Virtual Meeting of the Livable Roadways Committee
Wednesday, August 19, 2020, 9:00-11:00 a.m.

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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. Approval of Minutes – June 17, 2020
IV. Action Items
V. Status Reports
   A. HART Service Changes for 2021 (Justin Willits, HART)
   B. TBNext Transition – Sec 4 Aesthetics (Alex Henry or FDOT Representative)
   C. TBNext Update: Westshore SafeTRIP (FDOT Representative)
   D. Overview of the ClearGuide Data & Analytics Platform (Johnny Wong, MPO)

VI. Old Business & New Business
VII. Adjournment
VIII. 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 Year End Summary

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**

Chair Maurino called the meeting to order at 9:02 a.m. The meeting was held via GoToWebinar and a quorum was present at the start of the meeting. The Pledge of Allegiance took place.

Chair Maurino introduced new member, Christine Crespo Valentin, representing the American Society of Landscape Architects.

**Members Present:** Mariann Abrahamsen, Karen Cashon, Melissa Collazo, Cathy Coyle, Cayce Dagenhart, Cal Hardie, Sara Hendricks, David Hey, Emily Hinsdale, Mark Hudson, Gus Ignas, Jason Jackman, Arizona Jenkins, Larry Josephson, Karen Kress, Matthew Lewis, Michael Maurino, Roger Menendez, Sandra Piccirilli, Anna Quinones, Carlos Ramirez, Christine Crespo Valentin and Justin Willits

**Others Present:** Beth Alden, Gena Torres, Lisa Silva, Sarah McKinley, Wade Reynolds, Allison Yeh, Vishaka Shiva Raman, Joshua Barber – MPO; Jason Krzyzanowski and Sharon Snyder – Planning Commission; David Aylesworth; Alex Henry – FDOT; Paula Flores – GPI; Neale Stralow; Vaishali Apte; David Bottomley; Ken Sides; Robin Birdsong

II. **PUBLIC COMMENT**

There were no public comments.

III. **APPROVAL OF MINUTES**

**Motion:** Approval of the May 27, 2020 minutes *(Kress - Ramirez)*. The motion passed unanimously.

**Motion:** Approval of the February 26, 2020 and March 25, 2020 minutes *(Lewis - Hey)*. The motion passed unanimously.

IV. **ACTION ITEMS**

A. **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.

Discussions followed regarding the safety and cost benefits of painted intersections; how the County is currently working on introducing context classifications, especially for the Future Land Use section of the Hillsborough County Comprehensive Plan (Ms. Flores stated that needs to be made public so everyone has access to it); if there is coordination with the County on this study (Ms. Silva stated the Vision Zero Project Manager, Gena Torres, is closely coordinating with County staff members Leland Dicus, Bob Campbell and Richard Ranck. She also reminded members of the workshop on July 20th at 1:30 p.m.); how the County is also setting target speeds, new typical sections and identifying retrofits; and participants were commended on their good work on sidewalks and lighting.

Ms. Torres stated the County has been a huge contributor to this project. In fact, Mr. Dicus requested the MPO look at the context classification, posted speeds, etc., so this has been a huge coordinated effort.

Mr. Jenkins asked if there will be adequate crossing time. Ms. Flores stated medians will be integrated, where needed, as well as signal timing. She emphasized that corridor demographics are considered when designing a roadway.

Motion: Approve the Vision Zero Speed Management Action Plan and forward to the MPO for approval (Kress - Jenkins). The motion passed unanimously.

B. FY21-FY25 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. 
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 the draft 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.

Discussion followed regarding if the Florida Avenue project is part of the walk/bike projects (yes, these are two additional crosswalks in the design phase and they are part of the Heights Mobility plan); if the new priorities are being recommended for full funding (yes, only the HART, TBARTA and a safety program for Vision Zero are annual allocations rather than full lump sums because they are ongoing); further explanation of TBARTA’s request for $800K (the allocation will be divided over four or more years. These monies may also be used for TDM strategies as well, per their request.); whether or not the TIP will be impacted by any loss of future federal money due to gas tax revenue loss based on COVID19 (As she doesn’t work specifically for the FDOT Work Program, Ms. McKinley will answer as best she can. With the loss of federal funds, there could be some uncertainty; however, some projects are already funded out of existing allocated sources. Funding should be secured within the five years, based on the Work Program’s forecasted five-year revenue.).

Mr. Henry, FDOT, stated the outer years of the work program are for planning purposes and the amounts available are based on revenue forecast and projections. Decreased revenues could push some projects but it’s too early to say. Ms. Alden stated FDOT is committed to the first three years of the Work Program and will work very hard to maintain funding for those three years. The State is still working on fiscal impacts statewide; however, local sales tax revenue was down in May about 10% over the previous year. FDOT’s Central office is hoping for some type of funding support from the federal government for the whole State before making any announcements about what the fiscal impact is on the State budget. Mr. Maurino stated there is cautious optimism for projects such as the Westshore Interchange that is programmed out and there are existing funds, but he feels some of the smaller projects that have larger benefits may remain in the budget.

Mr. Jenkins asked if there are any funds for extended HART service hours? Ms. McKinley stated service is not something that typically has been funded through the Priorities, but she knows that FDOT Transit group is working with HART on extended service hours and additional routes. She will follow up with HART staff to have them present at a future meeting.

Motion: Recommend approval of the TIP for FY2020/21 – 2024/25 and the TIP priorities for future funding (Hey - Dagenhart). The motion passed unanimously.
V. STATUS REPORTS

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

Mr. Henry presented the Florida Transportation Plan & Highway Safety Plan Update. The 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 strength 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;
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.

Discussions followed regarding the changing behaviors due to COVID19; how this information will get out to the general public (FDOT has been relying on Steering Committee partners to get the word out and will also put it out on their social media platforms. Mr. Henry is open to suggestions of groups FDOT can present to.); if there have been any climate change discussions (climate change is one of the key items being considered as part of the resiliency areas and is being heavily discussed); and how the effects of climate change can be reduced in addition to reacting to them (Ms. Silva stated she participated in a webinar that suggested adding pandemics as a resiliency response as it's had a significant impact on roadway network. Mr. Henry stated FDOT is interested in looking at all types of disruptions.).

Ms. Hendricks asked if there has been a study on patterns and trends that lead up to crashes, such as why drivers were speeding. An example given was finding out what causes drivers to speed because they are late to work, besides being distracted by their cell phone. Potential solutions could be flex time, enabling people to have flexibility clocking into work, perhaps arriving and leaving a little later. She feels by understanding why people speed may help develop potential solutions. Mr. Henry feels roadway conditions contribute to speeding but feels this is something that need further discussion. He will provide this suggestion to the Steering Committee.

Chair Maurino encouraged all to send the survey links out and promoting the links on social media to get a larger group of people involved.

VI. OLD BUSINESS & NEW BUSINESS

A. Since Committees recess in July, the next meeting is August 19, 2020. Members will be notified in a timely manner if the meeting will be in person or virtual.

B. Ms. Silva reminded members of the Hillsborough County Public Works Projects workshop on July 20, 2020 at 1:30 p.m. She will forward more information as it becomes available. As of now, the workshop is planned to be held virtually.

C. Mural Day is June 27, 2020 with four locations in the Tampa Bay area. The murals will be LGBTQ and Unity themed. Information will be posted on the City of Tampa and Plan Hillsborough’s social media.
Chair Maurino commented that all mural locations are close to good restaurants, so he suggested Members who participate order takeout to support local restaurants. Locations are in Westshore, West Tampa, Downtown and East Tampa near Ybor. Hopefully, future Mural days will be scheduled for Hillsborough County, Plant City and Temple Terrace. He thanked everyone involved with getting this project moving!

D. Reminder the MPO TIP Public Hearing is June 30th at 6:00 p.m. The meeting will be held virtually and information on how to comment and attend can be found at www.planhillsborough.org.

E. Ms. Silva reminded members to check their spam/junk inbox for Constant Contact emails from Plan Hillsborough. Also, unsubscribing from ANY mailings remove your email address from ALL mailings. If you want to be removed from one mail list, please let us know instead of unsubscribing.

F. Mr. Hardie provided a quick update on City of Tampa projects:
   - Green Spine (Phase 3 from Nebraska to 7th Avenue) has been advertised for construction;
   - 46th Street roundabout will be advertised on Friday;
   - Columbus Drive – will be advertised within the next few weeks; and
   - Two virtual public hearings are being scheduled to discuss the following:

      1) The first is the 30th Street project, near the Yuengling Brewery. The project will be a Complete Street, including pedestrian crosswalks, a trail on one side of the roadway, drainage improvements to the swale, and roundabouts at 30th/Yukon and 30th/Bougainvillea; and

      2) The second project is at Floribraska.

VII. **ADJOURNMENT**

The meeting adjourned at 11:00 a.m.
In November of 2018, the Citizens of Hillsborough County approved a $.01 sales tax, in which HART is to receive 45% of that funding for transit projects. Since that time, HART has been unable to use any of this additional funding due to a pending lawsuit related to this funding. For this reason, HART must continue to plan its operations under the assumptions of no new funding.

Without new revenue, HART has begun to plan for service changes aimed at meeting additional constraints in an already strained fiscal budget. Service Development looked at the best way to address the need for service changes to meet the FY21 budget while maintaining as much service as possible for our customers. This presentation will provide Committee and Board members with an overview of the proposed changes and the need for public outreach as required by HARTs Title VI policy.

Recommended Action
No action, information only

Prepared By
Sarah McKinley, MPO Staff

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.
Board & Committee Agenda Item

Agenda Item
Tampa Bay Next Section Four Aesthetics

Presenter
FDOT Representative

Summary
Tampa Bay Next is a program to modernize Tampa Bay’s transportation infrastructure and prepare for the future. This update will focus on the aesthetic features on section four, or the Westshore Interchange.

Recommended Action
None; for information only.

Prepared By
Wade Reynolds, MPO Staff

Attachments
None.
Overview of the ClearGuide Data & Analytics Platform

Presenter
Johnny Wong, PhD, MPO Staff

Summary
The ClearGuide Data & Analytics Platform is a web-based tool allowing transportation planners and engineers to visualize both real-time and historical traffic conditions on the road network. The platform initially included speed, congestion and weather data but has recently been enhanced to include crash, incident and pothole data. Future additions could eventually make the platform a one-stop-shop for mobility analytics.

The presenter will discuss how the ClearGuide platform is currently providing value to the MPO and partner agencies across Hillsborough County, and how the platform could be enhanced in the future.

Recommended Action
None. For information only.

Prepared By
Johnny Wong, PhD, MPO Staff

Attachments
None.
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 Wolfe 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
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 Annoucement
- 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 10 and May 20

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

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

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

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

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

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

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

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

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

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

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

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

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

**Meeting of the Policy Committee on May 26**

The committee **approved and forwarded to the Board**:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Meeting of the Transportation Disadvantaged Coordinating Board on June 26

Actions taken at the June 26 meeting will be reported verbally at the MPO Board meeting.
INTRODUCTION ▶ OUR TRANSPORTATION FUTURE

In the early days of transportation that involved trains and automobiles to explore land, air, and space travel, Floridians have long valued the role of transportation in our lives. As we look to the future of transportation in Florida, we imagine a world better equipped to move people and goods. Our transportation systems are expected 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.

Chemical leaps in connectivity, rapidly changing technologies, an explosion of data, and new risks and disruptions and the change for transformations in transportation. Regardless of how we make the journey from here to our future, we are steadfast in our vision for a safe, secure, agile, resilient, quality, connected, efficient, and reliable transportation system that provides affordable and convenient choices — and in our belief 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 few decades to address changing societal values and preferences, new technologies and innovations, and shifts in demand, resources, and data.
WHAT MATTERS MOST?

Our Process

WHAT MATTERS MOST?

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Our Goals...4
WHERE ARE WE NOW?

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WHERE ARE WE GOING?

Growth...8
Diversity...9
Development...10
Innovation...11
Global Integration...12
Risks & Disruptions...13
OUR VISION

Florida's Transportation Future...14
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What’s Next...16

WHAT WE HEARD

“Most important issues for customers are safety, equity, and user experiences.”

“Invest in infrastructure that benefits our environment and provides more safety features.”

“Florida's workforce will need to develop new skills to fill transportation jobs’ gaps.”

“Increasing fuel efficiency and the shift toward electric vehicles are pushing Florida’s transportation alternatives planning solutions.”

Sample of public feedback responses to FTP stakeholder surveys, 2019-2020

WHAT WILL THE FUTURES LOOK LIKE?

We reviewed trends, sociopolitical, and scientific disruptions shaping the future of Florida’s transportation system. Florida’s FTP is likely to be more inclusive, more diverse, and more globally accessible. Innovation and technology are key to navigating nearly every aspect of how we live, work, and do business, including our new era of transportation. These changes will occur as we have a growing range of risks: from adverse weather to cybersecurity to potential changes in future transportation networks and costs. All these trends will impact the way people and freight move.

WHAT DO OUR PARTNERS SAY?

We gathered insights from stakeholders, regions, and local partners through steering committee and subcommittee meetings, a stakeholder voting session, and more than 500 survey responses. We also included over 200 FTP plans developed by policymakers and local partners to identify challenges and opportunities facing Florida’s transportation future.

WHAT DO OUR CUSTOMERS SAY?

Finally, we engaged more than 4,600 participants in a nearly year-long conversational survey. Florida’s transportation future. This included more than 4,600 participants of the voting session, partner briefings, and other events. We received more than 1,700 responses from our online survey covering transportation trends, issues, opportunities, and more particularly the values and preferences of Floridians. In addition, we received additional comments from multi-modal stakeholders across the state and integrated them into the FTP’s recommendations.

FLORIDA TRANSPORTATION PLAN

LONG-RANGE VISIONING SESSION

225 ATTENDEES

STEERING COMMITTEE

36 MEMBERS

THREE SUBCOMMITTEES

12 MEETINGS

TOTAL ATTENDANCE

2,275 IMPRESSIONS

SOCIAL MEDIA

1,833 ENGAGEMENTS

PARTNER BRIEFINGS

10 ENGAGEMENTS

FAB7, PARTNER, & OTHER STATE PLANS

MORE THAN 75 PLANS REVIEWED

SURVEYS

4 ACTIVE SURVEYS WITH MORE THAN 1,700 RESPONSES

Note: Information current as of 2020. Some individuals referenced in this issue, since then.

VISION ELEMENT

3
WHAT MATTERS MOST?  > OUR GOALS

The FDOT Vision Element identifies the goals of the previous FTEP with refinements to reflect changing employee of partners and customers statewide.

SAFETY AND SECURITY FOR FLORIDA’S RESIDENTS, VISITORS, AND BUSINESSES
Florida’s transportation network is a critical component of our economy, and we are committed to ensuring its safety and security. By implementing advanced technologies and best practices, we aim to reduce the risk of accidents and improve travel efficiency.

APPEALS, RESILIENT, AND QUALITY INFRASTRUCTURE
Our infrastructure is a vital part of our economy and way of life. We strive to build resilient systems that can withstand natural disasters and other challenges, ensuring that our communities remain connected and safe.

CONNECTED, EFFICIENT, AND RELIABLE MOBILITY FOR PEOPLE AND GOODS
Florida’s transportation network is designed to meet the needs of all residents and visitors. We are committed to providing a seamless experience for travelers, ensuring that they can easily and efficiently reach their destinations.

TRANSPORTATION CHOICES THAT IMPROVE EQUITY AND ACCESSIBILITY
We recognize that transportation should be accessible to all, regardless of income or background. Our goal is to provide a variety of transportation options that meet the needs of all residents, ensuring that everyone has the opportunity to participate fully in our communities.

WHAT MATTERS MOST?  > OUR GOALS

TRANSPORTATION SOLUTIONS THAT STRENGTHEN FLORIDA’S ECONOMY
Our transportation system is a vital component of our economy, and we are committed to ensuring its safety and security. By implementing advanced technologies and best practices, we aim to reduce the risk of accidents and improve travel efficiency.

TRANSPORTATION SOLUTIONS THAT ENHANCE FLORIDA’S COMMUNITIES
Our transportation system is designed to meet the needs of all residents and visitors. We are committed to providing a seamless experience for travelers, ensuring that they can easily and efficiently reach their destinations.

TRANSPORTATION SYSTEMS THAT ENHANCE FLORIDA’S ENVIRONMENT
The transportation system is a critical component of our environment, and we are committed to reducing its impact on the environment. By implementing sustainable practices and technologies, we aim to minimize the carbon footprint of our transportation system.

These goals align with the priorities identified in the Vision Element, which focuses on safety, security, and equity. By working together, we can create a transportation system that is safe, secure, and accessible to all.

The Vision Element is a comprehensive roadmap for the future of Florida’s transportation system, providing a clear path for achieving these goals and ensuring that our communities remain connected and vibrant.

FLORIDA TRANSPORTATION PLAN
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.

FLORIDA Transportation Plan

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. |

CONGESTED FACILITIES BY 2040 (if pre-2020 trends continue)

Map Legend

- Congested Road
- Uncongested Road

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 ]
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-use 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.

WHERE ARE WE GOING?

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 DENSELY POPULATED COUNTY with 11 PEOPLE PER SQUARE MILE

PINELLAS is Florida’s MOST DENSELY POPULATED COUNTY with 3,542 PEOPLE PER SQUARE MILE

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.
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.

FLORIDA TOTAL VISITORS

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<th>Year</th>
<th>2010</th>
<th>126.9 MILLION</th>
<th>2018</th>
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In 2018, 41% OF VISITORS arrived via AIR

FLORIDA'S MERCHANDISE TRADE (2019)

TOTAL MERCHANDISE TRADE

$154 BILLION

AIRPORTS $63 BILLION
SEAPORTS $86 BILLION

FLORIDA WAREHOUSE, COURIER, & E-COMMERCE EMPLOYMENT

Warehouse and courier employment increases with growth of online shopping and e-commerce employment.

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<tr>
<td>E-Commerce</td>
<td>186,000</td>
<td>313,700</td>
<td>342,800</td>
<td>433,000</td>
<td>443,500</td>
<td>507,700</td>
<td>507,700</td>
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<tr>
<td>Courier</td>
<td>400,000</td>
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<td>Warehousing</td>
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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
Hillsborough MPO
Metropolitan Planning for Transportation

SAVE THE DATE
Vision Zero Leadership Virtual Summit
Tuesday 09.22.20
9am - noon

SAFETY STREETS NOW
VISION ZERO
ONE TRAFFIC DEATH IS TOO MANY

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 & Mgmt 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.

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**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 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 DEO’s 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