Virtual Meeting of the Bicycle Pedestrian Advisory Committee
Wednesday, August 12, 2020, 5:30 – 7:30 p.m.

The County Center and Plan Hillsborough offices are closed to the public in response to the COVID-19 pandemic. Helpful hints for participating remotely are attached, and technical support during the meeting may be obtained by contacting Chris English at (813) 273-3774 ext. 380.

To view presentations and participate from your computer, tablet or smartphone, go to: https://attendee.gotowebinar.com/register/7467402897704180491

Dial in LISTEN-ONLY MODE: (631) 992-3221 Access Code 283-485-505

Agenda packet, presentations, and supplemental materials posted here.

Public comments are welcome and may be given in person at this teleconference meeting, by logging into the website above and clicking the “raise hand” button.

Comments may also be provided before the start of the meeting by e-mail to reynoldsw@plancom.org

Written comments will be read into the record, if brief, and provided in full to the Committee members.

I. Call to Order

II. Public Comment - 3 minutes per speaker, please

III. Members’ Interests

IV. Approval of Minutes – June 17, 2020

V. Action Items

VI. Status Reports
   A. TBNext Quarterly Update – Sec 4 Aesthetics and West Shore SafeTRIP (FDOT Representative)
   B. Regional Trail Priorities (Wade Reynolds, MPO Staff)

VII. Old Business & New Business
   A. Update on County Roads Bike Facilities Maintenance
   B. Tri-County BPAC Virtual Meeting September 15, 2020
C. Tri-County Interactive Trail Map

VIII. Adjournment

IX. Addendum

A. MPO Meeting Summary & Committee Report
B. Coronavirus Transportation Article
C. Florida Transportation Plan: Vision Element, 2020 Update
D. Vision Zero Leadership Summit Save the Date
E. Vision Zero – 2 Year Progress Report
F. MPOAC Legislative Update

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

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2020 BPAC Virtual Retreat Notes

Possible Ideas for Future Focus:

- Neighborhood Greenways
  - Morrison
    - Issues identified: Traffic islands (passing), Dale Mabry crossing
  - Grady
  - Gray
    - Issues Identified: Himes crossing (may be able to have bike/ped only crossing)
  - Central Ave
    - Robles park north to Seminole Heights, Robles park south to Tampa Heights Greenway

- Talking to local candidates for office
- Focus on safety, creating protected routes between parks, points of interest
  - Ask for presentation from Karla Price/Stephen Benson

- County Roads Focus
  - Knights Griffin Rd.
  - Functional Classification/Context Class presentation

- Special Speed Studies
  - Manhattan
  - USF Area
    - 46th St.
    - Connecting USF to Parks (Lettuce Lake)

- Signage, Wayfinding

- Better Maintenance of Bike/Ped Facilities
  - Sweeping Schedules
  - More heavy shoulder grading work to clear debris and sources
  - Recent example of good heavy maintenance – Fowler (Gillette to US 301)

- Pedestrians and Scooters
  - Initial pilot had some growing pains but offers time to evaluate and change if needed
  - General safety education is needed
  - Service areas could be expanded
  - Add requirement to scooter companies to provide clear map of boundaries?

- Enforcement
  - Speed Cameras – Possible idea for a speaker is Melissa Wandall, who lost her husband and has spoken to Vision Zero, she may have an update on speed camera legislation.

- Stopped School Buses and Photo Enforcement
- City of Tampa Update
- HART Coordination
  - Ensure HART is allowing folding bicycles onboard and educating drivers.

- Idea – Projects Report Card
  - Focus on projects completed during the year by jurisdiction
  - Highlight on the ground, completed projects
HILLSBOROUGH COUNTY
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)
MINUTES OF JUNE 17, 2020 MEETING

I. CALL TO ORDER

Vice Chair Shirk called the meeting to order at 5:34 p.m. The meeting was held via GoToWebinar and a quorum was present.

Members present: Katrina Corcoran, Lynda Crescentini, Peter Davitt, Jonathan Forbes, Rafael Hernandez, Tim Horst, Jason Jackman, John Kubicki, Faye Miller, Allison Nguyen, John Patrick, Karla Price, Diana Ramirez, Richard Ranck, Jaime Rubscha, Bill Sapper, Jim Shirk, Holly Simmons, Sally Thompson, and Alain Watson

Others present: Wade Reynolds, Beth Alden, Gena Torres, Sarah McKinley, Joshua Barber, Vishaka Shiva Raman and Alvaro Gabaldon – MPO; Lynn Merenda, Chris English, and Sharon Snyder - Planning Commission; Alex Henry – Florida Department Transportation (FDOT); Monica Martin – Hillsborough County; Mike Lamarca; Paula Flores – GPI; Vaishail Apte

II. PUBLIC COMMENT

Mr. Mike Lamarca re-addressed the seven outstanding service requests he has submitted to Hillsborough County, only one of which has been addressed. He hasn’t received a response of any type on four of the service requests, even though he was told by Mr. Trammel he would have a response in 15-20 working days. All were submitted between May 1st and May 11th. He will also be submitting pictures to someone above Mr. Trammel, because the County’s service system has never worked, in his opinion. He was also told the recently repaved bicycle lane on SR41 is 4’ wide and free of gravel and debris; yet, he just rode it and it’s only 28” wide and covered in gravel and debris. Mr. Lamarca also stated there have been two instances on South County where bicyclists have had to be airlifted to Tampa General Hospital. He feels money being spent in other areas, such as Fletcher Avenue, needs to be reallocated to bicycle safety and the three quarters of a million dollars the County is spending per hour is not a funding issue, but a management issue. The County is not maintaining the roads and they need to do something different. He’s been fighting this for five years and wants to know why the County and FDOT can’t maintain their roads.

Mr. Shirk asked Mr. Reynolds who are the Public Works representatives on the Committee and Mr. Reynolds replied it is Mr. Ranck and Ms. Ramirez. Mr. Shirk suggested the Committee write a letter on Mr. Lamarca’s behalf and with copies of his documentation enclosed, to the Public Works Director and ask for a response and/or presentation to the Committee.

Motion: Mr. Lamarca will forward copies to Mr. Ranck and Mr. Reynolds via email so a letter can be written to the Public Works Director asking for immediate action and a presentation on bicycle lane maintenance during a BPAC meeting (Horst – Davitt). The motion passed unanimously.

Ms. Ramirez asked Mr. Lamarca to include street locations on the requests.

III. APPROVAL OF MINUTES
Motion: Approval of the May 13, 2020 Minutes. The Vice Chair asked if there were any changes or corrections to the minutes. With no objections to the minutes, they were deemed approved.

IV. ACTION ITEMS

A. FY21-25 TIP (Sarah McKinley, MPO)

Ms. McKinley presented the Transportation Improvement Program (TIP) for FY2020/21 – 2024/25 and the priorities for next year’s documents. She explained these are the transportation projects to be funded in the next five years and a priority list of what should be funded next. She highlighted the major changes in funding during the past year and the total cost of all phases of funded projects. The USDOT will reviewed the Plan when authorizing federal funds and locally funded projects are included for information. Ms. McKinley stated the MPO’s role is to develop a priority projects list. She stated the MPO Board can remove federally funded projects, but not direct how most funding is spent.

Ms. McKinley reviewed the timeline, including the Public Hearing on June 30th. The MPO will then submit the TIP and Priorities to FDOT for Federal and State review by July 15, 2020. She discussed the funding shown in the FDOT Work Program and presented the breakdown of the use of funds by work type. Ms. McKinley reviewed the trends, the use of funds for capital improvement programs and the allocation of funds.

Ms. McKinley presented the major projects to be funded in the next five years and explained Good Repair and Resiliency include resurfacing, transit and bridge repair/improvement projects. She reviewed the Vision Zero projects, which include a new project requested by the City of Tampa on Interbay Blvd. Smart Cities projects include signal improvements, I-4 interchange improvements, and intelligent transportation systems. She presented the Real Choices when not Driving projects, Major Investments, and Tampa Bay Next Current Status.

TIP Priorities for FY2022-26 are based on the It’s Time 2045 Long Range Plan performance measures. These were last adopted on June 11, 2019. The jurisdictions and agencies provided updated priority letters to the MPO by March 15th, after meeting in February. The MPO Staff provided new draft priority projects and Transportation Alternatives (TA) grant applications to FDOT by March 31st. After presenting to MPO Committees in May and June, a public hearing will be held on June 30th for final adoption by the MPO Board. Ms. McKinley reviewed the list of new priority requests. The Chairs Coordinating Committee (CCC) recommendations for Regional coordination include funded and unfunded priorities.

Due to transportation decisions being based on 1995 information, Mr. Shirk recommends the Florida Department of Transportation (FDOT) re-evaluate their expectations of transportation growth and strike Items 31 and 32 from the TIP (these both are related to the Tampa Bay Next expansion) until there is more information on future growth; however, as acting Chair, he can’t make the motion. Mr. Davitt supports the re-evaluation of transportation growth, but he feels traffic will come back worse than ever once the pandemic is over. Ms. Thompson agrees the report should be re-evaluate but feels Mr. Shirk’s suggestions should be two separate motions. Mr. Shirk suggests the re-evaluation be based on the probable shift of traffic away from downtown. He is also concerned about an increase in drivers speeding with too much transportation capacity. Mr. Ranck stated a few months of atypical traffic patterns isn’t enough data to adjust future years projections. The Long-Range Transportation Plan (LRTP) re-evaluates traffic patterns every five years. Ms. McKinley stated the Citizens Advisory
Committee (CAC) had similar concerns about projected transportation growth but felt a request to FDOT would be in the future (at least one year) to understand the full impact and get a full set of data. Mr. Shirk feels there needs to be a pause on spending due to the State and local revenue losses and the process needs to slow down. He is concerned we are spending money based on historical record.

Ms. Thompson asked what happens if the Committee doesn’t approve the TIP, specifically what clout does the Committee have? Mr. McKinley replied this is an Advisory Committee and can only make motions for amendments to the Work Program.

Mr. Shirk stated his request stands and entertained a motion be made approving the TIP, pending the re-evaluation modifications and deferring Items 31 and 32 until the re-evaluation is complete. After much discussion, it was decided the two items need to have separate motions.

Ms. Ramirez commented the changes we are experiencing now may not be permanent and feels the County needs to be ready to move forward. Mr. Davitt asked if there is a timetable to spend the federal and State money? Ms. McKinley stated it is ultimately up to the MPO Board whether or not to use the money. If the funds are not used, it will be returned to the Federal or State authorities and the MPO is not guaranteed the money will be returned to the region at a later date. She also reminded the Committee that FDOT’s Work Program has hundreds of projects, including a lot of walk/bike safety projects, and she explained how the Westshore Interchange (Section 5) funding was a large regional effort and the agencies involved were able to show the State they were working together to move the project forward.

Ms. Thompson stated the Committee serves as an Advisory Committee and is going on record with their concerns. Ms. McKinley explained when she presents to the MPO Board, there are slides with each Committee’s recommendations. Mr. Shirk stated his problem with the whole process is, the projects this Committee is interested in are meniscal compared to other projects, such as TBN. He feels we need to re-evaluate where we’re going with this.

Adding some of her thoughts to the conversation, Ms. Alden explained the MPO is working with FDOT on the Gulf Coast Connector trail as there needs to be better connection across from Westshore to Downtown, connecting the Courtney Campbell Causeway (CCC) trail to the Riverwalk (Section 5). There is potential for the pedestrian overpass on Dale Mabry to be included in that construction project for I-275 Downtown. There are other opportunities to work with FDOT on but that is the most specific one and she would appreciate their support for this project. Mr. Shirk commented he is favor of the safety and Vision Zero projects, but they’re minor compared to Tampa Bay Next (TBN), so he would still like to see a re-evaluation of the need for TBN. Ms. Ramirez asked if there are already plans for TBN? Ms. McKinley added there are design plans for the Westshore interchange, Howard Frankland Bridge, and Section 5, just west of the Westshore Interchange. They are working on concepts for the downtown interchange and I-275, north of downtown, in the design phase. Ms. Ramirez stated FDOT can make changes to plans, if needed, and will take the Committee’s suggestions into consideration as the project progresses. She feels more will be lost by not approving the TIP. At a minimum, Mr. Shirk feels a re-evaluation should be completed on the need for widening I-275, north of downtown to Bearrs. At the request of Mr. Shirk, Mr. Reynolds stated the Committee can make motions to request that FDOT reappraise the projected growth in transportation and re-evaluate TIP Items #31 and 32, as a result of that for their prioritization on this table. To clarify, Ms. Thompson asked if this motion doesn’t preclude other items being concerned, just these specific items. She asked if the trail mentioned by Ms. Alden is included in Items #31 or 32? Mr. Reynolds explained that is the trail from the Westshore Interchange to...
the Downtown Interchange, where the toll lanes terminate around Willow or Rome Avenue. The segment from the Riverwalk to Courtney Campbell Causeway/Cypress is where the trail ends now and is not included in Items #31 or 32.

Ms. Thompson asked for more information on the trail project from Ms. Alden. Ms. Alden explained, as she understands it, the “Section 5” portion of TBN is between Westshore and Downtown and is proposed as an extension of the Section 4 project, which is the Westshore Interchange. It would have lanes dispersing traffic to and from the Westshore area, going onto the Veterans Expressway, the CCC, the Howard Frankland Bridge and the Downtown area. The question is as this area is rebuilt, would it include the trail connection that would create that very important connection for the Gulf Coast Trail, between the CCC Trail and the part of the trail along the Southcoast Greenway. Part of that is the pedestrian overpass at Dale Mabry Highway, which is not an inexpensive project. Having that included in the FDOT Work Program is very valuable and our understanding, at this time, that it is included and the trail overpass would be part of the continuous connection from Cypress to the downtown Riverwalk.

Mr. Shirk stated the requested transportation needs re-evaluation should include non-motorized options because he has seen an increase in bicycling. People are avoiding mass transportation. Making a personal statement, and not as the Temple Terrace representative, Mr. Davitt said he wouldn’t be opposed to Item #32 remaining on the TIP as the exit onto I-4 from I-275 is a disaster.

In summary, Mr. Shirk stated the members seem to agree there needs to be a re-evaluation of the region’s transportation needs due to COVID-19 and the other items can wait for discussion later.

**Motion:** Recommend approval of the TIP for FY20/21-FY24/25, with the re-evaluation of the transportation needs due to COVID-19, and the TIP priorities for future funding (Thompson – Davitt). A roll call vote was conducted. There were 15 members in favor and 3 members opposed.

**B. Vision Zero Speed Management Action Plan (Paula Flores, GPI)**

Ms. Flores presented the Vision Zero Speed Management Action Plan. The goal of the study is to improve public health and safety by reducing road fatalities and serious injuries. The desired outcomes are an improved safety experience for all road users; increased awareness of the dangers of speeding; institutionalized 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. Ms. Flores reviewed the study scope, which are Task 1/Stakeholder Involvement; Task 2/Speed Management Practices; Task 3/Corridor Prioritization; Task 4/Next 30 High Injury Corridors; and Task 5/Speed Management Action Plan.

Ms. Flores discussed stakeholder involvement and speed management practices. She explained that speed management is data driven, applying road design, traffic operations and safety measures, setting “appropriate/rational/desirable/safe” speed limits, institutionalizing good practices, supportive enforcement efforts, effective outreach and public engagement and cooperation by traffic safety stakeholders. She explained how corridors are prioritized and shared the Risk Performance Level indicators, which are derived from prioritization factors (posted speed vs. context class; regional equity; crash history; proximity to schools; ped/bike...
injuries; transit service route and geometric features). Ms. Flores displayed the list of Next30 High Injury Corridors with the Risk Performance Levels.


The stakeholder group is reviewing the draft plan and will finalize the speed management action plan, based on suggestions and comments received.

Mr. Ranck commented that Matt Lewis and the County’s Community Infrastructure Planning Department added to the Livable Roadways Committee record that Hillsborough County is in the process of developing a context classification as part of the transportation element of the Comp Plan that includes future and existing land use which FDOT largely uses and they will lead to land development regulations and context sensitive sections of the roads that will help promote safety.

Ms. Ramirez stated the Safe Routes to School program documents are being modified to remove the word “enforcement” and suggested removing it from future documents. Ms. Flores stated her agency is carefully looking at this.

Ms. Simmons asked what the status is of a policy allowing automated technology enforcement and if it needs to happen at the State level? Mr. Reynolds believes there needs to be legislation at the State level to allow for speed cameras and other automated enforcement. Ms. Flores stated that is correct and is complicated issue. Due to the timing and complexity, there isn’t too much an agency can do right now but there is significant national information on the benefits. Communities that have effectively used automated technology have directed it towards high injury networks. If people are dying on these corridors, why can’t we have better tools, especially automated technology, to try and minimize this. They are using this technology around schools. Ms. Flores feels this technology needs to be used now, not tomorrow.

Motion: Approve the Vision Zero Speed Management Action Plan and forward to the MPO for approval (Thompson – Simmons). The motion passed unanimously. Note: Mr. Jackman left the meeting.

V. STATUS REPORTS

A. Florida Transportation Plan & Highway Safety Plan Update (Alex Henry, FDOT)

Florida Transportation Plan (FTP) is the single overarching statewide plan guiding Florida’s transportation future. It is a plan for all of Florida created by, and providing direction to, the Florida Department of Transportation (FDOT) and all organizations that are involved in planning and managing Florida’s transportation system, including statewide, regional and local partners. The FTP provides policy guidance and establishes the policy framework for allocating the State and federal transportation funds which flow through the department’s 5-year Work Program.

Mr. Henry provided examples of why the FTP matters. The 2000 update introduced the Strategic Intermodal System (SIS) which has redefined how FDOT makes investments in the State’s highway system. In 2005, it created a new focus on regional vision and collaboration and in 2010, the FTP brought about an alignment with Economic Development, Florida Mobility
and Trade Plan. The latest FTP introduced concepts on Resiliency, Workforce Development and provided additional choices in Transportation. The FTP has three elements: (1) Vision-trends, uncertainties, and themes that will share the future of transportation (50 years), (2) Policy-Goals and objectives to guide FDOT and partners toward the vision (25 years) and (3) Implementation-Emphasis areas with key actions (5-25 years).

There is a 34-member Steering Committee to help guide the FTP Update process. There are also three Subcommittees: Automated, Connected, Electric, Shared Vehicles (ACES) to discuss impacts on emerging technologies and business practices; Resilience to review environmental, weather, economic and operational disruptors and figure out how to absorb, withstand and recover from disruptors; and Safety supports SHSP update and identification of emphasis areas.

Mr. Henry presented the goals, some of which are safety and security for residents, visitors and businesses; transportation choices that improve accessibility and equity; and transportation solutions that strengthen Florida’s economy. The cross-cutting topics are technology (automated, connected, electric and shared vehicles; Transportation system management and operations; big data; and new materials and processes), resilience (extreme weather; emergency evacuation and response; sea level rise; flooding; economic and societal changes), State/interregional (SIS, including modal facilities; trade & logistics; global, statewide and interregional connectivity; and Florida’s economic drivers and industries) and regional/local (urbanized, non-urbanized and rural, congestion relief; land use and community planning; regional visions; environment; and economic development).

Mr. Henry explained that all input received is organized by the project team and presented to the Steering Committee. As applicable, the information will also be provided to the subcommittees. With all input considered, the project team, in consultation with the Steering Committee, will refine the plan to represent what they heard. FDOT is also planning Regional Workshops, either online or later in the year, depending on COVID19.

In coordination with the FTP update, the Strategic Highway Safety Plan (SHSP) and Vision Zero have a vision of a fatality-free roadway system. There is a lot of work to be done, and the SHSP is a roadmap to drive fatalities and serious injuries down to zero. Mr. Henry explained what goes into the SHSP update, including analysis of crash data and other trends affecting fatalities and serious injuries; selection of emphasis areas, strategies, and actions based on data and proven, effective approaches; review of public and partner input received from FTP update process; coordination with MPO and other regional and local partners; and review and approval by Signing Partners. He showed Florida’s roadway fatalities from 2012 – 2018. Major takeaways include: highest rate of fatalities and serious injuries is in the 20-34 age group; however, drivers 65+ are more likely to be killed or seriously injured and teen drivers are more likely to be involved in a crash but less likely to be killed or seriously injured. They also found the highest number of fatalities occurs in urban areas, but the highest fatality rates are in rural areas, due to higher speeds, less lighting, etc. Most fatalities and serious injuries happen on state-maintained roadways, most intersection fatalities and serious injuries are at a four-way or T-intersection, more fatalities occur at night with about half on lighted facilities, but more serious injuries occur during the day. Most crashes involving a fatality or serious injury occur when the weather is clear, which, given our sunny climate, is to be expected.

Mr. Henry reviewed the emphasis areas, including lane departures, intersections, bike/ped, motorcyclists, aging drivers, teen drivers, etc. These will help focus resources and develop actions and strategies to reduce injuries and fatalities. He showed the trend between serious
injuries and fatalities for the periods between 2011-2015 and 2014-2018 and stated provided additional resources can be found at www.floridatransportationplan.com.

B. Induced Transportation Demand (Alvaro Gabaldon, MPO)

Due to time constraints, this presentation was tabled until the August meeting.

VI. OLD AND NEW BUSINESS

Mr. Reynolds announced the City of Tampa’s street mural project on June 27th at four locations (Westshore, Downtown, East Tampa at 15th and 21st, and West Tampa). Mr. Reynolds will forward information to members.

A. July recess discussion

With the July recess for MPO Committee meetings, Mr. Reynolds asked if the Committee would like to have a virtual workshop? Members were in favor and the virtual Workshop will be held on July 8th. Mr. Reynolds explained the workshop is an informal discussion of priorities with no action items.

B. Fall Tri-County BPAC discussion

Mr. Reynolds stated Pinellas County is hosting the next meeting and suggested the afternoon of September 15, 2020 at the Brooker Creek Preserve. Due to social distancing concerns, Mr. Shirk suggested an alternative to a face to face meeting for September. Mr. Reynolds will ask Pinellas County if the meeting can be held virtually.

C. Tampa Velodrome idea

Calvin Thornton asked for this item to be added to the agenda, but since he is not in attendance, Mr. Reynolds will ask him to bring back more information on possible construction to a future meeting. Mr. Shirk likes the idea as they tend to be part of every Olympics and World Games events.

Ms. Thompson is happy to see the stop lights being installed on Bayshore and Euclid.

VIII. ADJOURNMENT

There being no further business, the meeting was adjourned at 7:53 p.m.
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.
Agenda Item
Regional Trails Update

Presenter
Wade Reynolds, MPO Staff

Summary
Trail priorities are approved annually by the Hillsborough MPO, and projects that are of regional significance are also prioritized by two regional bodies:

- The West Central Florida Chairs’ Coordinating Committee, consisting of Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, Polk, and Sarasota Counties.
- The Transportation Management Area, consisting of Hillsborough, Pasco and Pinellas Counties.

This update will include local and regional priorities as well as current funding for trail projects.

Recommended Action
None, for information only.

Prepared By
Wade Reynolds, MPO Staff

Attachments
Regional Priority List and Map
<table>
<thead>
<tr>
<th>2020 Ranking</th>
<th>Trail</th>
<th>Jurisdiction</th>
<th>Regional/State Corridor</th>
<th>Project</th>
<th>2020 Request</th>
<th>Total Request/Phases</th>
<th>2020 Request</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Upper Tampa Bay Trail - Suncoast Trail Connection (UTBT Phase IV)</td>
<td>Hillsborough</td>
<td>SUN Trail Network</td>
<td>Approximately 3 miles, the trail will be the final link between the scenic, 7+ mile Upper Tampa Bay Trail and 40+ mile Suncoast Trail between Peterson Rd. Park and the Brooker Creek Headwaters at Van Dyke Rd.</td>
<td>None</td>
<td>None</td>
<td>$6,000,000</td>
<td></td>
</tr>
<tr>
<td>2a</td>
<td>Suncoast Trail/Good Neighbor Trail Connector (Coast-to-Coast Connector - Good Neighbor Gap)</td>
<td>Hernando</td>
<td>Coast-to-Coast</td>
<td>From the Suncoast Trail, extending east along SR50 to Cobb Rd. for approximately 6 miles.</td>
<td>None</td>
<td>None</td>
<td>Total Cost: $10,600,800</td>
<td></td>
</tr>
<tr>
<td>2a</td>
<td>Suncoast Trail/Good Neighbor Trail Connector (Coast-to-Coast Connector - Good Neighbor Gap)</td>
<td>Hernando</td>
<td>Coast-to-Coast</td>
<td>From the Suncoast Trail, extending east along SR50, and thru the City of Brooksville for approximately 2.2 miles to connect with the Good Neighbor Trail.</td>
<td>None</td>
<td>None</td>
<td>Total Cost: $25,800,500</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Pinellas Trail/Duke Energy Trail</td>
<td>Pinellas</td>
<td>Gulf Coast Trail</td>
<td>From the southern terminus of the Pinellas Trail at John Chesnut Sr. Park, extending south along the Duke Energy transmission corridor, to end at Weedon Island. SUN Trail program has funded design/build for portion from Enterprise Road to John Chesnut Park, and the portion from Ulmerton Rd. to 126th Ave. N. The Duke Energy Trail total length for the gap is 22-miles, for 12-15 foot wide paved bicycle/pedestrian trail with amenities. Request for $22M. John Chesnut Sr Park to Enterprise Road section current Design Build project. Enterprise Road to Sunset Point Road constructed. Sunset Point Road to Old Coachman Road under construction. Old Coachman Road to Haines Bayshore Road constructed. Haines Bayshore Road to 126th Ave. N funded. 126th Ave. N to Roosevelt Blvd. unfunded. Roosevelt Blvd constructed. Roosevelt Blvd to Weedon Island unfunded.</td>
<td>$11 million for remaining segments</td>
<td>Total Cost: $22 million SUN Trail: $5.2M PE/CST</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>South Tampa Greenway</td>
<td>Hillsborough</td>
<td>SUN Trail Network</td>
<td>Connection from Gandy Bridge (east of Friendship Trail bridge) to Bayshore Boulevard linear park. Connection 1: From Bridge St. at Tyson Ave east to Manhattan Ave, Trail along Tyson Ave - ROW .75 mile Connection 2: From Manhattan Ave. and Interbay Blvd. west to Picnic Island Park along MacDill Air Force Base north boundary (N Boundary Blvd.) .3.2 mile Connection 3: From Manhattan Ave. and Interbay Blvd. east to Dale Mabry Hwy. along Interbay Blvd. and through publicly owned parcels to existing trailhead at Dale Mabry Hwy. - .88 mile Connection 4: From Gadsden Park at MacDill Ave east to Bayshore Blvd. along the north boundary of MacDill Air Force Base (N Boundary Blvd.) .4 mile</td>
<td>Tampa requests funding for Connection 2 construction of 12-foot wide paved bicycle/pedestrian trail and boardwalk (where needed) with amenities including trailhead. Tampa requests $1.8M for Connection 2 construction.</td>
<td>1,800,000</td>
<td>Request: $1.8M million Total Cost: $5.2 million</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Withlacoochee State Trail Extension</td>
<td>Pasco</td>
<td>SUN Trail Network</td>
<td>Withlacoochee State Trail Extension from the existing Trilby/Lacoochee trailhead along US 301, south to SR 56 (south of Zephyrhills). Includes Hardy Trail/Hardy Trail Extension North in Dade City. Approximately 13 miles.</td>
<td>10 to 12-foot paved bicycle/pedestrian trail paralleling the US 301 corridor.</td>
<td>$7,738,427</td>
<td>$7,738,427</td>
<td></td>
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<tr>
<td>6</td>
<td>Tampa Bypass Canal Trail</td>
<td>Hillsborough</td>
<td>FGTS Opportunity Map</td>
<td>A 20-mile trail southward from Flatwoods Park ending at 34th St, on the banks of the Bypass Canal per agreement with the Southwest Florida Water Management District. Using existing parks in Temple Terrace and the Florida State Fairgrounds areas as trailheads, the corridor expands future access via U.S. 301 to the Old Fort King and Withlacoochee State Trail.</td>
<td>Hillsborough County requests funding for Design &amp; CST of next phases of 12-foot wide paved bicycle/pedestrian trail.</td>
<td>None pending completion of PD&amp;E</td>
<td>TA Funded: PD&amp;E $379K PE Total Cost: $23.5M</td>
<td></td>
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<tr>
<td>7</td>
<td>Suncoast II</td>
<td>Citrus</td>
<td>FTE Trail extension as it is not formally part of the SUNTrail system</td>
<td>From the northern terminus of the existing Suncoast Trail at US 98, north through Citrus County; terminating at US 44.</td>
<td>12-foot wide paved bicycle/pedestrian trail.</td>
<td>No Request, Funded through Turnpike Authority</td>
<td>Total Coast: Total Cost: $4 million</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Orange Belt Trail</td>
<td>Pasco</td>
<td>SUN Trail Network</td>
<td>The approximately 37 mile long trail would extend form the Starkey Trail (C2C) in the Trinity area of southwest Pasco County to the existing Withlacoochee State Trail trailhead (connects to Good Neighbor/South Sumter Connector) at U.S. Highway 301 in Trilby in northeast Pasco County. The planned trail alignment generally follows the historic Orange Belt Railroad line that crosses Pasco County in a southwest to northeast direction. The Orange Belt Trail is scheduled for a route study which will determine exact alignment and preliminary engineering funded ($1.9M) in 2017.</td>
<td>Construction of 12-ft paved bicycle/ pedestrian trail. Funding requested for ROW acquisition and construction.</td>
<td>None</td>
<td>$16,136,210 First Segment funded for CST in FY 2025</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Anclote Coastal Trail</td>
<td>Pasco</td>
<td>FGTS Opportunity Map</td>
<td>From Anclote Blvd. (North terminus of extension of the Pinellas Trail AKA Effers Spur) to three coastal Pasco parks and additional environmental lands; length is approximately 4.5 miles.</td>
<td>Construction of 12-ft paved bicycle/ pedestrian trail. In design phase.</td>
<td></td>
<td>$3,187,000</td>
<td>$3,187,000</td>
</tr>
<tr>
<td>10</td>
<td>Withlacoochee State Trail - Dunnellon Trail Connector</td>
<td>Citrus</td>
<td>Heart of Florida Loop</td>
<td>Heart of Florida - Dunnellon Gap: From north end of the Withlacoochee State Trail to the south end of the Dunnellon Trail, which is approximately 1.09 miles.</td>
<td>Multi-use trail crossing via an underpass under US41. Construction is underway.</td>
<td>Funded</td>
<td>Total Coast: $5.6 million</td>
<td></td>
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<tr>
<td>11</td>
<td>Courtney Campbell Trail Overpass</td>
<td>City of Clearwater</td>
<td>Gulf Coast Trail</td>
<td>Overpass at SR 60 (Gulf to Bay) in Clearwater, connecting the Courtney Campbell Trail to the Bayshore Trail, approximately 0.25 miles.</td>
<td>Construction of an overpass at the terminus of the Courtney Campbell Trail. Funded for CST in FY 2024</td>
<td>None</td>
<td>Total Cost: $8,075,488 SUN Trail: $1.3M PE</td>
<td></td>
</tr>
<tr>
<td>Project Name</td>
<td>County</td>
<td>Trail Name</td>
<td>Trail Description</td>
<td>Details</td>
<td>Cost</td>
<td>Funded Status</td>
<td></td>
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<tr>
<td>South Coast Greenway</td>
<td>Hillsborough</td>
<td>Gulf Coast Trail</td>
<td>The South Coast Greenway would go from Adamo Drive and extend south to the Manatee County line. The entire trail has been broken up into six phases.</td>
<td>(1) Earmark of $450K to be used for PD&amp;E and Design on 19th Ave between US 41 and US 301 pending provisions of ROW documentation. (2) Phase V, VI, VII (Symmes Rd to SR60) Hillsborough County requests $700K for PD&amp;E (3) Phase IV (Manatee County Line to SR 674), county requests $371K for PD&amp;E</td>
<td>$2,400,000</td>
<td>Phase 1: $2.4M CST Funded Total Cost Phase 1: $2.4 million</td>
<td></td>
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<tr>
<td>Maydell Bridge</td>
<td>Hillsborough</td>
<td>Gulf Coast Trail</td>
<td>Part of the South Coast Greenway Trail, the Maydell Bridge would connect the Selmon Greenway to the South Coast Greenway</td>
<td>2016 SUN Trail Application - $991K match request for $5.2 Million County funds (i.e. the trail percentage of bridge) pending outcome of PD&amp;E phase.</td>
<td>$991,760</td>
<td>Request/Total Cost: $991,760</td>
<td></td>
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<tr>
<td>US 19</td>
<td>Pasco</td>
<td>Marine Parkway Blvd. Trail Overpass</td>
<td>A bicycle and pedestrian trail overpass at an intersection in New Port Richey going from an existing trail on the west side of US19, across Marine Parkway Blvd., to the east side of US 19.</td>
<td>Additional funding for design and construction of the overpass.</td>
<td>$2,250,000</td>
<td>Total Cost: &lt; $3M Legislative Earmark: $750K</td>
<td></td>
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<tr>
<td>Gandy Bridge</td>
<td>Pinellas/Hillsborough</td>
<td>FGTS Opportunity Map</td>
<td>Hillsborough &amp; Pinellas connection across Tampa Bay along the Gandy Bridge</td>
<td>Request funding for construction</td>
<td>None, pending outcome of bridge PD&amp;E Study TBD</td>
<td></td>
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<tr>
<td>Dale Mabry Overpass</td>
<td>Hillsborough</td>
<td>Gulf Coast Trail</td>
<td>East-West connection over Dale Mabry; alignment study complete.</td>
<td>Request inclusion with adjacent segments of interstate.</td>
<td>$5,919,242</td>
<td>$5,919,242</td>
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<tr>
<td>Howard Frankland Bridge and Connections</td>
<td>Pinellas/Hillsborough</td>
<td>FGTS Opportunity Map</td>
<td>A separated bicycle/pedestrian facility as part of the rebuild of the north bound section of the Howard Frankland Bridge. This also includes development of connections to existing trail networks in Pinellas and Hillsborough Counties.</td>
<td>Continuing coordination between FDOT, Tampa/Hillsborough, and St. Petersburg/Pinellas on connections.</td>
<td>None, Funded</td>
<td>$864 Million Total Cost of Bridge Rebuild with Bike/Ped Facilities - Fully Funded</td>
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<tr>
<td>Joe’s Creek Trail</td>
<td>Pinellas</td>
<td>FGTS Opportunity Map</td>
<td>Joe’s Creek Trail is 0.9-miles around the lake. The Joe’s Creek Greenway Trail would run along Joe’s Creek corridor from US Highway 19 to Pinellas Trail through Lealman Area, 4.76 miles.</td>
<td>Request funding for CST</td>
<td>None</td>
<td>$10.2 million</td>
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<td>Three Sisters Springs Trail Connection</td>
<td>Citrus</td>
<td>FGTS Opportunity Map</td>
<td>2.4 mile trail connection from CR 486/SR 44 to the Crosstown Trail that leads into Three Sisters Springs</td>
<td>Request funding for RDW and CST</td>
<td>$2.6 million</td>
<td>$2.6 million</td>
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<tr>
<td>New Project</td>
<td>Hillsborough</td>
<td>SUN Trail Network</td>
<td>Project will install a 12-foot-wide asphalt trail, replacing existing sidewalk and filling in gaps along SR 60, and make intersection safety enhancements at SR 60 and N 34th Street. Project will begin east of SR 60 (Adamo Drive) and N 22nd St at the terminus of the existing Adamo Drive Greenway, continue along the north side of SR 60 to the intersection of N 34th Street, cross SR 60 and terminate at the existing Selmon Greenway Trail.</td>
<td>Request funds for PE, ROW, CST</td>
<td>$2,117,392</td>
<td>$2,117,392</td>
<td></td>
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<td>New Project</td>
<td>Pasco</td>
<td>SUN Trail Network</td>
<td>The overpass would bridge SR 54, connecting the Starkey Gap Trail to the Starkey Boulevard multi-use path, providing bike/pedestrian users of both the trail and SR 54 with a safe grade-separated crossing of a busy, high-speed arterial highway.</td>
<td>Request funds for PE, ROW, CST</td>
<td>$8,076,889</td>
<td>$8,076,889</td>
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</tbody>
</table>
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
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
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: [Signature]

CHAIRMAN

ATTEST:
PAT FRANK, CLERK

By: ____________________________
   Deputy Clerk

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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.
SAVE THE DATE

Vision Zero Leadership Virtual Summit

Tuesday 09.22.20
9am - noon

3 PANELS IN 3 HOURS LEADING TOWARDS VISION ZERO

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

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

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

Join us for this FREE Summit! Learn how local leaders are committing to take Vision Zero to the next level.
To view presentations & participate from your computer, tablet or smartphone, go to:
https://tinyurl.com/VZleadersummit

For more information, contact Gena Torres 813.273.3774 x357 or torresg@plancom.org
Friends, welcome back! We are pleased to share with you a newsletter summarizing the bills passed during the 2020 legislative session. In place of the usual list of all transportation related bills filed, is a list of bills that passed both chambers and were then sent to the Governor for approval. This will allow you have a one-stop summary of bills passed so you are kept aware of what has happened and what has changed in our transportation world. Many bills had not been sent to the Governor right away for his action so reporting anything to you earlier would not have been informative. At the time of publication, two bills are still pending action by the Governor. The delay in sending bills to the Governor is presumed to be because of the Coronavirus problems that have taken the Governor’s attention. In fact, speaking of Coronavirus……

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

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

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

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

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

### Legislation signed into law

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

**HB 37: School Bus Safety**

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

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

**Date signed by Governor:** June 20, 2020  
**Effective date:** January 1, 2021

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

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

- Incorporates vessels into the regulatory scheme for the towing of vehicles;
- Prohibits a county or municipality from enacting an ordinance or rule that imposes a fee or charge on authorized wrecker operators or towing businesses for performing towing services;
- Defines the term "towing business" to mean a business that provides towing services for monetary gain;
- Authorizes a county or municipality to impose an administrative fee on the registered owner or lienholder of a vehicle or vessel removed and impounded by an authorized wrecker operator or towing business, as long as the fee does not exceed 25 percent of the
local jurisdiction’s maximum towing rate. An authorized wrecker operator or towing operator may impose the fee on behalf of the county or municipality, but such fee must only be remitted to the county or municipality after it has been collected;

- Provides that a wrecker operator or towing business who recovers, removes, or stores a vehicle or vessel must have a lien on the vehicle or vessel that includes the value of the administrative fee imposed by a county or municipality; and
- Requires tow-away zone notices to be placed within 10 feet from the "road" instead of within 5 feet from the "public right-of-way line."

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**HB 717: Space Florida Financing**

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

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

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

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

**HB 915: Commercial Service Airports**

The bill requires:

- The Auditor General to conduct an operational and financial audit of each large-hub commercial service airport at least once every seven years (defined as a publicly owned airport that has at least one percent of the annual passenger boardings in the United States as reported by the Federal Aviation Administration);
- Each member of the governing body of such airports to comply with financial disclosure requirements (as defined in state statute or constitution);
- The governing body of each commercial service airport to establish and maintain a website to post information relating to the operation of the airport;
- Commercial service airports to comply with statutorily defined procurement requirements for purchases exceeding $65,000;
Contracts must use a competitive sealed bid, proposal, or reply process (with exceptions) and must be posted (with redactions) on the airport website;
- After an opportunity for public comment, a governing body must approve, award, or ratify as a separate line item on its agenda each contract exceeding $325,000;
- Members of a governing body and employees of a commercial service airport be subjected to Florida Code of Ethics for Public Officers and Employees related requirements.
  - Does not prohibit a county or municipal charter, ordinance, or resolution of the governing body from applying more stringent ethical standards;
  - Imposes on each member of a governing body annual ethics training requirements;
- Each commercial service airport, starting November 1, 2021, to annually submit approved budgets, federal financial reports, website links, and statutory compliance statements to the Florida Department of Transportation (FDOT);
  - The FDOT must annually review the information for accuracy and, starting January 15, 2022, submit a report summarizing commercial service airport compliance the provisions of law to the Governor, the President of the Senate, and the Speaker of the House of Representatives; and
  - The FDOT is prohibited from expending any funds allocated to the airport (unless the funds are pledged for debt service) until a commercial service airport demonstrates compliance.

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

**HB 969: Broadband Internet Service**

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

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

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

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

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

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

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

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

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

SB 7018: Essential State Infrastructure

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

Specifically, the bill:

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

- Authorizes the Florida Department of Transportation (FDOT) to plan, design, and construct staging areas for emergency response on the turnpike system. These areas are for the staging of emergency supplies, equipment, and personnel to facilitate the prompt provision of emergency assistance to the public in response to a declared state of emergency;
  - Directs the FDOT, in consultation with the Division of Emergency Management, to consider the extent to which a proposed site:
    - Is located in a geographic area that best facilitates the wide dissemination of emergency-related supplies and equipment;
    - Provides ease of access to major highways and other transportation facilities;
    - Is sufficiently large to accommodate the staging of a significant amount of emergency-related supplies and equipment;
    - Provides space in support of emergency preparedness and evacuation activities, such as fuel reserve capacity;
Could be used during non-emergency periods for commercial motor vehicle parking and for other uses; and

Is consistent with other state and local emergency management considerations;

- Authorizes the FDOT to acquire property necessary for such staging areas and requires the FDOT to give priority consideration to placement of such staging areas in counties with a population of 200,000 or less in which a multi-use corridor of regional significance is located;
- Grants the FDOT power to authorize other uses of a staging area and requires that staging-area projects be included in the FDOT’s work program;

Requires the FDOT, in coordination with the Public Service Commission (PSC) and the Office of Energy within the Department of Agriculture and Consumer Services, and any other public or private entities as necessary or appropriate, to develop and recommend a master plan for the development of electric vehicle charging station infrastructure along the State Highway System;

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

Date signed by Governor: June 9, 2020
Effective date: July 1, 2020