

Joint Meeting of Sun Coast Transportation Planning Alliance (SCTPA) and
Central Florida MPO Alliance (CFMPOA)



FDOT District 1 Offices
801 N Broadway Ave., Bartow



June 14, 2024

Joint Meeting, 10:30PM-12:30 PM

There are two ways to participate in this meeting:

a) In person at **FDOT District 1 Offices, Bartow, FL.**

b) For Viewing Purposes Only, Live at:

[https://us02web.zoom.us/j/84652133385?pwd=9wfbYbD2skv3DbjHU2avnCgs2wH0K.1;!!Ku2zMRHrX9P-51r8!MbKTsM7OtUXzZvgTXGF9ua2eHMGN2MuCmmZkuhFX-aMwaEONyrNsOYjHQnpKDN_JQgkca3ANdrUpyfwBoG6IDA7yrPb5rlikMerrqc5O\\$](https://us02web.zoom.us/j/84652133385?pwd=9wfbYbD2skv3DbjHU2avnCgs2wH0K.1;!!Ku2zMRHrX9P-51r8!MbKTsM7OtUXzZvgTXGF9ua2eHMGN2MuCmmZkuhFX-aMwaEONyrNsOYjHQnpKDN_JQgkca3ANdrUpyfwBoG6IDA7yrPb5rlikMerrqc5O$)

Meeting ID: 846 5213 3385

Passcode: 246335

1. 10:30 Call to Order & Introductions

Commissioners Doug Shields, Lake County; Mayor Trish Pfeiffer, City of Bartow

2. 10:40 Acknowledgement of Meeting Minutes

a. Approval of Minutes, CFMPOA-SCTPA Joint Meeting of July 10, 2022

3. 10:45 Public Comment – 3 minutes per speaker

4. 11:00 Joint Resolution on I-4 Passenger Rail Service

Whit Blanton, Forward Pinellas

5. 11:15 Moving Florida Forward

Florida Department of Transportation Representative

6. 11:40 Updates on Regional Trail Projects

i. Coast to Coast Trail, Tina Russo, Pasco MPO

ii. Gulf Coast Trail, Dave Hutchinson, Sarasota/Manatee MPO

7. 11:50 Roundtable on Major Transportation Initiatives

MPO Staff Directors

9. 12:15 Old & New Business

- a. *Save the Date! Gulf Coast Safe Streets Summit, October 9, 2024, Port Tampa Bay
Cruise Terminal 2, Tampa, FL*

10. 12:25 Closing Remarks

11. 12:30 Adjournment



Main Entrance

Conference Center

parking

801-A N Broadway Ave, Bartow Fl 33830

Department
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**HIGHLIGHTS FROM THE JOINT
MEETING OF THE SUN COAST
TRANSPORTATION PLANNING
ALLIANCE & CENTRAL FLORIDA MPO
ALLIANCE
July 10, 2022**



Hosted by the Polk TPO at the Lake Eva Event Center in Haines City, FL at 12:00 p.m on July 10, 2022.

I. CALL TO ORDER, PLEDGE OF ALLEGIANCE AND INTRODUCTIONS

Parag Agrawal, Executive Director, Polk TPO started the meeting with information about the SCTPA and CFMPOA. He requested all elected officials, some of which were seated in the audience, to stand and be appreciated and then handed the meeting off to the two chairs who will be serving as co-chairs for this joint meeting.

Commissioner Michelle Stone, CFMPOA Chair
Commissioner Roy Tyler, SCTPA Chair

Self-introductions were made via a roll call. In attendance were:

- | | |
|---|--|
| Greg Scott, Polk TPO Staff | David Hutchinson, Sarasota/Manatee MPO |
| Siaosi Fine, Florida Turnpike | Vanessa Baugh, Sarasota/Manatee MPO |
| Barbara Girtman, Volusia County Council | Gena Torres, Hillsborough TPO Staff |
| Mike Woods, Lake-Sumter MPO | Harry Cohen, Hillsborough TPO |
| Chris Cloudman, River to Sea TPO | Brian Pessaro, FDOT |
| Ire Bethea, Ocala/Marion County TPO | Bobby Edwards, HART |
| Rob Balmes, Ocala/Marion County TPO | Julia Davis, Polk TPO Staff |
| Yvonne Minus, Space Coast TPO | Kimberly Overman, Hillsborough TPO |
| Andrea Young, Space Coast TPO | Randy DeShazo, Hillsborough TPO |
| Joe Robinson, Space Coast TPO | Whit Blanton, Forward Pinellas |
| Georganna Gillette, Space Coast TPO | Julie Bujalski, Forward Pinellas |
| Michelle Stone, CFMPOA Chair | David Gwynn, FDOT |
| Nancy Daley, Polk TPO | Bob Esposito, Hernando/Citrus MPO |
| Roy Tyler, SCPTA Chair | Carl Mikyska, Pasco TPO |
| Parag Agrawal, Polk TPO Staff | Christina Fitzpatrick, FDOT |

II. ACKNOWLEDGEMENT OF MEETING MINUTES

A motion was made to acknowledge the meeting minutes by Co-Chair, Michelle Stone. Yvonne Minus, Space Coast TPO, seconded the motion.

III. PUBLIC COMMENT

There were no public comments.

IV. INTRODUCING CFMPOA AND SCTPA

Virginia Whittington, Director of Regional Partnerships for MetroPlan Orlando, delivered a presentation to provide an overview of the Central Florida MPO Alliance. Within the presentation, Ms. Whittington covered the Alliance and its partners, the operating structure of the CFMPOA, and the projects and products the Alliance is responsible for. Ms. Whittington began her presentation starting with the evolution and history of the Alliance and how it started. Dating the formation of the CFMPOA, which began in 1997, to a congestion chokepoint that developed due to the prosperity of the region and the fluidity of the commuters who were flowing in and out of Orlando. Whit Blanton, Executive Director of Forward Pinellas, then spoke about the Sun Coast Transportation Planning Alliance (SCTPA) and gave an overview of the Alliance. He spoke about the name change from West Central Florida Chairs Coordinating Committee to SCTPA because it was a better fit. The SCTPA began a major rebranding this past year and now has a website, logo, and several work projects. Mr. Blanton stated that regarding transportation issues, it's not a county-by-county strategy to find solutions but it needs to be regional in scope.

V. FLORIDA TRANSPORTATION VISION AND PRIORITIES

David Gwynn, District 7 Secretary of the Florida Department of Transportation (FDOT), gave a presentation about Florida's transportation and vision. Mr. Gwynn began his presentation by explaining the refocus of the agency's core values noting trust, loyalty, commitment, and respect. He then spoke about reimagining community engagement and in doing so, FDOT is committed to balancing regional needs with community desires while maintaining FDOT's regional focus. One plan FDOT intends to work on is predictability and travel time reliability. Mr. Gwynn explained the Florida Department of Transportation Plan (FDP) which is the single overarching plan that guides Florida's transportation future and provides direction to all organizations in Florida that is involved in planning and implementing the state's transportation system. The FDP guides investment decisions and informs about the strategic partnerships that are needed to be in place for success. The latest FDP places emphasis on technology, resilience, and system reliability. Projects highlighted by Mr. Gwynn are the Dunnellon-Withlacoochee Trail Underpass, Westshore Interchange Reconstruction, SunRunner Bus Rapid Transit, I-75 at State Road 56 Diverging Diamond Interchange, and I-4 truck parking facility. Mr. Gwynn mentioned Target Zero and how FDOT is trying to change the nature of the road by redesigning them, putting in new traffic control devices, and educating people. Lastly, Mr. Gwynn mentioned how District 7 put in leading pedestrian intervals on all their signals.

Transition: Co-Chair Roy Tyler handed the meeting to Co-Chair Michelle Stone.

VI. FDOT TRAILS AND NONMOTORIZED TRANSPORTATION

Robin Birdsong, FDOT SUN Trail and Transportation Alternatives Program Manager, presented on Trails and Nonmotorized Transportation. Ms. Birdsong began with an overview of Florida's Transportation Plan and its seven goals which are 1) safety and security, 2) infrastructure, 3) mobility, 4) choices, 5) economy, 6) community, and 7) environment. She then transitioned into how funding is received to operate the departments that she oversees, mentioning that a lot of the funding is managed through the Grant Application Process (GAP) online system. Funding sources that Ms. Birdsong works with is the Transportation Alternatives (TA) Set Aside Program

and the Shared Use Nonmotorized (SUN) Trail Program. She then gave an overview of the five-year FDOT work program and provided details about the Coast-to-Coast trail.

VII. MAKING THE CASE FOR ALTERNATIVE TRANSPORTATION REVENUE SOURCES

Mark Reichert, Director, MPOAC, began his presentation with an overview of the Florida Metropolitan Planning Organization Advisory Council (MPOAC). His objectives were three-fold, 1) educate on how transportation infrastructure is funded in Florida, 2) showcase future funding trends, and 3) help get the message out so that the audience can be informed advocates and spread the message that we need to acknowledge that there is a problem relying on fuel tax as our primary source of transportation revenue and we need to start the discussion of replacing it with a more sustainable option. In his explanation of how we fund the transportation infrastructure in the State of Florida, he described how it is funded by federal, state, and local fuel taxes, fees on annual vehicle registrations, the initial registration of a vehicle, vehicle titles, rental car surcharge fee of \$2.00 a day. He noted the Department receives a share of the documentary stamp taxes on real estate transactions. Taxes on the sale of motor fuel typically account for 60 percent of our revenue receipts. Mr. Reichert then asks the audience if they can guess how much we pay on taxes on a gallon of fuel in Florida. The answer depends on which county you are in when making a fuel purchase. We pay the same federal, state, and local fuel taxes on each gallon of fuel we pump regardless of the price of the fuel, but the local fuel taxes fluctuate by county. Mr. Reichert explained how Florida is in a much better position towards funding infrastructure than other states because 1) we have been adjusting our state fuel taxes based on the CPO since 1992, 2) we have the most toll road mileage in the country, 3) we have taken advantage of innovative financing, and 4) we are growing with record tourism. He then described how the future will be related to fuel taxes, electric vehicles (EV), and increased vehicle efficiency. He stated that since 1980, fuel efficiency increased to 54% and fuel efficiency of new cars has increased by 32% since 2005. Electric vehicles are estimated to grow to 3.6 million in 2048, and Florida currently has an estimated 44,068 in 2021 and with these estimates, electric vehicles will have an impact on transportation revenue. The 2040 net revenue loss projections predict a - 5.65% conservative growth scenario, moderate growth scenario of -11.1%, and aggressive growth scenario of -20-1%. For every 1% increase in the EV market adoption, there is an estimated 0.5% reduction in the State Transportation Trust Fund. Bottom line, the current business model is not sustainable.

VIII. TRANSPORTATION SALES SURTAX PANEL DISCUSSION

Parag Agrawal, Executive Director, Polk TPO, served as moderator and introduced the four panelists, Kimberly Overman, Hillsborough TPO, Michelle Stone, Co-Chair CFMPOA, Paul Calvaresi, Broward MPO, and Robert Peskin, Senior Consulting Manager, AECOM.

As explained by Mr. Agrawal, the panel was divided into three segments: Segment 1) the panelists will share their experience on automobile sales surtax, Segment 2) there will be a series of questions created by Mr. Agrawal and his team, and Segment 3) time permitting, the floor will be opened to the audience for questions.

Each panelist was asked to share their experience with transportation sales surtax with the audience members.

Ms. Overman described Hillsborough County's campaign known as Go Hillsborough. She explained how, in 2018, the community wanted transit while the politicians wanted more roads. The leaders at the time chose not to place the referendum that was supported by the community members on the ballot. So, the community decided that if elected officials would not do it, they would do it themselves. As a result, there was a citizen referendum that came to the ballot. The citizens voted at 57% and the referendum passed, but there was an oversight committee that had more power than the supreme court thought they should have so the referendum was struck down. The county commissioners decided to bring it back, with essentially the same allocations from the previously community led referendum with approximately the same percentage and with an oversight committee allowing the community to provide guidance to the Board of County Commission and their decision making (which resolves why the previous referendum was struck down). They are currently going before the public to inform voters about the referendum and explain that it is not a duplicate of the previous referendum the voters had approved. Ms. Overman spoke about a new legislation related to referendums that was recently passed which limits the municipality/government on how they communicate with voters about what the ballot means, what it is, and what it says. There is no more opportunity to advocate for the wellbeing of your county and residents. You can only speak to the education element. Hillsborough is creating a good strategy for speaking with the public and letting them know that this is not what they voted on before and that they have not been able to spend the money prior.

Michelle Stone, CFMPOA Chair, which Marion County's story starts in 2008 when the recession had affected the largest employer was construction based, and property values fell by 38%. They were behind with the purchase of capital improvements and road projects so to keep construction going, they almost eliminated their impact fees. In 2015, the commission decided that they must find a way to address their needs and through a lot of community meetings and conversations, they developed two options. Option 1 was to increase the impact fees and Option 2 was to impose a one cent sales tax. Marion County was successful in getting large groups of stakeholders to support the one cent sales tax option and this gave builders time to recover from the 2008 downturn and allowed 30% of what the county collects today to come from individuals who are passing through or visiting Marion County. The Chamber and Economic Partnership (CEP) was a huge support to the Marion County elected officials, and they took on the task polling citizens to determine what would be supported and how long the sales tax should be implemented. Ms. Stone informed the audience that the one cent sales tax was not simply for transportation, but it also funds public safety. The polling conducted by the CEP told them that public safety needs to be addressed just as much as roadways. They then educated the public and launched a mail campaign to influence voters. The provision was split 60-40 where 60% was allocated for transportation and 40% for public safety. Voters supported it at 55% in 2016 for a 4-year timeline. In 2020, they polled the public to see if they could extend the timeline, and whether more funds could be allocated to transportation, but because of the needs for public safety, officials decided to leave it alone and let it run the referendum exactly as it was previously. This time the referendum passed by over 70% and will be funded through 2024. Ms. Stone provided an overview of Marion County's roadways, projects, and population. The power of the penny from the sales tax in 2016 was just over 4 million, in 2017 nearly 21 million, 2018 over 30 million, 2019 nearly 42 million, and 2020 just over 70 million. Nearly 70 miles of new and rehabilitated roadway has been paid for with their portion of the sales tax that has been collected thus far.

Paul Calvaresi, Broward MPO, shared his experience with the one cent sales tax in Broward County. He began his story in 2016 when the referendum failed. The population is around 1.7 million in a region of 6.5 million. Mr. Calvaresi mentions how 25% of the Broward population comes and goes between county borders, i.e., the population of Broward County is very fluid in their travel. He stated that Broward County does not have any more land to develop roads and if a new road is to be built, they need to take down houses to accomplish this. Broward County does not have a central business district. They proposed a transportation surtax and combining this with an infrastructure surtax which would be used for police stations, police vehicles, flooding, and many other public works types of project or assets. But both would have to pass to be enacted. However, the transportation surtax passed while the infrastructure surtax did not, therefore, both failed. Broward ended up putting the transportation surtax at one cent rather than a half cent. In 2018, the full penny passed. He noted that it takes the same amount of effort advocating and educating for a half cent sales tax so why not go for the full penny. Reporting on the power of the penny for Broward County, in 2016 the sales tax estimates were at \$300 million, 2018 it was at \$325 million, and in 2022 the estimates are at \$425 million a year. Due to the revenue generated, projects that were once thought to be unachievable now have a chance.

Robert Peskin, Senior Consulting Manager, AECOM, began by stating there are three items to look at: 1) potential sources of funding in addition to sales tax, 2) how we choose the best tax in each situation, and 3) how we achieve success in getting new sources implemented. Sales tax can be applied to consumption, and it can be a broad-based sales tax, or it can be a relatively narrow sales tax. In Austin, Texas, one of the choices that was considered was a "sin tax" which is a special tax on alcohol and tobacco products. In Flagstaff, Arizona, they are looking into a tax on recreational marijuana as a potential transportation source. A tax can be applied to the use or delivery of mobility, vehicle mile travel tax, tolls, transit fares, rental cars, tax on transportation network providers like Uber and Lyft, tax on commercial off-street parking, vehicle registration fees. These fees are usually applied at a state level but can also be applied at a local level. A 2009 report by the National Surface Transportation Policy and Revenue Study Commission addresses a handful of considerations when implementing a method of tax wealth to support transportation in municipal governments. These factors include does it generate the revenue you need, are there legal barriers, what is the administrative burden, and equity. Sales tax for transportation, particularly public transportation is the most applied source of funding nationwide, but it has significant equity considerations.

Mr. Agrawal began the second segment of the panel by asking each of the panel members one question.

Mr. Agrawal asked Ms. Overman: We know that Hillsborough County voters will be voting for a one cent sales tax for transportation in November. How is your community building a coalition of various interest groups and ensuring that various stakeholders are getting involved as part of the process?

Ms. Overman's answer: That is a very good question because they are still trying to figure that out largely because the recent legislation has changed the way government can advocate on behalf of their own constituencies. Since municipalities/governments are limited to educational information only, it is important that they develop a strong relationship with their partners

because their partners don't have the same limitations and restrictions that governments have. Elected officials can advocate on behalf of the referendum because they are putting it out as elected officials. She stated that elected officials have a dynamic relationship because they deal with many departments and stakeholders. These stakeholders have the flexibility to tell the public why it is important to vote for the referendum, why it is important to have resources to invest in a community because of the return on investment and why investing in transit is a way of addressing equity. Your partners will be able to make the case and advocate for a referendum which is critically important.

Mr. Agrawal directed the next question to Ms. Stone. He noted how she mentioned the transportation sales surtax referendum has been successful for Marion County. The first referendum was voted on in 2016 so it's been six years now. How does the county ensure that the process is transparent and accountable in implementation and planning?

Ms. Stone stated they believe the transparency will allow them to go past the four years when they should ask the voters to approve it again and by proving they are accountable with the dollars that are being collected. Projects that are approved first come through the budget process with many public hearings and meetings where the citizens can participate. Marion County also has a website that tracks everything that is happening with those dollars. The process is very transparent to the voters.

Mr. Agrawal asked Mr. Calvaresi: As we know in Broward County, the surtax referendum was defeated in 2016, 2006, and in 1990. What changed in 2018? What clicked in 2018?

Mr. Calvaresi responded stating he was not sure what changed. If you look at the playbook on how to pass a surtax referendum, everything in 2018 was opposite. He believes that 2016 gave everyone a taste of it but it ran on the campaign of "we are going to make transportation better" and that was it. It passed.

Mr. Agrawal interjected that possibly due to the population increasing at such an exponential rate, people may understand the value of spending on the transportation network.

Mr. Calvaresi responded to Mr. Agrawal by commenting on the standard playbook – develop a plan, have a clear message of what is going to be accomplished over what time periods, what the improvements are going to be, the benefits of those improvements are to going to be, who they are going to benefit, and set your path forward and tell them this is what you are voting on. In 2018, that did not happen. We needed one cent for transportation, and it passed. It is an anomaly.

Mr. Agrawal asked Mr. Peskin what lessons he has for Florida communities.

Mr. Peskin stated he thinks it is about successes which were largely sales taxes. They did the one percent sales tax in Dallas for their light rail system. Being very open with the public, nothing was hidden. They were very clear and transparent as to what level of service was going to be delivered and what the implications were. This was a well-documented process. They, also, went out to

hear and listen to what the public was saying and what their needs were and making certain those plans address those needs.

Mr. Agrawal opened the floor to the audience.

Harry Cohen, Hillsborough TPO, spoke to the panel. He addressed Ms. Overman stating that one of the challenges of having the referendum on the ballot this year is the economic climate, specifically inflation and gas prices. He then addresses Mr. Calvaresi's comment about him not knowing how the once cent sales tax passed in Broward and suggests whether it has got to a point in Broward County where people recognize that it is so critical that it has gotten so out of control where the constituents vote for the referendum for that one reason alone. Had it gotten to point where roads were just so congested that people know viscerally that they needed to do something?

Mr. Calvaresi replied that it is one of their working theories. Broward is spread out with a lot of single vehicle occupancy. They promised a better bus and transit system. A lot of it was probably, "Okay, so you are going to get them off the road. I still get my car, but they get off the road." So, maybe that happened. When you do a deeper dive on who voted yes for it, it was mostly your lower income communities. The ones that were going to see more benefit from it.

Ms. Cohen asked again, do you think it makes the case to people that tourists and non-county residents will pay part of the tax?

Mr. Calvaresi responded by saying that it does make sense to make the case to people that tourist and non-county residents will pay part of the tax. They had several educational talking points one of which was, "how many tourists were going to be contributing to this." They have the second largest tourist destination in the state behind Disney, which is Sawgrass Mills Mall. He went on to explain that they educated the public on how the extra cent is taxed on the first \$5k that you spend, so when you buy a new car, you are only paying an additional \$50 in addition to communicating to the public that the things you don't pay tax on will not see a new tax. He believes they did a good job at educating on those factors and it carried through to 2018.

Mr. Agrawal closed the panel discussion.

IX. OLD AND NEW BUSINESS

X. CLOSING REMARKS

XI. ADJOURNMENT

Section 286.0105, Florida Statutes, states that if a person decides to appeal any decision made by a record of the proceedings, and that, for such purpose, he may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

A Resolution on Passenger Rail in the Interstate 4 Corridor

Sun Coast Transportation Planning Alliance and Central Florida MPO Alliance

DRAFT

June 5, 2024

Whereas, Florida's Interstate 4 corridor, spanning the Space Coast to the Sun Coast and serving the travel needs of millions of residents, visitors, and industry, faces unrelenting challenges for safe, reliable, and affordable transportation options between communities.

Whereas, growth in population, jobs, and tourism thanks to Florida's inviting climate and welcoming economy is driving traffic congestion and safety pressures in the I-4 Corridor.

Whereas, even with the laudable efforts of the Florida Department of Transportation and the Governor's Moving Florida Forward Initiative, we risk falling further behind in coming years without fully developing safe and efficient multi-modal transportation options to support traffic and economic growth in the I-4 corridor.

NOW, THEREFORE, IN RECOGNITION OF THE FOREGOING, the involved MPOs hereby jointly understand, agree, and commit to planning as follows:

The Sun Coast Transportation Planning Alliance and Central Florida MPO Alliance, representing the state's 10 metropolitan planning organizations along the I-4 Corridor, recognize there is a critical transportation need and priority to bring expanded passenger rail service to this super-region.

Passenger rail options should include higher speed Brightline rail service linking Tampa Bay to the Orlando Metro area, the Space Coast and Southeast Florida, along with more frequent and new Amtrak service between Tampa Bay and metro Orlando, and other parts of the United States to satisfy the ever-growing travel demand between and through our regions.

This resolution recognizes that Brightline and Amtrak offer different service options for distinct travel markets and price points to connect people to jobs, education, and other destinations, and thus may operate complementarily service rather than competitively.

Other complementary actions, including station area planning, advanced air mobility, infrastructure support for the trucking industry, and enhanced operations and systems management, must be part of this regional mobility package.

The issues of traffic congestion, travel time reliability, safety, and jobs access are at a critical breaking point in the I-4 Corridor. As our Metro Orlando and Tampa Bay regions grow so rapidly, that growth needs to be aligned with the State of Florida's established priorities. Those priorities include sustaining the state's economy through resilience adaptation, preservation of outstanding environmental assets, and connecting wildlife corridors, all of which help guide public investment and growth to where it best serves regional and statewide interests.

The expansion of regional passenger rail between the Atlantic Coast, Metro Orlando and Tampa Bay will complement our continuing multi-MPO and multi-District regional collaboration efforts to ensure productive traffic flow and safe, reliable travel along the I-4 corridor. This will further our

shared project priorities and enhance our ongoing Transportation Systems Management and Operations (TSMO) initiative.

The respective MPOs, through their respective work programs and shared regional collaboration activities of the Central Florida MPO Alliance and Sun Coast Transportation Planning Alliance, hereby call upon the State of Florida and other interested parties to work cooperatively to expand transit and transportation options serving the Interstate 4 Corridor.

IN WITNESS WHEREOF AND AS APPROVED BY THE JOINT MPO ALLIANCES on the date shown below:

CENTRAL FLORIDA MPO ALLIANCE

BY: _____

Lake Sumter Commissioner Doug Shields, Chair

Date: _____

SUN COAST TRANSPORTATION PLANNING ALLIANCE

BY: _____

Councilmember [REDACTED], Chair

Date: _____



GULF COAST
Safe Streets Summit

2024

SAVE THE DATE



KEYNOTE SPEAKER

GIL PENALOSA MBA, PhDc, CSP

Gil is the Founder and Chair of 880 Cities, leading initiatives like Cities for Everyone. Notably, he orchestrated the development of over 200 parks and pioneered the globally acclaimed "new Ciclovía" program in Bogotá, Colombia.

Learn more at gpenalosa.ca

ABOUT

The Summit is a regional educational event that brings together transportation professionals to discuss and implement safe and equitable transportation facilities for all modes of transportation.



October 9, 2024
1:00 PM–5:00 PM

Plus Mobile Tours, Dignitary Discussion, and Evening Networking Event!



Port Tampa Bay Cruise Terminal – 2
651 Channelside Dr, Tampa, FL

HOSTED BY



Hillsborough TPO
Transportation
Planning Organization



SCTPA
Sun Coast Transportation Planning Alliance