Virtual Meeting of the Citizens Advisory Committee
Wednesday, August 12, 2020, at 9 AM

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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 9:05
Public comments are welcome, and may be given at this virtual meeting by logging into the website above and clicking the “raise hand” button. Staff will unmute you when the chair recognizes you. Comments may also be phoned in during the meeting by dialing 813-273-3774 ext. 600.

IV. Members’ Interests 9:15

V. Approval of Meeting Summaries (June 10 meeting, June 23 Subcommittee & July 15 workshop) 9:30

VI. Action Items  
A. Resolution on Racial Discrimination (Hoyt Prindle, CAC Subcommittee Chairman) 9:35
B. Transportation Improvement Program Roll-Forward Amendments (Vishaka Shiva Raman, MPO staff) 10:00

VII. Status Reports  
A. Expressway Project Update (Tampa-Hillsborough Expressway Authority Representative) 10:20
B. Tampa Bay Next Update: Westshore SafeTRIP (FDOT Representative) 11:00

VIII. Unfinished & New Business 11:30
A. HART CSX Feasibility Study (Bill Roberts, CAC Chairman)
B. TBARTA CAC report (Rich Richmond, MPO CAC representative)
C. Managed Lanes Workshop in October 13 @ 5:30pm
D. Next Regular Monthly CAC meeting – September 9 at 9 AM

IX. Adjournment
X. 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 2020
D. Article: Pandemic Travel Patterns Hint at Our Future (Bloomberg CityLab)
E. Vision Zero Leadership Summit September 22: SAVE THE DATE
F. Vision Zero - 2 Year Progress Report

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

Bill Roberts called the virtual meeting to order at 9:02 a.m. and went over the ground rules. After roll-call, there was a quorum virtually present.

Members virtually present: Bill Roberts, Ricardo Fernandez, Hoyt Prindle, III; Steven Hollenkamp, David Bailey, Rick Richmond, Barbara Kennedy Gibson, Camilo Soto, Dayna Lazarus, Jeff Lucas, Edward Mierzejewski, Christine Acosta, Amy Espinosa, Cliff Reiss, Luciano Prida, Nicole Rice

Members excused: Terrance Trott, Evangeline Linkous, Artie Fryer, Vivienne Handy, Cheryl Thole, Sky White

Others virtually present: Rich Clarendon, Beth Alden, Vishaka Raman, Cheryl Wilkening, Sarah McKinley, Gena Torres, Paula Flores, Kara Van Etten, Alex Henry, Michael Rempfer, Roger Roscoe, Justin Hall, and Debbie Guest

II. CHAIRMAN'S REQUEST

Per the MPO Bylaws, all speakers were asked to address only the presiding Chair for recognition virtually by Chatbox, to confine their remarks to the question under debate, and to avoid personalities or indecorous language or behavior.

III. PUBLIC COMMENT

There were no public comments.

IV. MEMBER'S INTERESTS

Hoyt Prindle shared that he put together a draft resolution for the CAC, with Cliff Reiss’s edits, that supports peaceful protests and ending racial discrimination in transportation and recommended the MPO Board adopt a resolution affirming the same.

Ricardo Fernandez requested a status report on the Boulevard Tampa project arising from the discussion at the MPO Board meeting, and Rich Clarendon replied since they looked at the
Unified Work Program in May where the Boulevard was up for consideration and a potential project for the next two years in the UWP, they asked the MPO Board Members to weigh in on which planning tasks they thought were most important without enough funding. The Boulevard study did not get a lot of votes but is not off the table. Absent a true transit alternative serving the same corridor or the same travel pattern, it’s going to be an uphill battle. Beth Alden concurred with Rich Clarendon’s statements and added that several of the MPO Board Members stated they are open to coming back to the topic in the future and adding it back onto the list of planning studies.

Ricardo Fernandez also brought up the protocol for the June 30th meeting, asking if it will be mostly, if not entirely, virtual. Rich Clarendon responded that they are not sure when the County Center will reopen and that they are planning now for it to be virtual. Mr. Fernandez further relayed the idea to not penalize workers for tardiness as a result of the transit system having failed them, and also to consider that most, if not all, of the priorities on the TIP are based on studies that resulted in traffic counts. The whole concept of widening the Interstate is based on the idea that there will be an increase in population and that with increase comes more vehicles, suggesting a motion to ask the MPO to request of FDOT or its consultants to run a new traffic count or new traffic projections, assuming a percentage shift from office work to telecommuting.

Christine Acosta followed up on the Boulevard Tampa project, asking if the request of FDOT to break the study down as submitted into smaller pieces was responded to. Beth Alden informed her that they did accept that request, and the recommendation that they took to the MPO Board for just the first phase of the study was $150,000, which could fit into the existing funding sources that they have, so as not to rely on having sales tax funds available for transportation planning.

Nicole Rice addressed a bylaw question to the Chair on being present in order to have a vote recorded, because she had to leave the last meeting and wasn't able to get back in time but wanted it shown on the record that she supported the motion and was going to vote yes in regards to the motion proposed by Ricardo Fernandez. She sent her vote to Rich and Beth, but her vote was not recorded. Chair Roberts felt it appropriate to amend the minutes to show that she made that comment after she had to leave the meeting, and Robert's Rules of order require a member be present to actually vote on a matter and, if you are
Chair Roberts revisited Hoyt Prindle's proposed resolution with Cliff's edits, asking for thoughts. Amy Espinosa mentioned she saw in the notes that Dayna Lazarus had submitted some edits but she has not seen those, to which Dayna Lazarus explained she created suggested provisions and followed Cliff Reiss's lead and asked why they weren't sent out. Rich Clarendon replied that he does send things to the committee with agenda materials a week in advance, that this was definitely received within less than a week, along with Hoyt's, and he didn't want there to be too many versions as it would get confusing, they are already getting feedback from some of the public, and it might not represent the MPO's position as a Board. Mr. Clarendon also mentioned this is an off-the-agenda item and Chair Roberts will weigh in on how he wants to handle it. Cliff Reiss chimed in that he quickly perused Dayna Lazarus's edits and they addressed a couple of points he had, including his original edits, and that he is on board either way. Chair Roberts suggested, since this is time-sensitive, that they form a subcommittee to look into this and is happy to accept volunteers to serve on that subcommittee.

Hoyt Prindle brought up his concerns with a delay in forming a committee, and Nicole Rice stands behind Hoyt Prindle that the reason the system fails people is because things are constantly being put off. She further stated the intent of the MPO was to make sure that urban areas were not negatively impacted by the development of a highway system. The MPO has failed urban areas, and Tampa is a perfect example of how race relations and our economic situation has been impacted by dividing us into east and west. Ms. Rice believes at this point a motion should be made to adopt that the CAC stand behind this and move on with getting to the Transportation Improvement Plan. Dayna Lazarus agreed she would like to see a resolution passed today and further explained her suggestions were to try to identify the root cause of inequity and how transportation affects it and to say, "We know we must change. We must take policy action."

Chair Roberts stated that as a part of his report at the MPO meeting next time, he will report that this issue has come before the CAC and that they have appointed a subcommittee to craft language they think would be important. Hoyt Prindle stated his thought is to convey the CAC's general sentiment on what is going on now while being able to put a more tangible
Chair Roberts stated he's going to proceed with the CAC's concept of appointing a subcommittee to craft the final language. If members want to make a motion under New Business regarding this issue, it will be entertained.

Chair Roberts asked Hoyt Prindle to serve as chair and asked for at least two other volunteers to serve on that committee, recognizing it will be a meeting of a subcommittee under the Sunshine Law. Hoyt Prindle, David Bailey, Cliff Reiss, Dayna Lazarus, and Christine Acosta volunteered. Chair Roberts' request was that this subcommittee schedule a meeting with staff present with instructions to come back to the next full meeting with language that they can recommend regarding this important and timely issue. The matter is not going to go away. And if they get something that they are all comfortable with or a majority is comfortable with, they can pass it onto the MPO, they will respect it, and are very likely to pass something the CAC crafts carefully.

V. APPROVAL OF MINUTES

After the following corrections and additions were made -- under paragraph number 5 where it states "After a correction to the minutes by Ricardo Fernandez that under Member's Present he needs to be listed as present," change the name from Ricardo Fernandez to Cliff Reiss; Nicole Rice's correction regarding her vote on Ricardo Fernandez's motion, that she voted prior to leaving the meeting on the proposed motion; and Ms. Christine Acosta intended to suggest that they insert the word "active transport" in addition to "mass transit" for the purpose of developing mass transit in our community when they voted to echo the Tampa City Council statement about directing FDOT on the acquisition of the CRX line -- the Chair sought a motion to approve the May 20th, 2020 minutes, Rich Richmond so moved. Hoyt Prindle seconded, and the motion carried unanimously with those present virtually.

VI. ACTION ITEMS

A. FY 20-25 Transportation Improvement Program

Sarah McKinley, MPO staff, went over the update for the Transportation Improvement Program. As they do every year, this is sort of a two-in-one presentation and action. They are looking at updating the TIP work program for fiscal years 2021 through 2025, as well as the second portion of the presentation dealing with the priorities for fiscal year 2026.

As far as what the TIP is and how it is organized, the TIP is a five-year work program. It is the first five years of the
newly-updated Long Range Transportation Plan. The MPO develops priorities for projects, a wish list, and has approximately $15 million a year in discretionary funds where they can create the wish list for priority projects. Two main funding sources for this program are the Transportation Alternatives, which is sort of their non-motorized projects, and then the Surface Transportation Program. Both are federal programs. There are also two additional State programs that they prioritize on the regional level, the Transportation Regional Incentives Program and the SUNTrail Program. Ms. McKinley reviewed where they are at currently. There was a PowerPoint on the funding shown in the FDOT work program, anticipated funding for Fiscal Year 2021 through Fiscal Year 2025, for a total of $3,641 million. Local capital improvement projects total funding is $2.1 billion.

Allocation of funds - TA and STP, the MPO Board sets priorities for these federal funds. Ms. McKinley presented a PowerPoint on the breakdown of the allocation of funds for Vision Zero Corridor Studies, Columbus Bridge Replacement Study, Highland, HART Replacement Buses, Integrated Corridor Management, Walk/Bike Safety Improvements, and covered the major project highlights. Based on the It's Time 2045 Long-Range Plan performance measures, it's as follows: Good repair and resiliency, Vision Zero, Smart Cities, Real Choices When Not Driving, and Major Capacity Projects for Economic Growth. These were each explored in detail, and she included a slide on safety performance targets as well. In Major Investments, they were able to get the I-75 at Gibsonton interchange design funded in fiscal year 2025 and hopefully will advance it even further with construction funding. Ms. McKinley went over TBNEXT current status.

During the second part of the presentation, Ms. McKinley reviewed the TIP priorities from Fiscal Year 2022-2026 and broke down the prioritization process and the updating of priorities and new priority requests they have received this year. The TMA leadership group recommendations included funded priorities and unfunded priorities.

Cliff Reiss made comments in support of some of the programs, including Item 30 being prioritized on the I-75 at Gibsonton interchange. Rich Richmond asked a question on the TMA priorities and also some HART requests in Temple Terrace, and then asked if Ms. McKinley had received Hillsborough County's list of priorities, to which Ms. McKinley stated no. But based on requests from their Board, they sent letters suggesting that each of the governing boards review their priority lists. That
was basically a request to initiate the BOCC to review the list every year, and they were not able to do so this year. Rich Richmond followed up by asking if there were any others like the City of Tampa, and Ms. McKinley responded that they had gotten a request from the City of Tampa, then TBARTA and HART. They received later requests from Temple Terrace, and then Plant City came in late, but were the same that they had received in the past. They then received the Port priorities, as well, but those had not changed from previous years. Ricardo Fernandez mentioned he had several questions directed to the TIP document and six independent motions to make relative to this TIP document and will be last in line.

Christine Acosta had three items to clarify: Item No. 28, the bypass canal, she read that they do not have the funding to build this trail yet but encouraged the CAC members to keep an eye on that and for the MPO to look for any and all opportunities as funds shift around, to which Ms. McKinley relayed that the County recently kicked off the PD&E and, because of the delay of that committee, the design funds that continue to be allocated to it are moving forward. If and when PD&E is finalized and approved, that is when construction funds start getting allocated, but they need to get through that project development/environmental study because that will break out the phases to help be able to fund the construction phases. Item No. 3, TBARTA assistance for vanpooling, Ms. Acosta asked if Pasco was requested to contribute. Ms. McKinley stated Pasco prioritizes their funds separately or in a different manner and does their request at a much later time. Chair Roberts also directed Ms. McKinley to ask TBARTA what their overall request from each county is currently and what it's expected to be and to get that information back to the CAC at next meeting.

Chair Roberts sought a motion where Christine Acosta moved that the TBARTA Vanpool Agreement include the support of active transport for connectivity to vanpool and connectivity to all transit projects that TBARTA has in its purview. Rich Richmond seconded, and the motion carried unanimously with those present virtually.

Discussion: Rich Richmond had a clarification, asking if this conflicts with the statute under which TBARTA is allowed to operate, and Beth Alden let the CAC know the TBARTA statute was changed to focus on transit and that they also are responsible for their Regional Travel Planned Management Program where they promote things like vanpooling, et cetera. Chair Roberts added that, taking Beth’s comments into consideration, there is certainly no harm in making the motion and this suggestion to our MPO as a recommendation to TBARTA, to the extent that they can fulfill it.
Chair Roberts sought a motion where Christine Acosta moved that the CAC request the City of Tampa make temporary and inexpensive safety improvements to the intersection of Doyle Carlton and Laurel Streets in the City of Tampa by closing the sweeping right turn lanes where motorists don’t have to stop before turning. Luciano Prida seconded, and the motion carried unanimously with those present virtually.

Ed Mierzejewski advocated for HART's CSX study to be higher than No. 48 on the list, and Chair Roberts made a note of it and will report it as his recommendation to the MPO. Camilo Soto had requests to prioritize items in Table 1 and Table 2, with Nicole Rice adding in a discussion of CSX.

Chair Roberts sought a motion where Camilo Soto moved to request that Line Item Nos. 12, 35, and 47 in Table 2 be moved up in priority to the extent they can. Nicole Rice seconded, and the motion carried unanimously with those present virtually.

Cliff Reiss brought back the advancement of the I-75 Gibsonton interchange upgrade. Ricardo Fernandez asked for more of a visual on what’s actually being requested, not being familiar with the area, but supports the motion, and Cliff Reiss gave a brief rundown.

Chair Roberts sought a motion where Cliff Reiss moved that the CAC supports the efforts to advance the timetable to rebuild the overwhelmed I-75 interchange and, as an interim measure, suggested evaluating the adding of a traffic signal to control vehicles entering and exiting northbound I-75 that today must cross busy Gibsonton Drive. Amy Espinosa seconded, and the motion carried unanimously with those present virtually.

Ricardo Fernandez opened with a few questions, first asking if revised traffic counts have been taken to date based on possible commuting patterns being changed because of what we have been experiencing the last couple of months. Ms. McKinley relayed that she has heard of some counts being taken and some discussion but, as far as any analysis, it's too early to have any final conclusions from that. There was a question related to the TIP document that relates to Figure 1, local agency capital improvements by work type, asking would it be possible, absent a motion, to make that amendment be reflective of the conversation by the CAC and give rail its rightful place on the pie chart with its own percentage designation, and Ms. McKinley stated that only includes freight rail.

Mr. Fernandez followed up by asking would it be possible to break out freight rail and give it its own sliver in the pie chart with its own percentage, and Ms. McKinley said they could. Chair Roberts asked to have it broken down for the June 30th public hearing.

Ricardo Fernandez segued to the yellow blotches on the map that are communities of concern. Per Ms. McKinley, the map is
in the process of being updated. Mr. Fernandez’ concern is the map’s lack of detail and that he feels it should identify specific neighborhoods that are reflected by the various areas of coloration, the idea being they should be able to connect projects on the TIP with communities of concern. Ms. McKinley mentioned when they have their TIP tool update that they have every year, they can add that information. As far as the layer that generates communities of concern, she is not sure exactly what attributes are in the attribute table that build this. Beth Alden also discussed that the map is a composite of a lot of demographic data that is all documented in the MPO’s Non-Discrimination Plan which is posted on their website and that the different demographic characteristics are broken down a lot finer in the Non-Discrimination Plan.

Nicole Rice chimed in with a question on Line Item Nos. 21 through 26, asking if they fall into the four percent on the intersection interchange signals ITS. And it was stated this is the local agency pie chart, not an FDOT pie chart, and that is where those projects would fall. Ms. Rice brought up her concern on the irresponsibility of the endless widening of roads versus controlling traffic patterns, and she sees a lot of duplication and waste of funds. Beth Alden commented that Nicole Rice is correct, it can in many circumstances be more cost effective to invest in intersection improvements than in adding lanes to the entire length of a roadway.

Returning back to Ricardo Fernandez, he continued to the major investments for economic growth, to the Tampa Bay NEXT neighborhood, and wanted to confirm he has an alignment of projects this year to last year, that this year Line Item 31 is the Tampa Bay NEXT Section 7, that being 275 north of the downtown interchange, and that includes the two additional general-use lanes, one north one south, and Ms. McKinley concurred. He reminded the CAC that last year the CAC moved to strike that line item, and he will make a motion to strike Line Item 31 this year, relying on last year's precedent.

Continuing to Line Item 32, Mr. Fernandez again asked for confirmation that this would be Section 6 of Tampa Bay NEXT, downtown interchange and the operational improvements, and Ms. McKinley concurred. Mr. Fernandez also reminded the CAC that the sister of this line item from last year was a line item that the CAC voted to strike and had made a recommendation on to the MPO Board. As a caveat, he stated they did not follow the CAC recommendation.
For the next Line Item 33, Mr. Fernandez asked for confirmation that this would be Section 4 of Tampa Bay NEXT Westshore interchange, to which Ms. McKinley concurred. Mr. Fernandez asked about the funding for this line item, and Ms. McKinley relayed that this line item should not be in there because it is in Table 1 now, so it was already funded.

Concerning Section 5 of Tampa Bay NEXT, being that section between the Westshore interchange and downtown, there have been discussions within the CAC about express lanes running that particular route, and Mr. Fernandez asked where in the TIP document is Section 5. Ms. McKinley let the CAC know it does not have to be in the priority list to be funded, and the priority list is just what the MPO suggests for funding for the projects. Mr. Fernandez further commented about how the language should be in the TIP document, not just in the work program, and he doesn't see anywhere in the TIP document the words "express" or "toll." Ms. McKinley further explained Section 1, the actual work program, is what they are approving. That is the actual TIP document and what is being funded, not Table 2. Table 2, the numbered line items, are candidate projects. She went on to state that these projects are beginning to become funded and that they don't have to be on the priority list to end up in the work program section. DOT puts this together as their funding plan. Then they have the Transportation Improvement Program that is put together to be a package for the public to be able to understand what DOT is planning on funding.

Mr. Fernandez went on to Section 8 of old Tampa Bay NEXT. Section 5 and Section 8 both have proposals attached to them regarding express lanes. Although FDOT was never clear as to what kind, Mr. Fernandez sees no reference to old Section 8 of Tampa Bay NEXT or to the current section of Tampa Bay NEXT which is that section of I-4, east of downtown, out to the Selmon connector, maybe beyond that, that has been in the TIP document before in the line items they are talking about. If it is unfunded, it should be in Table 2. Ms. McKinley again clarified that a project that ends up in the work program does not have to be on the priority list, and these are projects that DOT is ready to move forward with for funding. They are being proposed here in this section for funding. This is FDOT's work program section that they put together, they forward it to us, we maintain this document, and it gets approved every year. The MPO Board has the ability, if a project is not within a certain phase, to remove that project, but then cannot dictate where those funds go towards other programs or other projects. DOT is
now moving forward with phases of this project. It is a limited amount of funds. This concluded Ricardo Fernandez's questions.

Christine Acosta and Nicole Rice relayed their concerns on Table 1 and Table 2 and the lack of ability for the CAC or the public to understand, to find, to discuss, and to ask questions or to debate.

The following motions were moved by Ricardo Fernandez:

1. Ricardo Fernandez so moved that the MPO requests of the Department of Transportation or its consultants a new traffic count projection assuming a percentage shift from office work to telecommuting. Steven Hollenkamp seconded.

Discussion: Ed Mierzejewski, Cliff Reiss, Nicole Rice, Steven Hollenkamp, and Luciano Prida put forth their comments about the changes that may occur within inner-city living, a change in traffic counts, and more people working from home that may in the near future affect traffic counts but that work trips only account for a fraction of the traffic counts out there and stated the pros and cons to let things settle before they do traffic counts as it's all speculative at this point.

Chair Roberts sought a roll-call on the motion on the floor to request that the DOT do new traffic counts, assuming that telecommuting is reducing the amount of traffic in our area:

Roll-call: Rick Fernandez, yes; Ed Mierzejewski, no; Christine Acosta, yes; Barbara Kennedy Gibson, yes; Nicole Rice, yes; Dayna Lazarus, yes; David Bailey, yes via Chat Box; Cliff Reiss, yes; Luciano Prida, yes; Rick Richmond, yes; Steven Hollenkamp, yes; Hoyt Prindle, aye; Amy Espinosa, yes; Camilo Soto, yes; Chair Roberts, yes. Motion carried.

Ricardo Fernandez withheld his motion on the pie chart, Figure 120 of 249, on the assurance given by staff that the freight rail issue will be broken out as freight rail and given its "own little sliver." With the Work Program and Communities of Concern map, Map 1, page 34 of 249, his understanding is there will be an effort made to delineate them by identifying communities specifically and to delineate them with reference to the TIP items. No motions made on these two issues.

2. Ricardo Fernandez so moved to strike Line Item 31 on Page 34 of 249, Section 7 of the TIP. Chair Roberts sought a second to strike Line Item 31 of the TIP proposal under Major Investments For Economic Growth that Ricardo Fernandez so moved, and Nicole Rice seconded. With no discussion, a roll-call was taken.

Roll-call: Ed Mierzejewski, yes; Christine Acosta, yes; Barbara Kennedy Gibson, yes; Dayna Lazarus, yes; David Bailey, yes via Chat Box; Cliff Reiss, yes; Luciano Prida, yes; Rick Richmond, yes; Steven Hollenkamp, yes; Hoyt Prindle, aye; Amy Espinosa, yes; Camilo Soto, yes; Chair Roberts, yes. Motion carried.
Nicole Rice, yes; Dayna Lazarus, yes; David Bailey, no via Chatbox; Cliff Reiss, no; Luciano Prida, no; Rick Richmond, no; Steven Hollenkamp, yes; Hoyt Prindle, aye; Amy Espinosa, yes; Camilo Soto, yes; Ricardo Fernandez, yes. Motion carried.

Ricardo Fernandez briefly went over his third motion concerning the same page, Page 34 of 249. It is Line Item 32, the current Section 6 of Tampa Bay NEXT downtown interchange. Again, this item, generally speaking, was presented to the CAC in May of 2019 just before their TIP review. They voted at that time to strike it and reported as such to the MPO. Mr. Fernandez commented that he finds it interesting the narrative on this does not include dropping of the lanes in Ybor City at 14th and 15th Streets, which was talked about at the last meeting, but there's some discussion about trying to figure that out in communication with the City of Tampa and has no idea what that even means. In any event, he moved to strike Line Item 32 of the TIP.

3. Chair Roberts sought a motion to strike Line Item 32. Christina Acosta seconded.

Discussion: Nicole Rice, Christine Acosta, Hoyt Prindle, and Ed Mierzejewski recited their comments on why they cannot support Line Item 32 as written, emphasizing the negativities of the downtown interchange as it stands today, including the option of ramp meters and bringing about other solutions than what FDOT is proposing.

Roll-call: Ed Mierzejewski, no; Christine Acosta, yes; Barbara Kennedy Gibson, no; Nicole Rice, yes; Dayna Lazarus, yes; David Bailey, no via Chatbox; Rick Richmond, no; Steven Hollenkamp, yes; Hoyt Prindle, aye; Amy Espinosa, yes; Camilo Soto, yes; Ricardo Fernandez, yes, Chair Roberts, no. Motion carried.

Next, at Page 61 of 249, Item Number 434045-2, Section 5 of the Tampa Bay NEXT project, the area between the Westshore interchange and downtown, Mr. Fernandez briefly explained there have been discussions about it regarding express toll lanes and the like, there's no reference here about express toll lanes, it is not in the TIP document, and moved to strike Section 5 from the TIP, Item No. 434045-2. Chair Roberts asked if there's any clarification needed on the motion, to which Beth Alden stated there is a representative from FDOT District 7 who would like to say a few words on how this project relates to the Westshore interchange. Justin Hall, FDOT/District 7, briefly explained the Section 5 funding is tied to the Westshore interchange funding and, as a point of clarification, by striking the Section 5 funding from the work program would directly impact Westshore interchange funding, emphasizing they had to have all
the components for the Westshore interchange for the funding, with it all being constructed as one project and isn't sure if that is still the case. Ricardo Fernandez highlighted that this has been noted before and it's time for the CAC to be heard. Hoyt Prindle added to Mr. Fernandez's comments, stating that he is a little frustrated over the all-or-nothing debates and/or discussions. Chair Roberts asked if Segment 5, which runs from Lois to Willow, is actually included in the funding that has been approved for the Westshore interchange or if it is considered an integral part of the transportation plan to move traffic in and through that interchange. Ms. McKinley replied that it is a separate project and that, as far as the funding goes, when they considered the $1.4 billion, this project is an addition to the funding for the Westshore interchange.

Chair Roberts recited there's a motion and a second to strike this section, which is Section 5 in the TIP.

Roll-call: Ed Mierzejewski, no; Barbara Kennedy Gibson, yes, Nicole Rice, yes; Dayna Lazarus, yes; David Bailey, no via Chatbox; Rick Richmond, no; Steven Hollenkamp yes; Hoyt Prindle, aye; Camilo Soto, yes; Rick Fernandez yes; Chair Roberts, no. Motion carried.

Mr. Fernandez’s next motion is related to Section 8. That is the section of I-4 east of the downtown interchange. It's Page 63 of 249. On the pdf doc, it is Item Number 431746-2. He described this as another area where there have been discussions about express toll lanes, and that it's unclear as to what FDOT intends to do.

4. Ricardo Fernandez moved to strike Item Number 431746-2, being Section 8 of Tampa Bay NEXT. Chair Roberts sought a second to strike this section from the TIP, Nicole Rice seconded, and the motion carried unanimously with those virtually present.

Roll-call: Ed Mierzejewski, no; Barbara Kennedy Gibson, yes; Nicole Rice, yes; Dayna Lazarus, yes; David Bailey, no via Chatbox; Christine Acosta, yes via Chatbox; Rick Richmond, no; Steven Hollenkamp, yes; Hoyt Prindle, aye; Camilo Soto, yes; Rick Fernandez, aye; Chair Roberts, no. Motion carried.

Rich Clarendon asked a clarification question to Ms. McKinley if they should take another vote on the rest of the TIP with these items already stricken, to which Ms. McKinley stated they typically get a final motion to bring to the Board, so it would include all of these motions.

Chair Roberts sought a motion to endorse the TIP with the items removed that have already been voted on. Camilo Soto so moved to have the CAC approve the TIP as amended by this meeting. Ed Mierzejewski seconded.
Discussion: Nicole Rice had a clarification, asking if the motion was approving the entire TIP as presented, and Nicole Rice stated she doesn't approve of the entire TIP as presented but she does approve of all the motions.

The motion carried with three dissenting votes by Ricardo Fernandez, Rick Richmond, and Nicole Rice.

B. Vision Zero Speed Management Action Plan

Paula Flores, MPO Consultant, referred the CAC to the comprehensive slides in the packet and went over the CliffsNotes. Just a quick overview of the study objectives, the number one goal is simple, to improve public health and safety by reducing road fatalities and serious injuries. The desired outcomes are improved safety experience, to increase awareness of dangers of speeding, institutionalize good practices in road design, traffic operations, engagement, enforcement and safety, identify supportive policies, programs, and infrastructure improvements to meet safety goals and to obtain cooperation and support of stakeholders. The Speed Management Action Plan has five tasks: Task 1, Stakeholder Involvement; Task 2, Speed Management Practices; Task 3, Corridor Prioritization; Task 4, Next30 High Injury Corridors; Task 5, Speed Management Action Plan. Ms. Flores gave a brief overview of each task, highlighting one of the most important factors, which is if they do not manage speed, they will not achieve Vision Zero.

Vision Zero principles are safe travel for all, and you must have safe streets, safe speeds, safe vehicles, and safe people. One-third of the U.S. population does not drive, and safe people should be our first priority at this point. They have created an aggressive driving crash countermeasures tool kit, about which there were several detailed slides in the PowerPoint presentation. Ms. Flores reiterated the actions and implementation strategy, which includes speed setting, engineering and operations, education and enforcement, policy and legislation and plan evaluations, all including their action items, and had a PowerPoint on each strategy.

Finally, this plan was presented to the stakeholder group who is reviewing the draft plan. They need to finalize the Speed Management Action Plan, and the request is to approve the Speed Management Action Plan and forward it to the MPO Board for their approval.
Chair Roberts sought a motion to recommend this report and forward it on to the MPO. Ricardo Fernandez so moved, and Steven Hollenkamp seconded.

Discussion: Nicole Rice brought up her concern about the language in the report increasing policing and fines which impact people in communities or low-income communities or anybody having a driver’s license in the State of Florida, bringing up inequality. And Ms. Flores stated they are going to be going back over their language in the report and stated that automated enforcement is equitable for all.

Chair Roberts sought a motion and a second to approve the Vision Zero Speed Management Report. Dayna Lazarus made an amendment to approve the plan with the condition that enforcement be completely relooked at and asked that it be in the official recommendation to the MPO, which Nicole Rice seconded.

With no objection to re-voting on the issue and accepting the motion with the amendment, the previous call for a vote was voided and moved to accept Dayna Lazarus’s amendment to forward this on with a recommendation that enforcement be examined carefully. Ricardo Fernandez seconded, and the motion unanimously carried. With no discussion, Chair Roberts again sought a motion in favor of the motion as amended, which is to move the recommendation along to MPO with an amendment that it take into consideration the enforcement practices, and the motion carried unanimously with those virtually present.

Further discussion: Christine Acosta brought forward comments on the new way to look at speed and its importance and how our verbiage needs to change. Steven Hollenkamp also commented the conversation was centered around pedestrian safety and it needs to be connected more with neighborhoods and communities and asked if the CAC could get the full report itself. Camilo Soto inquired into the countermeasures being employed to curb aggressive driving and asked which countermeasure may provide "the best bang for your buck," and Ms. Flores responded that there is a national database that shows correction factors, and there is no one solution.

VII. STATUS REPORTS – All three were deferred due to time constraints.

VIII. UNFINISHED AND NEW BUSINESS

A. Hoyt Prindle’s Resolution –

Chair Roberts clarified the resolution that Hoyt Prindle brought forward, and a subcommittee was formed.

Hoyt Prindle moved a motion to adopt the spirit of the language of his resolution while submitting it to the subcommittee the Chair has appointed for a report at the next CAC
meeting and to further authorize Chair Roberts to report that spirit to the MPO Board at the next meeting. Camilo Soto seconded, and the motion carried unanimously with those virtually present.

B. **TBARTA CAC Report**— Rick Richmond stated they had a meeting on April 15th. The committee heard and endorsed TBARTA's Regional Transit Development Plan 2030. This was one of the requirements of TBARTA's charter. Second, the committee heard an update on the TBARTA Commute Tampa Bay Program mentioned in the TIP today, and he will follow up with some funding questions from other counties regarding that program.

C. **Managed Lanes Workshop in October**— Adjust CAC calendar.

D. **Plant City Fiscal Analysis Workshop in July**— A date to be determined.

E. **Next Regular Monthly CAC meeting**— August 12th at 9:00 a.m.

Rich Clarendon clarified that the CAC meeting is currently scheduled for October 21st, and he would like to move it up to the previous week, if possible, and will send out to the CAC two polls; one, to move the meeting and, second, to have a workshop in July for the Plant City fiscal analysis with Mr. Hollenkamp.

IX. **ADJOURNMENT**

The virtual meeting was adjourned at 1:26 p.m.
Subcommittee Chairman Hoyt Prindle called the virtual meeting to order at 5:31 PM.

Members present included Chairman Prindle, Christine Acosta, David Bailey, Dayna Lazarus, and Cliff Reiss. Others present included Andrea White, who attended as member of the public, and Rich Clarendon, MPO staff.

Chairman Prindle started by summarizing his effort to draft a resolution against racial discrimination in transportation. He thanked Mr. Reiss for revisions to improve it. Mr. Reiss reiterated that he agreed with the purpose of the resolution but wanted to make sure it is accurate and will stand the test of time.

Ms. Lazarus laid out her edits to the revised resolution. Discussion continued on whether to focus the resolution on African Americans or broaden it to include all disadvantaged and disenfranchised populations.

Chairman Prindle went over the resolution sentence by sentence, seeking consensus on revisions proposed by subcommittee members. Further discussion took place on the CAC’s purpose, the discriminatory impact of transportation decision-making in the past, and references to specific examples in Tampa. Among other topics, the subcommittee also discussed wording about empowering African American and other historically disenfranchised communities, and how transportation planning must have an intentional focus on the needs of such communities.

Ms. White offered her perspective as a resident of East Tampa and spoke of the importance of building partnerships in the community.

Following consensus on all revisions, Chairman Hoyt thanked the members and said the draft resolution would be presented to the CAC at its next regular meeting on August 12, 2020. He asked Mr. Clarendon to circulate the final draft to the subcommittee members.

The meeting adjourned at 7:33 PM.

A recording of this virtual meeting is available on YouTube: https://www.youtube.com/watch?v=-l6FZG3nFvA.
Chairman Bill Roberts called the virtual workshop to order at 5:07 PM. Other members present included Ricardo Fernandez, Hoyt Prindle, Steven Hollenkamp, Artie Fryer, Edward Mierzejewski, Cliff Reiss, Camilo A. Soto, Terrance Trott, Rick Richmond, and Barbara Kennedy Gibson.

Others present included Rich Clarendon, Cheryl Wilkinson, Beth Alden, Vishaka Raman, MPO staff; Yassert Gonzalez, Shawn College, Mark Hudson, Melissa Zornitta, Planning Commission staff; Cate Ryba and Joshua McCarty, Urban 3; Justin Weiss, Fate, TX; Roger Roscoe, FDOT. Citizen attendees included Jay Hollenkamp, Kami Corbett, Arley Smude, and Chris Vela.

Mr. Gonzalez presented an overview of fiscal impact analysis including its origins, uses, caveats and how Hillsborough County was using fiscal analyses. Discussion ensued about what goes into projections of population and whether jurisdictions can determine their own fate.

He was followed by Mr. Steven Hollenkamp, who went through the methodology for his fiscal analysis of Plant City.

Mr. Hollenkamp introduced Justin Weiss, Asst. City Manager for Fate, TX, who explained how fiscal impact analysis was used to inform development decisions in his city, referencing the ratio of public to private investment.

He was followed by Cate Ryba, a planner with the Urban 3 consulting firm. Ms. Ryba presented some of her work for other cities and counties, including Asheville, NC, Leander, TX, Williamson, TX, and Gainesville, FL. She focused on the revenues produced by different development types, using maps to visualize differences. She turned over the presentation to her colleague, Josh McCarty. He spoke to the fiscal cost implications of different developments, highlighting examples from Palm Beach, FL, Eugene, OR, and the cumulative cost to maintain a road network.

CAC members discussed how these tools could be used and how to employ them to achieve a desired vision. Mr. Hollenkamp said he hoped the presentations were thought-provoking and encouraged the MPO to consider long-term fiscal impacts in plans and corridor studies.

Chairman Roberts concluded by thanking the presenters and members for their participation and adjourned the workshop at 6:51 PM.

A complete recording of this workshop and presentations is available on the MPO’s YouTube channel: https://www.youtube.com/watch?v=NQiIAkI_jg8
Hillsborough MPO
Metropolitan Planning for Transportation

Board & Committee Agenda Item

**Agenda Item**
Resolution on Racial Discrimination

**Presenter**
Hoyt L. Prindle, III (Subcommittee Chairman)

**Summary**
At the June 10, 2020 meeting of the Citizens Advisory Committee (CAC), Mr. Prindle offered a resolution opposing systemic racism and discrimination in transportation. Several members proposed revised versions.

Chairman Bill Roberts appointed an ad hoc subcommittee to draft a resolution considering the original draft and proposed revisions.

The subcommittee met on June 23rd and developed the attached final draft resolution.

Staff will update the CAC on follow-up measures related to this resolution.

**Recommended Action**
Approve the draft resolution and forward to the Metropolitan Planning Organization board.

**Prepared By**
Rich Clarendon, AICP

**Attachments**
Draft Resolution (in clean and marked-up formats)
DRAFT CAC Resolution on Racial Discrimination

Whereas, the purpose of the Citizen’s Advisory Committee to the Metropolitan Planning Organization is to ensure that all voices in the community are represented during transportation planning decisions; and

Whereas, the extreme acts of racist violence and excessive force that led to the deaths of George Floyd, Breonna Taylor, Ahmaud Arbery, and far too many other African Americans must be a call to action to all bodies of government that systemic changes are needed; and

Whereas, throughout the course of history, racial discrimination has been evident in transportation planning, transportation planning is one of those systems that must change. Governing bodies that plan transportation must recognize how the system has created and perpetuated racial inequities. Whether it be requiring African Americans to sit in the back of a bus, purposefully using freeways as a neighborhood-clearing tool to bulldoze, divide and box-in African American communities, or refusing to have transit come into certain parts of the city for fear that it would allow African Americans and other minorities to easily reach those communities, our country has time and again used transportation as a tool of freedom for some, but destruction for others; and

Whereas, locally, neighborhood clearing was manifested in the construction of I-275 and I-4 which were used to divide African American communities and eliminate the Central Avenue Business District;

NOW therefore, we, the Hillsborough Metropolitan Planning Organization Citizens Advisory Committee, stand with those who peacefully protest for racial justice. We support ending racial discrimination in transportation planning which includes ensuring more robust access of transportation to all modes of transportation with a more intentional focus on the needs of African American and other historically disenfranchised communities in Hillsborough County. We adopt this resolution on August 12, 2020 and recommend that the entire Hillsborough MPO board adopt a resolution affirming the same, while allowing the MPO staff to develop action items in support of this resolution.

Approved by CAC Subcommittee on Racial Discrimination & Equity, June 23, 2020
whereas, the purpose of the citizen’s advisory committee to the metropolitan planning organization is to ensure that all voices in the community are represented during transportation planning decisions, and

racial discrimination remains a far too prevalent experience in american life. whereas, the extreme acts of racist violence and excessive force that lead led to the deaths of george floyd, breonna taylor, ahmaud arbery, and far too many other african americans are a reminder that america’s original sin must still be eradicated in order for us to truly achieve a more perfect union should signal must be a call to action to all bodies of government that systemic changes are needed; and

whereas, throughout the course of history, this racial discrimination has found its way into transportation. racial discrimination has been evident in transportation planning. transportation planning is one of those systems that must change. governing bodies that plan transportation must recognize how the system has created and perpetuated racial inequities. whether it be requiring african americans to sit in the back of a bus, purposefully using freeways as a slum neighborhood-clearing tool to bulldoze, divide and box-in african american neighborhoods communities, or refusing to have trains transit come into certain communities parts of the city for fear that it would allow african americans and other minorities to easily reach those communities, our country has time and again used transportation as a tool of freedom for some, but destruction for others; and

whereas, locally, neighborhood clearing was manifested in the construction of i-275 and i-4 which were used to divide african american communities and eliminate the central avenue business district.

now therefore, we, the hillsborough metropolitan planning organization citizens advisory committee, stand with those who peacefully protest for racial justice a more equal society that is free from racial discrimination. in the area of transportation, we support ending racial discrimination in transportation planning, which includes ensuring more robust access of transportation to all modes of transportation with a more intentional focus on the needs of african-american and other historically disenfranchised communities in all communities, in all areas of hillsborough county. we adopt this resolution on june 10, 2020 august 12, 2020 and recommend that the entire hillsborough mpo board adopt a resolution affirming the same, while allowing the mpo staff to develop action items in support of this resolution.
Board & Committee Agenda Item

**Agenda Item**
Transportation Improvement Program (TIP) Roll-Forward Amendments

**Presenter**
Vishaka Shiva Raman, MPO Staff

**Summary**
The Transportation Improvement Program (TIP) identifies, prioritizes and allocates anticipated state and federal funding to transportation projects over the next five years.

The annual roll-forward amendment to the adopted TIP reconciles differences between the TIP adopted in June 2020 and the fiscal year-end close-out of the Florida Department of Transportation’s Work Program.

The recently adopted FY 2020/21 through 2024/25 TIP will take effect on October 1, 2020. Until then, the FY 2019/20 through 2023/24 TIP is used by FHWA and FTA for authorization of funds. This amendment is a routine, annual process to fully utilize funds that were not spent as anticipated in the previous fiscal year and that should now be added to the first fiscal year of the new TIP.

The attached reports show the projects which were in the previous fiscal year and the funding for which was not authorized before the State’s June 30th fiscal year end. They were part of the last TIP and thus are not new projects, but now must be incorporated into the new TIP.

This amendment ensures that year one of the TIP, adopted by the Board on June 30, 2020, matches year one of the FDOT Work Program, with no funds left on the table.

**Recommended Action**
Adoption of the roll-forward amendment to the Transportation Improvement Program for FY 2020/21 through FY 2024/25.

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

**Attachments**
Roll-Forward Funding Summary FY 2020/21
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**Total Change**: $59,472,589
Annual Roll Forward Amendments

Comparative Report

Transportation Improvement Program (TIP) FY2020/2021 through 2024/2025
**FDOT 5 Year TIP**  
**Hillsborough County, District 7**

**HIGHWAYS**

**Status:** Adopted  
**Adopted Date:** 06/30/2020

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## Item 412531 2

**Description:** I-275 (SR 93)/SR 60 INTERCHANGE  
**LRTP:** S-1  
**Extra Description:** ROW FOR INTERSTATE MODIFICATION SECTION 4  
**Type of Work:** INTERCHANGE - ADD LANES

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### FDOT 5 Year TIP
Hillsborough County, District 7

**HIGHWAYS**

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## FDOT
### 5 Year TIP
#### Hillsborough County, District 7

**HIGHWAYS**

**Status:** Adopted  
**Adopted Date:** 06/30/2020

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**FDOT**

**Amended FY 2020/21 - 2024/25 TIP**

**Status:** Amended  
**Amendment Date:** 08/31/2020  
**Amendment Number:** 3

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

### HIGHWAYS

**Status:** Adopted  
**Adopted Date:** 06/30/2020

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**Amendment Date:** 08/31/2020  
**Amendment Number:** 4

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**Description:** US 41/SR 599/50TH ST/56TH ST FROM SR 60/ADAMO DR TO FLETCHER AVE  
**LRTP:** Smart Cities, p. 39

**Type of Work:** TRAFFIC ENGINEERING STUDY

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**Status:** Amended  
**Amendment Date:** 08/31/2020  
**Amendment Number:** 5

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## FDOT 5 Year TIP
### Hillsborough County, District 7

### HIGHWAYS

- **Status:** Amended
- **Amendment Date:** 08/31/2020
- **Amendment Number:** 7
- **Item Number:** 447156 1
- **Description:** US 92/SR 600 FROM W OF MANGO ROAD TO E OF KINGSWAY
- **LRTP:** Smart Cities, p. 39
- **Type of Work:** INTERSECTION IMPROVEMENT
- **Project Length:** 1.881
- **Extra Description:** INTERSECTION IMPROVEMENT
- **Related Project:** PRELIMINARY ENGINEERING - MANAGED BY FDOT

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*NON-SIS*
**FDOT**

**5 Year TIP**

Hillsborough County, District 7

### HIGHWAYS

**Status:** Amended  
**Amendment Date:** 08/31/2020  
**Amendment Number:** 8

**Item Number:** 447157 1  
**Description:** MCINTOSH ROAD FROM S OF US 92 TO N OF I-4  
**Extra Description:** INTERSECTION IMPROVEMENT  
**LRTP:** Smart Cities, p. 39  
**Related Project:** PRELIMINARY ENGINEERING - MANAGED BY FDOT

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### FDOT

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

#### HIGHWAYS

**Status:** Amended  
**Amendment Date:** 08/31/2020  
**Amendment Number:** 10

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**Description:** BRANCH FORBES ROAD FROM S OF US 92 TO N OF I-4  
**LRTP:** Smart Cities, p. 39

**Related Project:**  
**Extra Description:** INTERSECTION IMPROVEMENT

**Type of Work:** INTERSECTION IMPROVEMENT  
**Project Length:** 0.519  
***NON-SIS***

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

**HIGHWAYS**

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### FDOT 5 Year TIP
#### Hillsborough County, District 7

**FLP: SEAPORT**

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**Status:** Amended  
**Amendment Date:** 08/31/2020  
**Amendment Number:** 13  
**LRTP:** Who are our Partners, p. 6  
**Type of Work:** SEAPORT CAPACITY PROJECT  
*NON-SIS*
## MISCELLANEOUS

**Item Number:** 439481 1  
**Description:** SOUTH COAST COUNTY GREENWAY-PH 1A FROM E SHELL POINT RD TO 19TH AVE NE  
**Extra Description:** CONSTRUCT 12' PAVED TRAIL  
**Type of Work:** BIKE PATH/TRAIL  
**LRTP:** Choices When Not Driving, p. 43  

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Board & Committee Agenda Item

**Agenda Item**

Tampa-Hillsborough Expressway Authority (THEA) Project Update

**Presenter**

Anna Quinones, THEA Project Manager

**Summary**

The Tampa Hillsborough Expressway Authority (THEA) will discuss how it is spending a half billion dollars over the next 5 years on transportation and community projects. Additional information can be found at [https://www.tampa-xway.com/](https://www.tampa-xway.com/)

**Recommended Action**

None; for information only.

**Prepared By**

Allison Yeh, MPO Executive Planner

**Attachments**

None
Board & Committee Agenda Item

**Agenda Item**
Tampa Bay Next Quarterly Update

**Presenter**
FDOT Representative

**Summary**
Tampa Bay Next is a program to modernize Tampa Bay’s transportation infrastructure and prepare for the future. FDOT will provide an update on recent activities.

**Recommended Action**
None; for information only.

**Prepared By**
Cheryl Wilkening, MPO Staff

**Attachments**
None.
Tampa Bay Next and SafeTRIP

July 28, 2020
Governor Ron DeSantis recently announced $1.4 Billion in funding for the Westshore Interchange project.
Why SafeTRIP?

Construction Constraints

• Current bottlenecks throughout project area
• Major construction activities during multiple phases
• Prolonged constrained capacity

SafeTRIP Goals

• Safely and efficiently manage mobility during construction
• Balance travel demand
• Preserve local business access
• Facilitate effective communication and engagement with community
Tampa’s Westshore Interchange

SafeTRiP

Transportation Management Plan

Traffic Management
Regional Demand
Innovation
Public Engagement
FDOT’s vision for SafeTRIP is a well-planned and innovative construction zone that maintains safety and reliability for the local community, traveling public, and construction workers by providing quality transportation choices, strategic innovation, and proactive communication.
SafeTRIP Goals

Traffic Management
- Safely construct Tampa’s Westshore Interchange
- Keep traffic moving safely & reliably
- Conduct advanced planning and predictive traffic analysis to improve diversion routes
- Provide real-time decision-making and traffic information

Regional Demand Management
- Reduce passenger demand & vehicle-miles traveled (VMT)
- Reduce freight traffic volumes during peak periods & lane closures
- Increase travel capacity through enhanced quality mode choices
- Provide enhanced transit service during construction

Innovation Smart Work Zones
- Develop culture of innovation leveraging technology & traditional methods
- Establish Work Zone Data exchange

Public Engagement
- Proactively manage public/partner expectations
- Public/stakeholder participation
- Provide clear/concise communication
- Develop educational materials
- Coordinated/consistent messaging through partners and media
Transportation Demand Management (TDM): Transit, Micromobility, & Bike/Ped accommodations
Innovation / Smart Work Zones

Smart Work Zone Legend
- Portable Changeable Message Sign
- Variable Speed Limit Sign
- Speed Feedback Sign
- Speed Sensor
- FHP Trooper Parking Area

EXISTING SOUTHBOUND HOWARD FRANKLAND BRIDGE
SOUTHBOUND TO ST. PETERSBURG

EXISTING NORTHBOUND HOWARD FRANKLAND BRIDGE
NORTHBOUND TO DOWNTOWN TAMPA

WESTSHORE MALL

NOT TO SCALE
• Engage partners in the TMP development
• Proactive communication before and during construction
• Construction safety awareness
• Promote TDM strategies
• Continue Tampa Bay Next outreach
Taskforce Members

1. Forward Pinellas
2. Port Tampa Bay
3. Hillsborough County Florida
4. Tampa Hillsborough Expressway Authority
5. Pinellas County
6. HART
7. TBARTA
8. PSTA
9. St. Petersburg Downtown Partnership
10. WestShore Alliance
11. Tampa International Airport
12. City of Tampa Florida
13. Hillsborough MPO Metropolitan Planning for Transportation
14. Florida Trucking Association
Schedule and Next Steps

2020
Develop SafeTRIP (2020 - )

2021
Complete SafeTRIP (Spring 2021)

2022
Early projects in preparation for Westshore reconstruction (2022 - 2023)

2023
Westshore reconstruction begins (2024 - )
Thank You

Margaret Kubilins, PE ENV SP
District Seven SafeTRIP Program Manager

Margaret.Kubilins@dot.state.fl.us
UNFINISHED & NEW BUSINESS
Board & Committee Agenda Item

Agenda Item
HART CSX Feasibility Study

Presenter
Bill Roberts, CAC Chairman

Summary
MPO Executive Director Beth Alden recently made a presentation to the HART Board of Directors on the history of rail planning in Hillsborough County.

Following that, the Board approved funding a $120,000 feasibility study of using CSX rail corridors for passenger service.

Recommended Action
None; for information only.

Prepared By
Rich Clarendon, AICP

Attachments
Presentation
ADDENDUM ITEMS
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
HART
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
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 Jesseph, 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
TUESDAY, JUNE 30, 2020

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

Seeing no volunteers, Chairman Miller appointed Commissioner Smith as the Chair of the 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
TUESDAY, JUNE 30, 2020

- “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

ag
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.
INTRODUCTION > OUR TRANSPORTATION FUTURE

In the early days of transportation that involved trains and automobiles on roads, rail, and water travel, Floridians have long valued moving forms of transportation in Florida. As we look to the future of transportation in Florida, we imagine new and better ways to move people and goods. Our transportation preferences are growing and our desire to be connected to our jobs, our friends and family, and the services we need and our desire for safe, convenient, and affordable choices to do so.

Changes keep on coming, rapidly changing technologies, an explosion of data, and new risks and disruptions add the change for transformations in transportation. Regardless of how we make the journey from here to our future, we are determined to our values for safety, security, efficient, resilient, quality, connected, affordable, and reliable transportation system that provide affordable and convenient choices — and in our vision that transportation will strengthen our economy and enhance our communities and environment.

This vision is the backbone for the update of the Florida Transportation Plan (FTP), the single overarching plan guiding Florida’s transportation future.

Updated every five years, the FTP has evolved over the past five decades to address changing societal values and preferences, new technologies and innovations, and shifts in demand, resources, and data.

SAFETY AND SECURITY FOR RESIDENTS, VISITORS, AND BUSINESSES

TRANSPORTATION SOLUTIONS THAT ENHANCE FLORIDA’S ENVIRONMENT

AGILE, RESILIENT, AND QUALITY TRANSPORTATION INFRASTRUCTURE

CONNECTED, EFFICIENT, AND RELIABLE MOBILITY FOR PEOPLE AND FREIGHT

TRANSPORTATION SYSTEMS THAT ENHANCE FLORIDA’S COMMUNITIES

TRANSPORTATION SOLUTIONS THAT STRENGTHEN FLORIDA’S ECONOMY

TRANSPORTATION CHOICES THAT IMPROVE ACCESSIBILITY AND EQUITY

VISION ELEMENT
WHAT MATTERS MOST? >> OUR PROCESS

WHAT MATTERS MOST? Our Process: 2 Our Goals: 4
WHERE ARE WE NOW? Our Present: 6 WHERE ARE WE GOING? Where Are We Going: 8
OUR VISION Florida’s Transportation Future: 14 What’s Next?: 16

WHAT WE HEARD

“MOST IMPORTANT ISSUES FOR CUSTOMERS ARE SAFETY, RELIABILITY, AND USER EXPERIENCES”

“INVEST IN INFRASTRUCTURE THAT caters TO OUR ENVIRONMENT AND PROVIDES MORE SAFETY FEATURES”

“OUR FUTURE REQUIRES INCREASED MOBILITY AND ACCESSIBILITY”

“FLORIDA’S INFRASTRUCTURE NEEDS TO DEVELOP NEW SKILLS AT TRANSPORTATION JOB CHANGING”

INCREASING FUEL EFFICIENCY AND THE SHIFT TOWARDS ELECTRIC VEHICLES ARE PLANNING FLORIDA TOWARDS FUTURE ALTERNATIVE FUNDING SOLUTIONS

WHAT WILL THE FUTURE LOOK LIKE?

WHAT MATTERS MOST? >> OUR PROCESS

WHAT WILL THE FUTURE LOOK LIKE?

We reviewed trends, sociopolitical, and scientific disciplines shaping the future of Florida’s transportation system. Florida’s transportation system is threatened by climate change, and ensuring the system can adapt to a changing climate and meet future demands is critical. To address these challenges, we identified key issues that need to be addressed to ensure long-term sustainability and resilience.

WHAT DO OUR PARTNERS SAY?

We sought input from stakeholders and conducted a series of meetings with key partners to gather insights on their perspectives on Florida’s transportation future. The feedback was invaluable in shaping our vision and ensuring that the plans are inclusive and reflective of the needs of diverse communities.

WHAT DO OUR CUSTOMERS SAY?

Finally, we engaged customers to gather feedback on the proposed plans. This was done through surveys and focus groups, which provided valuable insights into the priorities and expectations of Florida’s transportation stakeholders.

Note: Information current as of 2020. Some individuals photographed are not Florida residents.
WHAT MATTERS MOST? OUR GOALS

The FDOT Vision Statement identifies the goals of the Florida Transportation Plan with the intent to change elements of the current transportation system.

**SAFETY AND SECURITY FOR FLORIDA RESIDENTS, VISITORS, AND BUSINESSMEN**

Florida will put every effort toward achieving state-of-the-art safety and security systems related to the transportation system. This will be a primary concern for all modes of transportation from spring to spring and safety. While the safety program of roadway facilities remains our highest priority, the FDOT is similarly emphasizing safety, security, and infrastructure needs across all modes.

**ECONOMICALLY AND INNOVATION INFRASTRUCTURE**

FDOT’s emphasis continues to expand on maintaining existing infrastructure in providing efficient and reliable infrastructure. Our infrastructure will adapt to changing customer needs, such as growth in technology, matching customer demands, and energy sources. Our infrastructure will be designed to withstand and recover from potential risks such as extreme weather events and climate trends. Our definition of innovation will look broader — it’s not just on roads and trails, but also in the transportation industry, services, and other technologies that enable the system to function.

**CONVENIENCE, EFFICIENCY, AND RELIABLE MOBILITY FOR PEOPLE AND PROPERTY**

Florida will provide reliable travel times across all modes of transportation. Florida will work together to develop options on highways, at airports, and in places of public and private interest. Options will be made for cities, towns, and other regions in the system to achieve performance and reduce congestion in ways that are accessible for all customers.

We also will provide maximum accessibility for people of all ages, including those from diverse backgrounds and with disabilities. We will work together to develop options on highways, at airports, and in places of public and private interest. Options will be made for cities, towns, and other regions in the system to achieve performance and reduce congestion in ways that are accessible for all customers.

**TRANSPORTATION CHOICES THAT IMPROVE EQUITY AND ACCESSIBILITY**

We’ve learned that there are choices that can be made by cars, bicycles, and buses. All innovation empowers new options for a smoother and faster ride. We’ve learned that these options are not only more efficient but also provide more choices. Instead, we need to provide additional accessibility to all travel modes, such as bicycles, and affordable, efficient ways for everyone to access jobs, education, and health care, regardless of age or ability.

WHAT MATTERS MOST? OUR GOALS

**TRANSPORTATION SOLUTIONS THAT STRONGHOLD FLORIDA'S ECONOMY**

Our transportation system needs to be designed to connect workers to jobs, students to schools, and residents to activities and events. We will provide connectivity for communities, institutions, and businesses to at least, locate to locate to support a dramatically diverse economic model. We will also provide economic benefits to cities, towns, and rural areas. Florida needs a transportation system that can accommodate the growth of our economy. We will work together to develop options on highways, at airports, and in places of public and private interest. Options will be made for cities, towns, and other regions in the system to achieve performance and reduce congestion in ways that are accessible for all customers.

**TRANSPORTATION SOLUTIONS THAT ENHANCE FLORIDA'S ENVIRONMENT**

The Florida Transportation Plan is designed to support the needs of Florida’s residents. The plan recognizes that by improving our transportation infrastructure, we can help reduce congestion, improve air quality, and enhance the overall quality of life for all Floridians. The plan includes strategies to improve the quality of life for all Floridians, including

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**VISION ELEMENT**

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WHERE ARE WE NOW?  

Our Present

Multiple forces are converging to reshape the future of Florida and the transportation needs and preferences of our residents, visitors, and businesses:

- Growth of Florida’s population and economy
- Diversity of Florida’s population
- Development patterns and preferences in both urban and rural areas
- Global integration of Florida’s economy
- Innovation, technologies, and business practices
- Risks and uncertainties across many aspects of our society

Many of these trends have been occurring for decades and are likely to continue over the next several decades. The disruption we are facing in 2020 related to COVID-19 is unprecedented and reflects the growing risks facing our state in a more globally integrated and diverse economy. Although we must be prepared for these types of external shocks, we also must prepare for the range of possibilities the state may face in 2045 and beyond.

These trends and potential disruptions may reshape how, when, where, and how often we travel. The trends influence how we will work to achieve our vision, but they do not change our vision. Our goals remain consistent across all potential future changes and disruptions we may face.

*Graphs are based on the best available data. A full list of sources can be found at FloridaTransportationPlan.com/VE2020Sources.pdf*
WHERE ARE WE GOING? GROWTH

Florida’s population and economy will continue to grow. That’s not news for any of us who live here – but the magnitude of the gain anticipated through 2045 and beyond is impressive.

Prior to COVID-19, Florida’s population was projected to increase by 700 residents per day over the next 25 years, roughly equivalent to adding the population of St. Petersburg to the state each year. The highest growth rate is expected in the next several years as the baby boomer generation retires.

As the number of residents and visitors continues to increase, so too will demand for moving both people and freight. In fact, Florida’s vehicle miles traveled is increasing at an even faster rate than our economy or population.

IMPLICATIONS

Potential need for additional capacity of transportation system to support significant growth in demand for moving people and freight.

Potential for more bottlenecks, more crashes, and more challenges getting people and goods to destinations efficiently.

61% of Florida’s POPULATION GROWTH between 2018 and 2045 is projected to be concentrated in 10 COUNTIES

[ Miami-Dade, Orange, Hillsborough, Broward, Palm Beach, Lee, Duval, Polk, Osceola, & Pasco ]
WHERE ARE WE GOING? DEVELOPMENT

Florida is home to a diverse mix of urban and rural areas. Recent population growth tends to focus in outlying counties of existing metropolitan areas and along transportation corridors with good access to jobs centers, with 88 percent of Florida’s population living in urban areas.

Our largest urban areas – Southeast Florida, Tampa Bay, Orlando, Tampa, and Jacksonville – are continuing to grow, with more emphasis on infill and mixed-used development. These areas often need multimodal transportation solutions to supplement already built-out roadway networks.

A second group of emerging areas – like Fort Myers/Naples, Ocala/The Villages, and Tallahassee – typically developed around major roadways. They traditionally rely on the car to get people to jobs and services and, in some cases, are seeking to expand modal alternatives.

Florida’s rural areas range from fast-growing areas on the fringes of existing urban areas to regional jobs centers to economically distressed communities. Transportation could support increased economic activity and better access to jobs.

IMPLICATIONS

- Need for flexible solutions to address unique values and needs of each community while supporting statewide goals.
- Importance of effective and ongoing coordination of transportation and development decisions.

The average Florida worker has access to

617,632 JOBS within a
40 MINUTE DRIVE

but only

18,249 JOBS within a
40 MINUTE TRANSIT TRIP

LIBERTY is Florida’s LEAST DENSLEY POPULATED COUNTY with
11 PEOPLE PER SQUARE MILE

PINELLAS is Florida’s MOST DENSLEY POPULATED COUNTY with
3,542 PEOPLE PER SQUARE MILE
WHERE ARE WE GOING? ➤ GLOBAL INTEGRATION

Florida’s economy has long relied on efficient and reliable connections to national and global markets to bring visitors to the Sunshine State; to sell Florida agriculture, mining, and manufactured goods around the globe; and to allow the state’s large military presence to respond to crises around the world.

We expect Florida’s economy to become even more globally integrated in the coming decades. Forecasts developed in early 2020 projected the number of visitors to the state could grow 43 percent by 2029, with 16 million international visitors a year, Florida ranks second among the states. With 15 deepwater ports and nine commercial service airports currently offering international service, Florida remains one of the nation’s leading gateways for trade to and from Latin America and the Caribbean – and is diversifying its trading partners to include Asian and African markets as well. Florida’s medical, financial, legal, and engineering industries increasingly are selling their services worldwide. The Cape Canaveral Spaceport remains the world’s most capable gateway to space, particularly in growing commercial markets. All these activities rely on a multimodal transportation system that can efficiently move both people and goods to, from, and through Florida.

IMPlications

- Increasing need for connectivity to global markets for moving people and freight.
- Need to balance statewide and interregional connectivity with unique vision and values of communities along major corridors.
- Increasing exposure to global events and risks related to the free flow of goods and people, such as human trafficking, cybersecurity, and the spread of infectious diseases and invasive species.
OUR VISION ➔ FLORIDA’S TRANSPORTATION FUTURE

Our customer needs and preferences are changing. The possibilities enabled by technology are multiplying. The risks and uncertainties we face, from pandemics to economic cycles to climate change, are growing. But our vision is clear.

Our vision for Florida in 2045 is for a robust transportation system to meet the needs of a dynamic state by accomplishing the seven goals of the FTP. If we work toward these goals as a set, our transportation system in 2045 and beyond will have zero fatalities, reliable travel times, seamless mobility, and universal accessibility.

This vision is bold, and it transforms how we plan, design, build, maintain, operate, manage, and fund our transportation system. This vision embraces a more proactive approach to the future of transportation in Florida.

GLOBAL LEADERSHIP IN THE FUTURE OF MOBILITY

We envision Florida as a global leader in the transformation of transportation over the next few decades. From autonomous vehicles to commercial space travel, from urban air mobility to advanced logistics, from big data to artificial intelligence, Florida is positioned to help shape the future of mobility not only in our state, but also around the globe. Maintaining our focus on innovation will help Florida remain an early adopter of new technologies and add value to our economy.

FORWARD-LOOKING PLANNING FOR HOW TRANSPORTATION CONTRIBUTES TO A MORE COMPETITIVE, RESILIENT, AND SUSTAINABLE STATE

In the past, transportation decisions reacted to economic growth and development, and too often they had unforeseen consequences on our built and natural environment. We envision a future where effective transportation planning, in collaboration with land use, economic, and environmental planning, creates a stronger economy and enhances communities and the environment across the state.

SUSTAINABLE TRANSPORTATION PARTNERSHIPS AND INVESTMENTS

Finally, we recognize that all other aspects of our vision can be achieved only if we maintain strong partnerships among public agencies as well between public and private organizations. This includes efficient and effective decision making at the state, regional, and local levels. It also includes sustainable funding for transportation investment across all partners, including approaches for addressing the decline of the value of our largest revenue source, fuel taxes. Our investment is more than dollars. It’s also in our people, and we must redouble efforts to develop, attract, and retain a skilled transportation workforce to deliver the transportation system of the 21st century.
OUR VISION ➔ WHAT’S NEXT?

The FTP includes four elements:

- The **Vision Element** (this document) defines our long-term transportation vision and goals for the next 25 years.

- The **Policy Element** describes how we will accomplish the vision and goals. It defines objectives and strategies to guide transportation partners statewide during the next 25 years.

- The **Implementation Element** details how we will work toward implementation during the next five years. It details specific short-term actions, roles, and timelines. It also outlines how we will track progress toward accomplishing our vision and goals.

- The **Performance Element** reports how our system performs on key measures of safety, asset condition, and mobility. This initial report emphasizes federally required measures tracked by FDOT; future versions may expand to address a broader view of performance.

FDOT will work with the FTP Steering Committee, supplemented by input from other partners and the public, to develop the remaining elements of the FTP building on this Vision Element. Key issues that will be considered in development of objectives and strategies for the Policy Element include:

- Achieving the overarching goal of zero fatalities on the transportation system;

- Leveraging emerging technologies and business practices, such as automated, connected, electric, and shared vehicles, to improve safety, mobility, and accessibility;

- Addressing a full range of risks, from extreme weather to economic cycles, pandemics, and cybersecurity, to ensure the transportation system is robust and resilient;

- Supporting increasing demand for statewide and interregional flows of people and freight as Florida’s regions become more connected and more integrated with the global economy; and

- Addressing unique regional and local opportunities and challenges while also accomplishing statewide goals.

The FTP vision and goals can be accomplished through a combination of strategic investments, partner collaboration, customer- and performance-driven decision making, and ongoing research and workforce development activities. The FTP Policy Element will define specific strategies in these areas to work toward the FTP vision and goals.

Sources available at:
FloridaTransportationPlan.com/VE2020Sources.pdf
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.

**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
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Tuesday 09.22.20 9am - noon

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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 | Carole Post, Administrator for Development & Economic Opportunity, City of Tampa

02 High Visibility Enforcement
Moderator: Chief Brett Railey, FL Dept of Transportation (FDOT) Central Office
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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