement to notify the presiding officers and appropriations chairs of both houses of the Legislature before presenting a bond proposal to the Governor and Cabinet and the requirement for the Governor and Cabinet to approve the bond’s issuance.

The bill clarifies that Space Florida is subject to the minimum credit-worthiness requirements in Florida statute (s. 189.051, F.S.). It also authorizes Space Florida to validate its bonds pursuant to ch. 75, F.S., which provides generally for government-issued bond validation. Additionally, the bill reduces the term for which Space Florida may issue a bond to 30 years.

- Date signed by Governor: June 29, 2020
- Effective date: July 1, 2020

**HB 915: Commercial Service Airports**

The bill requires:

- The Auditor General to conduct an operational and financial audit of each large-hub commercial service airport at least once every seven years (defined as a publicly owned airport that has at least one percent of the annual passenger boardings in the United States as reported by the Federal Aviation Administration);
- Each member of the governing body of such airports to comply with financial disclosure requirements (as defined in state statute or constitution);
- The governing body of each commercial service airport to establish and maintain a website to post information relating to the operation of the airport;
- Commercial service airports to comply with statutorily defined procurement requirements for purchases exceeding $65,000;
Contracts must use a competitive sealed bid, proposal, or reply process (with exceptions) and must be posted (with redactions) on the airport website; After an opportunity for public comment, a governing body must approve, award, or ratify as a separate line item on its agenda each contract exceeding $325,000;

- Members of a governing body and employees of a commercial service airport be subjected to Florida Code of Ethics for Public Officers and Employees related requirements.
  - Does not prohibit a county or municipal charter, ordinance, or resolution of the governing body from applying more stringent ethical standards;
  - Imposes on each member of a governing body annual ethics training requirements;

- Each commercial service airport, starting November 1, 2021, to annually submit approved budgets, federal financial reports, website links, and statutory compliance statements to the Florida Department of Transportation (FDOT);
  - The FDOT must annually review the information for accuracy and, starting January 15, 2022, submit a report summarizing commercial service airport compliance the provisions of law to the Governor, the President of the Senate, and the Speaker of the House of Representatives; and
  - The FDOT is prohibited from expending any funds allocated to the airport (unless the funds are pledged for debt service) until a commercial service airport demonstrates compliance.

- Date signed by Governor: Pending
- Effective date: October 1, 2020

**HB 969: Broadband Internet Service**

The bill transfers the state’s broadband program from the Department of Management Services (DMS) to the Department of Economic Opportunity (DEO), creating the Florida Office of Broadband within DEOs Division of Community Development. Specifically, the Florida Office of Broadband is directed to:

- Create a strategic plan to increase the use of broadband Internet service in Florida.
  - The plan must include a process to review and verify public input on broadband Internet transmission speeds and availability;
- Build and facilitate local technology planning teams, especially with community members from the areas of education, healthcare, business, tourism, agriculture, economic development, and local government;
- Encourage public use of Internet service through broadband grant programs; and
- Monitor, participate in, and provide input on Federal Communications Commission proceedings that are related to the geographic availability and deployment of broadband Internet in Florida.

The bill also provides that the Department of Transportation may, beginning in Fiscal Year 2022-2023, use up to $5 million annually from the funds transferred to Florida’s Turnpike Enterprise to the Multi-use Corridors of Regional Economic Significance (M-CORES) program for projects that assist in the development of broadband infrastructure within or adjacent to a multiuse corridor.

- Date signed by Governor: June 9, 2020
- Effective date: July 1, 2020
HB 971: Electric Bicycles

The bill creates a definition for electric bicycles (e-bikes) within a three-tiered classification system and revises several related definitions. E-bike or e-bike operators are endowed with all the rights, privileges, and responsibilities of a bicycle or bicycle operator.

E-bikes are authorized to operate where bicycles are allowed, including, but not limited to, streets, highways, roadways, shoulders, bicycle lanes, and bicycle or multiuse paths. That said, the bill specifically states that nothing prevents local governments from regulating the operation of e-bikes on streets, highways, sidewalks, and sidewalk areas under the local government’s jurisdiction or that a municipality, county, or agency of the state having jurisdiction over a bicycle path, multiuse path, or trail network from restricting or prohibiting the operation of an e-bike on such facilities;

Under the law, an e-bike or an e-bike operator is not subject to the provisions of law relating to financial responsibility, driver or motor vehicle licenses, vehicle registration, title certificates, off-highway motorcycles, or off-highway vehicles.

The bill also makes technical and conforming changes throughout related statutory provisions.

- Date signed by Governor: June 20, 2020
- Effective date: July 1, 2020

SB 7018: Essential State Infrastructure

The bill contains various provisions relating to essential state infrastructure, including provisions relating to emergency staging areas, utility permit application processing for use of county or municipal rights-of-way, development of a recommended plan for electric vehicle charging stations along the State Highway System, and use of agricultural land subject to a conservation easement for construction of a public or private linear facility and right of access.

Specifically, the bill:

- Provides that a permit application by a county or municipality to use the right-of-way on any public road for a utility must be processed and acted upon within the expedited time frames of the “Advanced Wireless Infrastructure Deployment Act,” s. 337.401(7)(d)7.,8., and 9., F.S.;

- Authorizes the Florida Department of Transportation (FDOT) to plan, design, and construct staging areas for emergency response on the turnpike system. These areas are for the staging of emergency supplies, equipment, and personnel to facilitate the prompt provision of emergency assistance to the public in response to a declared state of emergency;
  - Directs the FDOT, in consultation with the Division of Emergency Management, to consider the extent to which a proposed site:
    - Is located in a geographic area that best facilitates the wide dissemination of emergency-related supplies and equipment;
    - Provides ease of access to major highways and other transportation facilities;
    - Is sufficiently large to accommodate the staging of a significant amount of emergency-related supplies and equipment;
    - Provides space in support of emergency preparedness and evacuation activities, such as fuel reserve capacity;
Could be used during non-emergency periods for commercial motor vehicle parking and for other uses; and
- Is consistent with other state and local emergency management considerations;
  - Authorizes the FDOT to acquire property necessary for such staging areas and requires the FDOT to give priority consideration to placement of such staging areas in counties with a population of 200,000 or less in which a multi-use corridor of regional significance is located;
  - Grants the FDOT power to authorize other uses of a staging area and requires that staging-area projects be included in the FDOT’s work program;

- Requires the FDOT, in coordination with the Public Service Commission (PSC) and the Office of Energy within the Department of Agriculture and Consumer Services, and any other public or private entities as necessary or appropriate, to develop and recommend a master plan for the development of electric vehicle charging station infrastructure along the State Highway System;
  - The bill sets out a number of legislative findings and sets up a division of the workload between the FDOT and the PSC of goals and objectives of the recommended plan based on area of expertise. In this arrangement, the FDOT is responsible for the following goals and objectives:
    - Identifying the types or characteristics of possible locations for electric vehicle charging station infrastructure along the State Highway System to support a supply of electric vehicle charging stations that will accomplish the goals and objectives of this section, support both short-range and long-range electric vehicle travel, encourage the expansion of electric vehicle use in this state, and adequately serve evacuation routes in this state;
    - Identifying any barriers to the use of electric vehicles and electric vehicle charging station infrastructure both for short-range and long-range electric vehicle travel along the State Highway System;
    - Identifying an implementation strategy for expanding electric vehicle and charging station infrastructure use in this state;
    - Quantifying the loss of revenue to the State Transportation Trust Fund due to the current and projected future use of electric vehicles in this state and summarizing efforts of other states to address such revenue loss.
  - Authorizes the FDOT, the PSC, and the Office of Energy to agree to explore other issues deemed necessary or appropriate for purposes of the required report
  - Requires that the master plan be developed and submitted to the Governor, the President of the Senate, and the Speaker of the House of Representatives by July 1, 2021. The plan must include recommendations for legislation and may include other recommendations as determined by the FDOT. The bill also requires that the FDOT file a status report containing any preliminary recommendations, including recommendations for legislation to the Governor, the President of the Senate, and the Speaker of the House by December 1, 2020.

- Date signed by Governor: June 9, 2020
- Effective date: July 1, 2020
SAVE THE DATE
Vision Zero Leadership Virtual Summit
Tuesday 09.22.20
9am - noon

3 PANELS IN 3 HOURS LEADING TOWARDS VISION ZERO

01 Land Use & Design
Moderator: Ian Lockwood, P.E., Toole Design
Panelists: Melissa Zornitta, Executive Director, Planning Commission | Lucia Garsys, Deputy County Administrator for Development & Infrastructure, Hillsborough County Government | City of Tampa Development & Economic Opportunity Representative

02 High Visibility Enforcement
Moderator: Ret. Chief Brett Railey, Institute of Police Tech & Mgmnt at UNF
Panelists: Hillsborough County Sheriff’s Office Representative | Tampa Police Department Representative | Secretary David Gwynn, FDOT District 7

03 Communications & Engagement
Moderator: Billy L. Hattaway, Orlando Transportation Leader, Fehr & Peers
Panelists: MaryLou Whaley, Director of Community Engagement & Philanthropy, Hillsborough County Public Schools | Liana Lopez, Chief Communications Administrator, Hillsborough County Government | Ashley Bauman, Director of Marketing & Communications, City of Tampa

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