Meeting of the MPO Board

**Wednesday**, May 8, 2019, 9:00 a.m.
Hillsborough County Center, 601 E. Kennedy Blvd., 2nd Floor

Watch the [HTV live-stream](#). Send comments in advance on [Facebook](#).*

I. **Call to Order, Pledge of Allegiance & Invocation**

II. **Approval of Minutes** – April 2, 2019

III. **Public Comment** - 3 minutes per speaker, 30 minutes total; as needed, additional time may be provided later in the agenda.

IV. **Committee Reports & Online Comments** (Bill Roberts, CAC Chair and Gena Torres, MPO Staff)

V. **Consent Agenda**
   A. Committee Appointments
   B. Letter Requested by BPAC on Parking in Bike Lanes

VI. **Action Items**
   A. Transportation Improvement Program Amendment for HART Grants (Sarah McKinley, MPO Staff) – [Roll Call Vote Required](#)
   B. Unified Planning Work Program Amendment: Annual Update & New Surtax Funds for Planning (Allison Yeh, MPO Staff)
   C. Annual Joint Certification of the MPO (Rich Clarendon, MPO Staff)

VII. **Status Reports**
   A. Tampa Bay Next Update (FDOT Representative)
   B. 2045 Plan Needs Assessment for Major Projects (Wally Blain, Tindale Oliver, MPO Consultant)

VIII. **Executive Director’s Report**
   A. Next Board Meeting: Tuesday, June 11, **Public Hearing, 6:00 p.m., 2nd Floor**, and TMA Leadership Group Meeting: June 7, 9:30 a.m., location to be announced in Pasco County

IX. **Old & New Business**

X. **Adjournment**

*Public comments are welcome, and may be given in person at this meeting; via e-mail to [mpo@plancom.org](mailto:mpo@plancom.org), or by visiting the event posted on the [MPO Facebook page](#), until 3pm the day before the meeting. Written comments will be provided in full to the board members.*
XI. Addendum

A. Upcoming Events
   • Plan Hillsborough Port Tour June 6 (RSVP requested)
   • Public Workshop Announcement: Tampa Interstate Study Supplemental Environmental Impact Statement and Northwest (Veterans) Expressway Design Change Re-evaluation

B. Project Fact Sheets
   • E. Columbus Dr from Nebraska Ave to 14th St
   • 46th St from Busch Blvd to Fowler Ave
   • Big Bend Rd from Waterset Blvd to East of Simmons Loop

C. Correspondence
   • Letter of Support for HART Application for USDOT Low/No Emissions Program
   • Letter to Senator Darryl Rouson Re: Hillsborough & Regional Transportation Priorities
   • From FDOT Secretary Gwynn on Traffic Fatalities March 11-24
   • From FDOT Secretary Gwynn on Traffic Fatalities March 25-April 7

D. Articles Relating to MPO Work
   • Florida Senator wants $1 Million for Hillsborough County kids to have a safer route to and from school | WFTS ABC Action News | 04.25.19
   • Tampa plans Complete Street design for part of Columbus Drive | 83 Degrees | 04.22.19
   • Tampa Bay area ranks high for pedestrian deaths | WFTS ABC Action News | 04.18.19
   • Central Florida cities among fastest growing in US | WHNT | 04.18.1
   • GETTING THERE: Vision Zero Safety Plan | Spectrum Bay News 9 | 04.10.19
   • A Boulevard Rather Than a Freeway | CNU Journal | 04.05.19
   • Bike Plant City | Plant City Observer | 04.04.19
   • Hillsborough presses forward on transportation tax as legal battles continue | Tampa Bay Times | 04.03.19
   • Parking Madness 2019: Albuquerque vs. Tampa | Streetsblog USA | 04.03.19
   • Road safety group Vision Zero to rally along MacDill Avenue for pedestrian safety | WFTS ABC Action News | 04.01.19
   • A 'once in a generation opportunity': A conversation with Tampa Bay transportation veteran Ray Chiaramonte | Tampa Bay Business Journal | 03.28.19

E. Miscellaneous
   • "Mapping Where Traffic Pollution Hurts Children Most" (Citylab)
• Florida MPO Advisory Council legislative update for week ending 4/26/2019

• Notice of Funding Opportunity (NOFO) for the US Department of Transportation’s National Infrastructure Investments under the Consolidated Appropriations Act, 2019

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

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Persons needing interpreter services or accommodations for a disability in order to participate in this meeting, free of charge, are encouraged to contact Johnny Wong, 813-273-3774 x370 or wongj@plancom.org, three business days in advance of the meeting. Also, if you are only able to speak Spanish, please call the Spanish helpline at (813) 273-3774, ext. 211.

Si necesita servicios de traducción, el MPO ofrece por gratis. Para registrarse por estos servicios, por favor llame a Johnny Wong directamente al (813) 273-3774, ext. 370 con tres días antes, o wongj@plancom.org de cerro electronico. También, si sólo se puede hablar en español, por favor llame a la línea de ayuda en español al (813) 273-3774, ext. 211.

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MPO Board Meeting of Tuesday, April 2, 2019

CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

The MPO Chairman, Commissioner Les Miller, called the meeting to order at 9:01 a.m., led the pledge of allegiance and gave the invocation. The regular monthly meeting was held at the County Center in the 26th Floor Conference Room.

The following members were present:


The following members were absent:

Cindy Stuart and Joe Waggoner.

APPROVAL OF MINUTES – March 11, 2019

A motion was made by Commissioner Pat Kemp to approve the minutes of March 11, 2019. The motion was seconded by Councilman Maniscalco and carried unanimously.

RECOGNITION OF OUTGOING BOARD MEMBER HARRY COHEN

It was Councilman Harry Cohen’s last MPO Board meeting. The Board presented Councilman Cohen with a plaque in recognition and appreciation of his exemplary service on the MPO Board as Vice Chairman; MPO Policy Committee Chairman; MPO Chairs’ Coordinating Committee; Transportation Disadvantaged Coordinating Board; and Tampa Bay Transportation Management Area Leadership Group from 2011 until April 2019.

Board members also congratulated MPO Attorney, Mr. Cameron Clark, on the birth of his daughter.

PUBLIC COMMENT

Mr. Chris Vela expressed concerns regarding Segment 7 and toll lanes being added in the West Shore area. He also expressed concerns about a property that was recently lost in his neighborhood as a result to the Tampa Bay Next process. He requested that the Tampa Bay Next Project be killed.

Mr. Rick Fernandez agreed with Mr. Vela’s comments and provided comments on the upcoming annual TIP Hearing being held in June. He would like any remanence of TBNext removed from the TIP. He would like Section 6 from the TIP, reference number 1005 in last year’s TIP document, as well as removal of Section 7.
Mr. Kevin O’Hare spoke in support of the approval of the Interlocal Agreement regarding the Transportation Sales Surtax.

Mr. Ron Weaver wanted to know if by 2045 that I-275 north of Downtown Tampa will be at 245% of capacity. He commented on no additional right of way being taken; and he wanted to know if a boulevard concept would solve some of the problems. He also commented on toll lanes and CSX’s liability and rail.

**COMMITTEE REPORTS, ONLINE COMMENTS**

Ms. Gena Torres, Executive Planner, provided a summary of committee reports, email and Facebook comments received from citizens. The full reports from the committees and all emails were provided to members in their board folders.

All of the committees recommended approval of the 2018 State of the System Report.

The Policy committee approved and forward the Interlocal Agreement regarding Transportation Sales Surtax on the Consent Agenda and a letter to the Bay Area Legislative Delegation similar to a Forward Pinellas letter.

Committees also heard reports on:

- Tampa’s Smart City Initiative
- The CAC heard a presentation by Joshua Frank on the I-275 Boulevard conversion concept, and members asked how freeway conversion projects have been accomplished in other cities.
- The TAC participated in an activity to identify additional major projects to be included in the regional model for testing the effect on congestion for the 2045 LRTP Needs Assessment.
- The Policy Committee had a similar discussion on the 2045 major projects, plus the multi-use trail projects, and the process for public engagement this summer.
- The Tampa Bay Next I-275 Section 7 update was presented, and BPAC members feel this is an unsustainable project and other alternatives should be considered.

The MPO Directors met at the TBARTA office and were briefed on TBARTA’s next steps to develop its Regional Transit Development Plan. The MPOs Long Range Plan Updates will collaborate with TBARTA on public outreach and ridership forecasting.

The next meeting of the MPO Chairs will be July 19 in Pasco County. Topics will include regional priorities, revisions to the CCC Interlocal Agreement to streamline the regional process, and an overview of the Pasco Connected City project.

The following email remarks were received and provided to board members:

- Carmen Monroy, FDOT Director of Policy Planning, complimented the Planning Commission and the MPO on the extensive coordination in creating the 2018 PlanHillsborough Annual Report. She had interest in economic development and resiliency sections.
- Ken Sides submitted public comment on the well-documented effectiveness of roundabouts, with Federal Highway back in 2001 citing 90% reduction in fatalities. PennDOT using 17 years of crash data found modern roundabouts to be 100% effective at eliminating fatalities at intersections.
- Patrick Post shared a proposal for 200-mile solar powered light rail commuter train system with a bike/ped pathway and electric bike/carshare from Marco Island to TIA.
- Mauricio Rosas shared two articles from the Brookings Institute. One article suggested economic success should also measure worker and family well-being like standards of living and household incomes. The more common broad-brush figures on jobs and employment vary dramatically across diverse communities in American’s lives. The second article focused on the importance of shifting to building great places, instead of the attention given to solving traffic congestion.
Mr. Rosas also thanked Secretary Gwynn for his continued cooperation in the face of a frustrated community. He asked for clarification on completion dates for studies such as HART's Arterial BRT Study and the Heights Study.

The following Facebook remarks were received and provided to board members:

Rick Fernandez posted about his review of the Interlocal Agreement and the County Charter Amendment. He noted several conflicts and ambiguities related to the IOC’s powers and duties. Mr. Fernandez also provided comments opposing FDOT’s preferred alternative for Section 7 and advocated for the no build option north of Downtown.

Mauricio Rosas posted regarding the FDOT hearing on Section 7, offering these points: begin, and establish a completion date, for the HART BRT study for Florida/Fowler/Tampa/Nebraska Avenues; finish the Heights Mobility Study; prioritize CSX studies and projected completion; prioritize all local non-interstate VZ improvements; keep Section 7 as its own separate project; develop boulevard concept as part of long term transit plan; do not add general use lanes; consider reduced speeds on I-275 by time of day; invest in expanding local bus service; and preserve Floribraska exit.

Following the committee reports and online comments, Commissioner Smith asked Mr. Clark about the language in the Interlocal Agreement regarding the Transportation Sales Surtax approving and certifying in reliance upon additional professionals added to the process by MOU, and she wanted to know what happens if the IOC disagrees. Mr. Clark stated that he participated with the attorneys for the implementing agencies in crafting the agreement, and the involved attorneys felt that the language was consistent with the charter amendment and agreeable to all parties. Implementing agencies are utilizing engineers to ensure what is submitted to the IOC is compliant with the intent of the charter amendment.

CONSENT AGENDA

A. Committee Appointments
B. Interlocal Agreement Regarding Transportation Sales Surtax (approved by Policy Committee)
C. February 5, 2019 Minutes Correction
D. Letter to Bay Area Legislative Delegation Requested by the Policy Committee

A motion was made by Commissioner Kemp to approve the Consent Agenda. The motion was seconded by Councilman Maniscalco and carried unanimously.

ACTION ITEMS

A. 2018 State of the System Report

Dr. Johnny Wong, MPO Staff, presented information on the State of the System report which is a required element of the Long Range Transportation Plan update. The report analyzes trends related to the performance of the transportation network including infrastructure condition, resiliency, crashes, transit assets, travel reliability, and multimodalism.

Following the presentation, a motion was made by Commissioner Kemp to establish performance as a baseline to assess projects and approve the 2018 State of the System report. The motion was seconded by Mr. Mechanik.

There was discussion following the motion.

Commissioner Kemp inquired about slides that were originally provided; however, were not included in the presentation. In particular, she pointed out the reference to Vision Zero and how seven of the ten of the
most dangerous metro areas in the entire nation are Florida’s cities. She also referenced a slide on the decline in crashes. Ms. Beth Alden stated that the crash data information will be provided in the Vision Zero Quarterly update later in the agenda.

Commissioner Smith mentioned the importance of the MPO working closely with the Planning Commission and the County Commission on growth management.

Mayor Jurado inquired about how access to good bus service was being defined in the report. Dr. Wong stated that it was based on frequency and the wait time of the next bus.

Commissioner Overman provided comments on congestion problems, air quality, crash ratios and it is obvious that if we are not looking at other alternatives like utilizing rail and additional bus services, we are not going to widen ourselves into a solution. She wanted to when do we start looking at a state of the system that includes a concept of including the existing rail lines that run through the County as part of projections. Dr. Wong stated that the passenger load on rail corridors is something that is being looked at for modeling the 2045 Long Range Plan.

There were no additional comments, and the motion carried unanimously.

B. Executive Director’s Annual Evaluation

Mr. Cameron Clark, MPO Attorney, provided the overview for the evaluation. The Policy Committee review the evaluation form and determined to change the format this year. The form utilized came from HART. Mr. Clark sent the forms to board members for rating responses. There were a total of eight categories and board members were asked to rate between 1 to 5. The average score of all board members that submitted a response and comments was provided at the meeting.

Following the overview, a motion was made by Commissioner Kemp to accept the summary and transmit to the Planning Commission Director for consideration of any merit increase consistent with agency standards. The motion was seconded by Councilman Maniscalco.

There was no discussion and the motion carried unanimously.

STATUS REPORTS

A. Plan Hillsborough Annual Report

Mrs. Melissa Zornitta, Executive Director of the Hillsborough County-City Planning Commission, provided an update of projects that have been worked on over the last year.

There we no questions following the update.

(Councilman Maniscalco left at 9:50 a.m.)
(Councilman Cohen left at 10:05 a.m.)
B. Transportation Disadvantaged Services Update

Mrs. Michele Ogilvie, MPO Staff, provided the update on transportation disadvantaged services.

Following the presentation, Commissioner Overman commented on the deficit in opportunities to meet the goals of those who have asked for service, since there is no access to faith-based activities on Sunday and no service after 5:00 p.m.

Commissioner Kemp confirmed that the update was related to Sunshine Line services and inquired about cross county services. Ms. Ogilvie stated that continued research is being done, but there is a need for cross county services.

Commissioner Miller inquired about the cost of service on Sunday. Sunshine Line Director, Mr. Scott Clark, stated that the need would have to be determined and a study would have to be done. Mr. Clark stated that items are being explored to meet the needs of the community.

Commissioner Overman asked about the ridership percentage of wheelchair versus ambulatory. Mr. Clark stated that he can get the information based on Sunshine Line’s client base. Mr. Clark read a card to the group thanking Sunshine Line for their service.

Commissioner Overman wanted to know what percentage of clients utilize Sunshine Line’s service for employment purposes. Mr. Clark stated that it is a small percentage and mentioned that Sunshine Line has a taxi service contract for overflow and after hour services, but they taxi service does not provided the special door-to-door service that Sunshine Line provides at times.

(Mr. Mechanik left at 10:10 a.m.)

C. Vision Zero Quarterly Update

Ms. Gena Torres, MPO Staff, highlighted items under the Vision Zero Action Plan.

Following the presentation, there was brief discussion.

Mayor Jurado requested data on Paint Saves Lives studies. Ms. Torres will follow up.

Commissioner Overman wanted to know if FDOT has provided updates on crashes in the Florida Avenue corridor and the request for the three crosswalks. Ms. Torres will follow up.

Commissioner Smith thanked Ms. Torres for her personal commitment to the project. Commissioner Kemp thanked Ms. Torres as well.

EXECUTIVE DIRECTOR’S REPORT

Ms. Alden provided updates. The update on the state legislative session was included in the agenda packet. Copies of the MPOAC update was provided in board member’s folders. Ms. Alden pointed out bills on distracted drivers, e-scooters, impact fees that are moving forward.

The next MPO Board meeting will be held on Wednesday, May 8 on the 2nd Floor. Next month, the board will take a look at the Major Projects Needs Assessment for the 2045 Plan and an update to the Unified Planning Work Program. Ms. Alden will be reaching out to board members individually in preparation of the June Hearing. The TMA Leadership Group meeting will be held Friday, April 5 at 9:30 a.m. at the PSTA Headquarters located at 3201 Scherer Drive in Pinellas County. FDOT will be hosting an open house event at the Seminole Heights Library on the Heights Mobility Study from 6:30 – 8:30 p.m. on April 4. On April 30, from 5:00 – 7:00 p.m. at the Robert Saunders Library, the second open house will be held.
on FDOT plans for I-275 and I-4 in Downtown and Westshore. On June 6, Port Tampa Bay is offering a tour to board and committee members. Members are requested to RSVP.

Following the Executive Director’s report, Mayor Lott inquired about the widening of Hwy 92. He was told that the project is dead since it is not listed as a priority and FDOT is not moving forward. Ms. Alden stated that she believes that there is a misunderstanding and offered to talk to Mayor Lott following the meeting.

OLD & NEW BUSINESS

Commissioner Kemp stated that she would like to see two seats added to the MPO Board: (1) Representation from the Transportation Disadvantaged Coordinating Board and (2) Member from the Citizen Advisory Committee. Mr. Clark stated that state and federal constraints and there is a process. The hurdle would be in order to have a voting member on the MPO Board, the member has to be an elected member of a local government or operate a major mode of transportation; as well as a provision to allow the Planning Commission to have a member. The requested members are already a part of the MPO’s subcommittees and do not meet the requirements but offered to look into have them including as a non-voting member.

Commissioner Miller pointed out that a change to the law would not be easy.

Commissioner Smith would like to see more of a voice at the CAC at the MPO Board and referenced a set time on the agenda where the CAC member can address the Board. She suggested this an interim option, while other options are being considered. Staff can bring back suggestions.

Ms. Alden stated years ago, the CAC’s Chair previously directly addressed the Board. Staff has been providing the reports since the CAC Chair was not available every month. Ms. Alden stated that time can be added back to the agenda for this purpose if the board preferred. Mayor Lott stated that Plant City’s newly appointed member CAC Representative, Mr. Hollenkamp, would be available to make the report if necessary.

ADJOURNMENT

A quorum was maintained for the duration of the meeting. There being no further business, the meeting adjourned at 10:37 a.m.
Committee Reports

Meeting of the Citizens Advisory Committee (CAC)

The CAC met on April 10th. Under public comment, the CAC heard from seven citizens urging the MPO to study the boulevard concept for I-275.

Under action items the CAC supported staff’s recommendation for approval of:

✓ Two Transportation Improvement Program amendments for FTA grants awarded to HART, one to fund a planning study of transit-oriented development in the City of Tampa, and the other to fund stormwater improvements at HART’s heavy maintenance facility on 21st Ave.

✓ An amendment to the MPO’s Unified Planning Work Program to adjust line item budgets, add funding from the Healthiest Cities & Counties challenge grant award, and funding anticipated from the charter county surtax approved in last year’s referendum.

✓ In addition, the CAC also passed a motion recommending that the MPO conduct a study of the boulevard concept for I-275 in next year’s (FY 2020) Unified Planning Work Program.

The CAC also received a status report from FDOT on Tampa Bay Next and the alternatives for the downtown interchange being considered in the Supplemental Environmental Impact Statement. The CAC had several members express strong concerns about disproportionate air quality, toll lane and park impacts.

Under new and old business, the CAC passed a motion recommending that Amy Espinosa and Cliff Reiss be reappointed by the MPO to fill the at-large CAC seats designated for women and neighborhood representatives, respectively.

Last but not least, at the suggestion of several members, last Monday, May 6th the CAC held an evening meeting to enable the CAC to discuss whatever issues are on their minds in an informal setting. Thanks to MPO Chairman Miller for attending and offering his observations to the CAC.

The Citizens Advisory Committee report will also be provided verbally by the CAC Chair.

Meeting of the Technical Advisory Committee (TAC) on April 15

The committee approved and forwarded to the MPO Board:

✓ UPWP Amendment
✓ TIP Amendment
✓ Annual Joint Certification of the MPO

The TAC also participated in an activity:

- Interlocal Agreement Regarding Transportation Sales Surtax. Members asked for clarification on how the MPO and agencies will coordinate on assessing project qualification. The TAC agreed to act as a sounding board at any time in the process they are needed.
- Tampa Bay Next Update
- Vision Zero Quarterly Report

Chair Jeff Sims announced the EPC’s Clean Air Fair will be held May 2nd from 11:30am-1:30pm in Poe Plaza on Franklin Street.

Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on April 10

The committee approved and forwarded to the MPO Board:

✓ The appointment of Wanda Vinson as Member at Large
✓ Letter requesting the Tampa Police Department to speak to the BPAC regarding their policies on parking on sidewalks and in bicycle lanes.
✓ The BPAC also passed a motion supporting the CAC’s motion that the Boulevard Concept have a formal planning study and its impacts on pedestrians and cyclists examined as part of the study.

The BPAC also heard status reports on:

- Vision Zero Quarterly Update
  - Members discussed the Tampa Mayoral candidates views on traffic safety and Vision Zero
- Tampa Bay Next Update
  - Members commented on the proposed aesthetic features on the bridge noting that it is a long area to be exposed without shade. Members also commented on parking locations for the Multi-Use Trail.
  - Regarding the downtown interchange options, members discussed the number of households affected by each alternative, the costs to the community of the project, safety concerns, congestion mitigation concerns (it will still be congested), the provision for rail in the median, traffic in adjacent neighborhoods, and other concerns.

Meeting of the Livable Roadways Advisory Committee (LRC) on April 17

The committee heard status reports on:

✓ Tampa Bay Next Update
✓ Vision Zero Quarterly report

Meeting of the Intelligent Transportation Systems (ITS) Committee on April 11

The committee approved and forwarded to the MPO Board:

✓ Feedback on the 2018 State of the System Report

The ITS Committee also received updates on:
o Shared Data and Analytics Platform - several committee members offered suggestions to improve collaboration in the construction of the data platform, including the types of datasets to be ingested and analytical capabilities of the tool. ITS committee members will form a working group to discuss some of these issues during scope development.

o Big Data & Analytics in Transportation

o THEA Connected Vehicle Pilot, Phase 3 - the committee discussed how lessons learned could be incorporated into future CV projects.

o HART’s Transit Signal Priority policies and technologies.

Committee members will be invited to brainstorm ideas for an ITS Master Plan Update at a forthcoming meeting.

Meeting of the Transportation Disadvantaged Coordinating Board TDCB on April 26

Following their annual workshop, the TDCB noted the importance of travel training services to encourage and simplify the use of transit as a viable and cost-conscious option to getting around our community.

The TDCB also approved the 2019/2020 rates per trip for the Sunshine Line. Overall rates per trip effective July 1, 2019 will increase one dollar over the current fiscal year. Customer co-pays are unaffected.

The TDCB also re-approved its Grievance Procedures, noting that also there have been no complaints or disputes in the last 10 years regarding the Sunshine Line’s service.

Meeting of the MPO Chairs Coordinating Committee (CCC) Staff Directors, April 26

The group of six MPO directors discussed an outline of the Regional Chapter of the upcoming Long Range Transportation Plans. Members expressed interest in creating a stand-alone Regional Long Range Transportation Plan document next year, after the Polk and Sarasota/Manatee MPOs have moved forward with their LRTP updates. The regional document will include the tri-county vision created by Hillsborough, Pinellas and Pasco MPOs, and the relationship between the tri-county area and the adjacent MPOs to the north, south, and east.

There was further discussion of the evolving relationship between TBARTA and the MPOs, as TBARTA focuses on its Regional Transit Development Plan. The group discussed using the state template language for Intergovernmental Coordination and Review (ICAR) agreements as a model for updating the interlocal agreement.

The next meeting of the MPO Chairs will be July 19, 2019 at the Florida Hospital Center Ice in Pasco County, with a briefing on the Pasco Connected City project and welcome from Commissioner Kathryn Starkey.
Board & Committee Agenda Item

Agenda Item
Committee Appointments

Presenter
None – Consent Agenda

Summary

The Bicycle/Pedestrian Advisory Committee (BPAC) shall be responsible for making recommendations to the MPO, Hillsborough County, City of Tampa, City of Plant City, City of Temple Terrace, the Hillsborough County Environmental Protection Commission, the Florida Department of Transportation, the Southwest Florida Water Management District, and others, on matters concerning the planning, implementation and maintenance of a comprehensive bikeway and pedestrian system. In addition, the BPAC shall be responsible for studying and making recommendations concerning the safety, security, and regulations pertaining to bicyclists and pedestrians. The following individuals have been nominated to fill the following seats:

- David Pogorilich – nominated by the City of Temple Terrace
- Wanda Vinson – nominated by the BPAC to fill an At Large seat

The Citizens Advisory Committee (CAC) shall be responsible for providing information and overall community values and needs into the transportation planning program of the MPO; evaluating and proposing solutions from a citizen’s perspective concerning alternative transportation proposals and critical issues; providing knowledge gained through the CAC into local citizen group discussions and meetings; and establishing comprehension and promoting credibility for the MPO Program. CAC members serve two-year terms, and the following current members have been nominated to renew their terms:

- Clifford Reiss – nominated by the CAC to fill an At Large seat representing Neighborhoods
- Amy Espinosa – nominated by the CAC to fill an At Large seat representing Women
- Vance Arnett – nominated by Commissioner Kemp
- Barbara Kennedy Gibson – nominated by Ms. Stuart
- Edward Mierzejewski – nominated by HART

The Livable Roadways Committee (LRC) shall be responsible for integrating Livable Roadways principles into the design and use of public rights-of-way and the major road network throughout Hillsborough County.
The LRC seeks to accomplish this responsibility by: making recommendations to create a transportation system that balances design and aesthetics with issues of roadway safety and function; ensuring that public policy and decisions result in a transportation system that supports all modes of transportation, with a special emphasis on pedestrian and bicycle infrastructure and transit infrastructure and service. The following individuals have been nominated by their respective organizations:

- Roger Menendez, American Planning Association

The Transportation Disadvantaged Coordinating Board (TDCB) is to assist the MPO in identifying local service needs and provide information, advice, and direction to the Community Transportation (CTC) on the coordination of services to be provided to the transportation disadvantaged pursuant to Section 427.0157, Florida Statutes. The following individual has been nominated to represent a local representative of the Agency for Persons with Disabilities:

- Debra Noel, Regional Program Supervisor

**Recommended Action**

That the MPO confirm the above appointments

**Prepared By**

Wanda West

**Attachments**

None
Board & Committee Agenda Item

**Agenda Item**
Letter Requested by BPAC on Parking in Bicycle Lanes

**Presenter**
None; consent agenda item

**Summary**
After hearing from members of the public, the MPO’s Bicycle Pedestrian Advisory Committee (BPAC) requested the MPO consider sending a letter to the Tampa Police Chief concerning the enforcement of laws on parking in bike lanes.

**Recommended Action**
Transmittal of the attached letter

**Prepared By**
Wade Reynolds

**Attachments**
Draft letter from the MPO to the Tampa Police Department
April 11, 2019

Chief Brian Dugan
Tampa Police Department
411 N Franklin St.
Tampa, FL 33602

Dear Chief Dugan,

At their April 10, 2019 meeting, the MPO’s Bicycle and Pedestrian Advisory Committee (BPAC) approved a motion to request clarification on the department’s enforcement of parking in bicycle lanes and sidewalks.

Members of the committee, and members of the public speaking to the committee, have voiced concerns about numerous instances of illegal parking in bike lanes and on sidewalks and ambiguous signage in certain locations throughout the City of Tampa. This creates dangerous conflicts between pedestrians, cyclists, and traffic as these vulnerable road users are pushed into mixed traffic on high volume corridors. Florida Statute 316.1945 addresses these parking requirements.

The BPAC requests an update from the Tampa Police Department on its procedures for enforcement of parking on sidewalks and in bicycle lanes, and how repeated infractions are handled, at an upcoming BPAC meeting.

Thank you for your attention to this matter. If there are any questions, or if I can be of further assistance, please call me or Wade Reynolds at 273-3774 x361.

Sincerely,

Beth Alden, AICP
Executive Director

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18th Floor
Tampa, FL, 33602
Board & Committee Agenda Item

**Agenda Item**
Transportation Improvement Program (TIP) Amendment for HART Grants

**Presenter**
Sarah McKinley, MPO Staff

**Summary**
The amends the Transportation Improvement Program (TIP) by adding two new projects, using new federal grant funds. No existing projects in the TIP are affected.

Hillsborough Area Regional Transit Authority with Plan Hillsborough and the City of Tampa received a Transit Oriented Development (TOD) grant to revise the TOD policies within the City’s Comprehensive Plan. The study will focus on the Florida and Fowler Ave corridors and coordinate with other ongoing efforts. The grant is a total of $800,000 in funds from Federal Transit Administration (FTA) and $200,000 in local funds.

HART has also received a $1,000,000 resiliency grant from FDOT. The funds will be used to repair infrastructure damaged, including drainage, at the HART 21st Avenue Operations Facility during the last hurricane season.

**Recommended Action**
Approve the TIP amendments

**Prepared By**
Sarah McKinley, MPO Staff

**Attachments**
TIP/STIP Comparative Report
Project Summaries
**FDOT**  
**5 Year TIP**  
**Hillsborough County, District 7**

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Item Number: 445488 1  
**Description:** HART Transit Oriented Development Grant  
**LRTP:** Choices when not driving, p. 166

**Type of Work:** Planning Studies  
**Related Project:** 445488  
**Extra Description:** HART Fixed guideway corridor planning study

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The Hillsborough Area Regional Transit Authority (HART) is currently pursuing a grant funding opportunity under FTA’s Pilot TOD Planning Grant Program in partnership with the City of Tampa (COT), the Hillsborough County City-County Planning Commission (HCCPC) and the Hillsborough Metropolitan Planning Organization (HMPO).

**Project Title:** Tampa/Hillsborough Transit Oriented Development Planning Study

**Project Partners:** The project partners include HART, the City of Tampa, Hillsborough Planning Commission and the Hillsborough MPO.

**Project Scope:** The study will examine and evaluate the performance of existing Transit Oriented Development (TOD) land-use policies for the City of Tampa and Hillsborough County in relation to two transit projects- the City of Tampa’s Streetcar Extension Project and HART’s Arterial Bus Rapid Transit (BRT) Project for the Nebraska Ave/Florida Ave/Fowler Ave corridors.

The proposed grant project will consist of three phases. Phase 1 will focus on the Tampa Streetcar Extension project and evaluate the City of Tampa’s existing TOD policies in relation to the identified station locations for the streetcar project. Phase 2 will focus on HART’s BRT project along the Nebraska and Florida Ave Corridors serving dense, in-town neighborhoods. Phase 3 will focus on HART’s BRT project along Fowler Avenue within the University of South Florida (USF)/Tampa Innovation District, which is comprised of corridor redevelopment and transit dependent neighborhoods adjacent to the regions preeminent medical/educational/research centers.

**Project Tasks:** The Project Work Plan shall explore the study and application of existing TOD policies within the City of Tampa & Hillsborough County Comprehensive Plans to develop and implement Station Area Plans in relation to the transit projects to determine the effectiveness and market viability of these policies to enhance economic development, promote increased ridership, facilitate multimodal connectivity, increase pedestrian & cyclist access to transit, enable mixed-use development, promote private sector investment, and identify needed infrastructure improvements within the transit corridors. The project will support the establishment of sustainable processes for inter-governmental/agency communication and coordination and the development of mutually beneficial public-private partnerships to plan for TOD around a future fixed-guideway transit system that creates connections throughout the City of Tampa, Hillsborough County, and to locations throughout the Tampa Bay metropolitan region.

**Project Goal:** The goal of the proposed project is to establish a consistent methodology, utilizing form-based and transit-based development initiatives, to assist in the development of a sound, feasible policy and regulatory framework for the future creation of Station Area Plans and transit-oriented development regulations. In addition, it will establish a viable path for the determination, approval, and adoption of specific Station Area Plan boundaries, typologies, and baseline site and building orientation, placement, and form characteristics for each station type. The implementation of these plans will include creating a detailed, form-based, regulatory framework for City of Tampa-initiated land development code amendments and area re-zonings. The project builds upon extensive work completed by project partners to establish transit supportive policies, plans and a TOD development framework. It will leverage the two major transit development projects connecting our two major employment centers (Downtown Tampa & USF/Tampa Innovation District).

There are seven (7) general station types identified in the Comp Plan: High Intensity Urban Node, Mixed-Use Regional Node, Community Center, Neighborhood, Park and Ride, Employment Center, and Special Station. These stations have a general form, function, and density and intensity mix, as expressed within the Comprehensive Plans. To the extent possible, a generalized “Station Area Plan” and corresponding regulatory framework (i.e. TOD form-based development/zoning regulations) will be collaboratively developed for each station type, to prepare the corridor(s) for TOD. The project will be completed in phases,
with the first phase focusing on the stations related to the streetcar extension, and the second and third phases concentrating on stations along the HART BRT line. At least one (1) of each Station type, identified for each line, will be studied. This will provide a template for future work related to additional, similar station types.

The transit station locations will be determined by HART (BRT) and the City of Tampa (Streetcar) in complimentary studies. A Station Area Plan Boundary is generally conceptualized to include areas within a 0.5-mile walking distance from the transit station location. The grant will provide assistance in the completion of general Station Area Plans, by Station type, as identified in the Tampa Comprehensive Plan, and the complimentary TOD regulatory framework (i.e. TOD form-based development/zoning regulations).

Once a Station Area Plan and related TOD development regulations are adopted by the City of Tampa, the City and HART may begin the process of implementation for their respective fixed-guideway systems. The specific Station Area Plans and regulatory framework shall at a minimum explore the following as expressed within the Tampa Comprehensive Plan:

**Task 1: Land Use** – Use current, relevant market and land use data, to analyze and determine whether the existing Future Land Use categories along and surrounding each corridor are at the optimal level and mixture of intensity/density to support transit ridership and facilitate economic development and help offset capital investment in relation to the proposed station area and surrounding environment. Based on findings of this analysis, compose any necessary amendments to the policy framework established in the Tampa Comprehensive Plan for identified Station Types, including adjustments to intensity/density limits.

**Task 2: Policy** – Refine existing/create new general descriptions and bonus Floor Area Ratio (FAR) method policy framework, to guide the development and composition of TOD regulatory framework (i.e. TOD land development/zoning regulations), to ensure that all new/re-development activities within identified and future Station Area Plan Boundaries, provide transit-oriented amenities that enhance the quality of life, support Tampa’s Smart City Initiatives through inclusion of integrated technologies, and support the goals of the City Form (established in the Tampa Comprehensive Plan), in order to achieve the desired density and intensity needed. Specific planning tools and methods will be explored and tested by Station Type, such as provisions for use of sustainable “green” construction methods and materials, workforce/affordable housing, parking needs and requirements for vehicles/freight/alternative modes of transportation (i.e. bicycles, scooters, personal assistance devices, autonomous vehicles, delivery drones, etc.), FAR development guidance, and development triggers and thresholds.

**Task 3: Station Area Design** – Analyze and establish viable options for transit oriented and supportive development for each Station Area type, including key characteristics for design of Station Area public realm (i.e. connected, integrated, and multimodal street grid; accessible bicycle/pedestrian connections; street furniture and landscape); site design; building and parking form and placement; and, seamless transitions to Station Area-adjacent lands and uses. These options will guide and be incorporated, as applicable, into the TOD regulatory framework to be created in Task 4.

**Task 4: Implementation** – Create a regulatory framework (i.e. TOD zoning districts and form based land development regulations), which promote market-based development opportunities while prescribing public realm, site, and building design/form standards that complement and bolster the viability and sustainability of the transit system and the specific Station Areas. TOD regulations will also address specific development issues, such as needs and requirements adequate green/public spaces, landscape design, needs and requirements for vehicle parking (minimums-maximums, equivalencies), parking needs and requirements for freight/deliveries and alternative modes of transportation (i.e. bicycles, scooters, personal assistance devices, autonomous vehicles, delivery drones, etc.), and needs and thresholds for inclusion of workforce/affordable/accessible housing. Additionally, this task will include the establishment of a public engagement process; identification of development incentives, Capital Improvement Funding needs and sources, Joint/Shared Facilities and benefits thereof, and potential Public/Private Partnerships; and specify market studies.
If successful and this transformative planning technique can be accomplished with a consistent and repeatable methodology the process can then be replicated throughout Tampa, Hillsborough and to locations throughout the Tampa Bay region.

**Proposed Deliverables**

The following deliverables are anticipated to be produced as a result of the work plan:

- ✓ An analysis report on the viability of existing future land use policies to support TOD along the defined transit corridors and recommendations for modification to the land use intensity/density that would better support TOD opportunities in the corridors & region.
- ✓ An analysis report on the viability of existing development regulations regarding TOD along the defined transit corridors and recommendations for modification of the regulations that would better support TOD opportunities in the corridors & region.
- ✓ An analysis report on existing Station Area Design criteria and recommendations for modifications that would enhance TOD opportunities in the corridors and the region.
- ✓ Creation of a regulatory framework that promotes market-based development opportunities in the defined transit corridors and region.

**Proposed Project Timeline & Milestones**

It is anticipated that the project work plan will take approximately 33-months to complete. Below is an anticipated timeline for the project along with key milestones. The proposed timeline and milestones may change based on the recommendations of staff and any consultants whose services may be required to complete the project.

**General Timeline:**

- Project Preparation Kick-off: 15-days after award
- Project Consultant Selection Process: Months 1-3
- Project Kick-off: Month 3
- Review of relevant plans/projects/related documents & preparation for work activities: Month 4-5
- Conduct needed analysis for Phase 1: Months 6-12
- Conduct public outreach for Phase 1: Months 13-16
- Conduct needed analysis for Phase 2: Months 12-18
- Conduct public outreach for Phase 2: Months 19-22
- Conduct needed analysis for Phase 3: Months 19-24
- Conduct public outreach for Phase 3: Months 25-28
- Complete Work Plan & deliver final reports w/recommendations: Months 29-33
References, Plans & Studies

*Imagine 2040 Tampa Comprehensive Plan* – Pages 49 – 62 for TOD Policy

*Future of Hillsborough: Comprehensive Plan for Unincorporated Hillsborough County* – Pages 88-99 for TOD Policy

*Imagine 2040 Long Range Transportation Plan* – Pages 15 – 36 for transit and land use context, page 40 (Objective 2.1), page 48 (Objective 5.3)

*Hillsborough Metropolitan Planning Organization Transportation Improvement Plan 2019-2023*

*City of Tampa InVision Streetcar Extension Study*
https://www.tampagov.net/capital_projects/studies/streetcar_extension_study#documents

*City of Tampa Streetcar Extension FTA Small Starts*
https://www.transit.dot.gov/funding/grant-programs/capital-investments/tampa-streetcar-extension-project

*Tampa Smart Cities Initiative*

*Hillsborough MPO Transportation Improvement Program*
http://www.planhillsborough.org/wp-content/uploads/2017/05/Adopted_TIP_06142017_updated_Amendments_Safety_added_to27.pdf

*Heights Mobility Plan*
http://heightsmobility.com/documents/

*Tampa Innovation District*
http://tampainnovation.com/discover-the-ip/

*Florida Avenue & Tampa Street/Highland Avenue Corridor Study*
http://www.planhillsborough.org/florida-avenue-tampa-streethighland-avenue-corridor-study-draft/

*Water Street Tampa*
https://waterstreettampa.com/discover/

*Vision 2030 Port Tampa Bay Master Plan*
https://www.porttb.com/masterplan
Federal Transit Administration Emergency Relief Funding for Resilience Program Projects

Project Description

The HART Heavy Maintenance (HM) Facility was built approximately 40 years ago and no longer meets the needs of the ongoing daily operations of serving the public transit needs of Hillsborough County. The HM Facility has several bays that are no longer operational due to multiple challenges examples of which include; outdated equipment and safety code element shortfalls. The overall HM Facility has inadequate space to service the public transit fleet. This causes operational constraints that over time will limit the ability for HART to serve the growing public transit needs for the County. A major concern with the existing HM Facility site is frequent flooding issues during rain events that create major operational concerns and can damage equipment if not corrected. The current conditions under which HART employees perform service is not commensurate with the standards of modern public transit maintenance facilities. HART is a major metropolitan transit organization and its employees are working in a dimly-lit, deteriorating facility with poor ventilation. Employee retention, efficiency in maintaining service, and safety need to be improved. This affects service, as well as HART’s annual operating costs.

Project Elements to be completed with Resilience Funding

The heavy maintenance building services HART’s current fleet of 247 busses and 64 service vehicles. Full maintenance, refueling, cleaning, administrative support, and other functions happen in and around this facility. This facility also serves as the primary fueling facility for Hillsborough County vehicles during state of emergency and evacuation related events. Most importantly, the revamped site design will mitigate the significant flooding that this overall site and current HM Facility has experienced in the past two decades. The HM Facility sits inside the 43rd Street Outfall Basin, which has flooding conditions that create significant operational and safety challenges especially during weather-related emergency events. There has been up to 6” of water inside the current HM Facility, and even more water around the paved areas surrounding it.

In addition to the flooding, there have been several site-related environmental concerns that this project intends to mitigate regarding fuel in undisturbed soils. The storage for fueling facilities is a concern inside the vertical building structure, and a detailed storage system is being designed for the new facility. The proposed HM Facility will address the transport of petroleum products throughout the site as part of the site renovation.

Feasibility/Alternative Analysis

HART originally proposed a rehabilitation of the existing HM Facility and received grant funds to assist with the proposed project. Through a competitive selection process, HART hired a professional team to develop an updated HM Facility plan. The professional team provided a
feasibility analysis for a proposed rehabilitation project and the study noted that the cost to rehabilitate the existing HM Facility and correct the site repairs would soon approach the cost of a new HM Facility. Further, that a new HM Facility would better serve the current and future needs for public transit in Hillsborough County. Based on this, HART's Board approved in June 2018 moving forward with a Design phase for a new HM Facility at the same location as the current facility.

**Future Emergency Mitigation**

The new HM Facility will be constructed on a site that receives major civil improvements in terms of on-site vaults and other retention. The possibility exists that offsite retention will be implemented as well. These water control measures will prevent storm-water from becoming contaminated on-site and running off through the rest of the 43rd Street Outfall basin, and the surrounding residential areas.

A part of HART's core mission is to serve as the County's transportation and refueling center during an emergency evacuation. A streamlined facility with technological upgrades to fueling and maintenance systems as well as storm-water improvements to mitigate the current flooding issues means HART can move more people to safe ground during times of evacuation in less time. In addition, the proposed HM Facility will provide a working environment that meets all current code requirements for employees.

The new facility will streamline operations, enhance safety, and address code / environmental concerns such as flooding with the existing facility.

**Anticipated Project Schedule**

The Design phase should be complete by June 2019, with construction planned in June/July 2019 with a duration of approximately 15 months (2020).
Project Budget and Finance Plan

HART undertook a comprehensive feasibility analysis to evaluate the HM Facility Project with the original goal of a renovation of the existing HM Facility. The feasibility analysis determined it is more cost effective to replace the current HM Facility with a new HM Facility. This is a change from original discussions with FTA and FDOT. As a federally eligible project, HART will be aggressively pursuing all possible FTA, FDOT and local sources for the remaining amount required to fully fund the Project.

Federal/Local Share

For the FTA Emergency Relief Resiliency Program, HART is requesting $2 million in assistance. HART has approximately $5M currently awarded from the FTA and will continue to pursue discretionary funding as those opportunities present. HART also plans to apply for a State Infrastructure Bank loan which will be guaranteed by HART general funds.

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Board & Committee Agenda Item

**Agenda Item**
Unified Planning Work Program (UPWP) Amendment: Annual Update & New Surtax Funds

**Presenter**
Allison Yeh, MPO Staff

**Summary**
The MPO periodically amends the Unified Planning Work Program (UPWP) to account for tasks, funding and budget changes. The requested amendment will accomplish the following:

- Adjustments to the FY19 and FY20 budget: shifts between work tasks, and consultant and staff allocations, to accommodate project needs.

- Update Task 2 in the following areas: 1) add the American Public Health Association grant budget to reflect the $50,000 award received from the National Healthiest Cities & County Challenge; 2) add a *Transportation Equity Score Card Tool* as a possible tool to be developed for Transportation Disadvantaged Planning activities; (3) update the Transportation Disadvantaged (TD) Planning grant allocation. Appendix B contains the updated TD grant package.

- Add appendices: 1) HART Planning Program (Appendix I) and 2) Hillsborough County Transportation Improvement Surtax proposed budget (Appendix J). These programs have been placed in the appendices to clarify that they are not part of the MPO’s work program reviewed by federal and state agencies. Tasks 1-6 of the UPWP are the MPO work program, reviewed and approved by FDOT, FHWA, FTA and the Florida Commission for the Transportation Disadvantaged.

Appendix J shows the proposed budget for the MPO’s one percent share of the Hillsborough County Transportation Surtax funds, as specified in the county charter amendment. Eighty percent (80%) of the funds will support consultant planning projects to assist local jurisdictions implement their transportation improvements.

As background, the MPO’s transportation planning functions are supported primarily by federal and state grants. These functions must be identified in advance for two fiscal years. Please note that the MPO’s fiscal year runs from July 1st to June 30th the following year. The UPWP also documents the use of federal funds for metropolitan transportation planning conducted by other agencies, including FDOT and HART. The currently adopted FY19 & FY20 UPWP and draft document is available on the MPO website at: [http://www.planhillsborough.org/unified-planning-work-program/](http://www.planhillsborough.org/unified-planning-work-program/).

**Recommended Action**
Approve UPWP Amendment

**Prepared By**
Allison Yeh, AICP, LEED GA
Attachments
FY 19 & FY 20 Budget Tables: Grants used by the MPO (Tables 1a and 1b) and Coordination in the MPO Area of federally funded planning (Tables 2a & 2b)
Appendix B – Transportation Disadvantaged Grant Application, Assurance and Resolution.
Appendix I - HART Planning Program
Appendix J - Hillsborough County Transportation Improvement Surtax Budget
### Table 1a (MPO staff and contract funds with prior year funds)

#### Amended 5/8/19

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Amendment Legend: red = decrease; green = increase
### HILLSBOROUGH COUNTY METROPOLITAN PLANNING ORGANIZATION

#### COORDINATION IN THE MPO AREA (funding sources by tasks) - Table 2a

#### UNIFIED PLANNING WORK PROGRAM - FY 18/19 (Year1)

Amended 5/8/19

<table>
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<tr>
<th>Task</th>
<th>Task Name</th>
<th>FHWA PL</th>
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<th>FHWA R/D Grant</th>
<th>APHA</th>
<th>TBARTA CCC ***</th>
<th>FDOT D7</th>
<th>HART</th>
<th>CHARTER SURTAX</th>
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*FDOT D7 Planning Program (See Appendix H)
HART Planning Program (See Appendix I)
County Charter Transportation Improvement Surtax (See Appendix J)*

**Soft Match - The State provides 18.07% match for FHWA funds with toll credits. Toll credits are actual dollars that can be expended and soft match credits do not appear in the work program.**

**Tasks 4 Includes $41,161 and Task 5 $115,000 rollover from FY2018**

***These funds are transferred from other MPOs and administered by Hillsborough MPO for the TBARTA Staff Services Agreement.**
<table>
<thead>
<tr>
<th>Task</th>
<th>Task Name</th>
<th>FHWA PL</th>
<th>PL &amp; SU</th>
<th>FHWA -SU</th>
<th>FTA 5305 (New)</th>
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* Soft Match - The State provides 18.07% match for FHWA funds with toll credits. Toll credits are actual dollars that can be expended and soft match credits do not appear in the work program.
** Task 1 includes $7254 (PL), Tasks 3 includes $9827 (PL) and Task 5 $3288 (SU) rollover from FY2018.
*** These funds are transferred from other MPOs and administered by Hillsborough MPO for the TBARATA Staff Services Agreement.
Appendix B: Transportation Disadvantaged Grant Application, Assurance, and Resolution
Transportation Disadvantaged
Planning Grant Application Form

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<table>
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<th>Contact Person for this Grant</th>
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<tr>
<td>Michele Ogilvie</td>
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<th>Total Project Amount</th>
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<td>$48,255.00</td>
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I, the authorized Grant Recipient Representative, hereby certify that the information contained in this form is true and accurate and is submitted in accordance with the 2019-20 Program Manual and Application for the Planning Grant.

Signature of Grant Recipient Representative: ____________________________

Name: Elizabeth Alden
Title: Hillsborough MPO Executive Director

Date: 5/8/19
STANDARD ASSURANCES

The recipient hereby assures and certifies that:

(1) The recipient will comply with the federal, state, and local statutes, regulations, executive orders, and administrative requirements which relate to discrimination on the basis of race, color, creed, religion, sex, age, and handicap with respect to employment, service provision, and procurement.

(2) Public and private for-profit, transit and paratransit operators have been or will be afforded a fair and timely opportunity by the local recipient to participate to the maximum extent feasible in the planning and provision of the proposed transportation planning services.

(3) The recipient has the requisite fiscal, managerial, and legal capacity to carry out the Transportation Disadvantaged Program and to receive and disburse State funds.

(4) The recipient intends to accomplish all tasks as identified in this grant application.

(5) Transportation Disadvantaged Trust Funds will not be used to supplant or replace existing federal, state, or local government funds.

(6) Consultant services purchased through this grant comply with the competitive procurement requirements of Chapter 287 and Chapter 427, Florida Statutes.

This certification is valid for no longer than the contract period for which the grant application is filed:

Date: __________   Signature: _____________________________________

Name: Elizabeth Alden
Title: Executive Director

Hillsborough County Metropolitan Planning Organization

Unified Planning Work Program: FY 2019 – 2020
A RESOLUTION of the BOARD of the Hillsborough County Metropolitan Planning Organization (Applicant), hereinafter BOARD, hereby authorizes the filing and execution of a Transportation Disadvantaged Trust Fund Grant Application with the Florida Commission for the Transportation Disadvantaged.

WHEREAS, this BOARD is eligible to receive a Transportation Disadvantaged Trust Fund Grant and to undertake a transportation disadvantaged service project as authorized by Section 427.0159, Florida Statutes, and Rule 41-2, Florida Administrative Code.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD THAT:

1. The BOARD has the authority to file this grant agreement.

2. The BOARD authorizes the Hillsborough County Metropolitan Planning Organization Executive Director, hereinafter DIRECTOR, to execute the grant agreement, amendments, warranties, certifications, and any other documents which may be required in connection with the agreement with the Florida Commission for the Transportation Disadvantaged on behalf of the BOARD.

3. The BOARD’s Registered Agenda in Florida is the DIRECTOR. The Registered Agent’s address is: 601 East Kennedy Boulevard – 18th Floor, Tampa, FL 33602

DULY PASSED AND ADOPTED THIS _______DAY OF May 2019

Board of Hillsborough County MPO

______________________________
Commissioner Lesley “Les” Miller, Jr., MPO Chair

ATTEST:

______________________________
Cameron Clark, MPO Attorney

______________________________
Wanda West, MPO Secretary

Unified Planning Work Program: FY 2019 – 2020
Appendix I: HART Planning Program
HART Planning Projects

Comprehensive Operations Analysis

The Comprehensive Operations Plan (COA) will be aimed at reevaluating the 2017 COA that not only implemented significant route efficiencies but also addressed a nearly $6 million deficit in operating funding. This reevaluation project will look to leverage as much of the previous study from 2017 to evaluate service expansion based on newly projected surtax revenues associated with the November 2018 referendum. The study will be focused on extensive public outreach, including the identification of equitable service expansion in the three Cities of Hillsborough County, based on their sales tax contributions. In addition to operational needs, estimates for capital growth and facilities will be reevaluated as well.

Bus Stop Inventory Assessment Study

The last time HART embarked on a comprehensive evaluation of its amenities conditions and needs was in 2003. This study would be designed to develop a detailed report aimed at summarizing the current state of the agencies amenities infrastructure and outline what measures can be taken to modernize the existing inventory that exists within the agency. This would include evaluating existing amenities infrastructure, modernizing the agencies bus stop inventory procedures and inventory database, develop a prioritization of the bus stop improvement needs throughout the system, and creating a phasing plan to address and implement the priority needs.

Transit Development Plan (TDP)

Prepare the Transit Development Plan to submit in September 2019. The TDP presents a ten-year plan for service and capital projects based on anticipated funding.

Transit Surtax Program of Projects

Prepare a program of projects to present to the Independent Oversight Committee by the September 30, 2019 deadline. This program of projects will be a proposed set of operational and capital projects to be implemented starting January 2020 that meet the requirements of the Charter Amendment passed by the voters of Hillsborough County in November 2018.

FTA Transit Oriented Development (TOD) Pilot

The study will examine and evaluate the performance of existing Transit Oriented Development (TOD) land-use policies for the City of Tampa and Hillsborough County in relation to two transit projects- the City of Tampa's Streetcar Extension Project and HART's local BRT Project for the Nebraska Ave/Florida Ave/Fowler Ave.

Tampa Arterial BRT Study
HART is procuring planning and design services for transportation infrastructure and improvements to improve local street-level bus service along Florida, Nebraska and Fowler Avenues and adjacent corridors as well as corridors that intersect with these three corridors between the USF Tampa Campus and downtown Tampa. These services will move forward with infrastructure and facility enhancement projects that are intended, in whole or in part, to support a rapid bus service that improves and expands transit operations and facilities to attract new riders and benefit existing riders, including those with a higher propensity for transit use such as university students, millennials, moderate and low-income residents and workers, patients of medical centers, active seniors, and transit dependent residents. The project will foster development that supports local land use plans as well as long-term economic growth. HART sought proposals from well-qualified and experienced parties to provide consultation services to complete both design and engineering services for the designated corridors. This study is in alignment with not only HART's mission, but the long-term plans of the MPO, by seeking to implement progressive transit services between University of South Florida and Downtown Tampa; two of the region's most important job employment centers. It is expected that this project will result in a number of potential smaller projects that can be implemented in the near term with local funding, while still evaluating the feasibility for a larger end to end BRT-like project that can be funded with an FTA Small Starts grant.

The Uptowner Circulator

HART is procuring contract services to operate a circulator service within the Tampa Innovation District boundary. The Updated service is provided by a fixed route circulator connecting key private anchor partners and time point stops with a long term vision of evolving into on-demand and/or automated vehicle services. The program is slated to begin in the Summer of 2019 and will operate fare free.

The On-Demand Downtown Circulator Service

Currently, HART is procuring services to take over the existing Downtowner on-demand service that operates in the core business district and Tampa Heights area of downtown Tampa. The expectation of HART is to continue this service as similarly to how it exists today with a fare free structure and mobile app hailing capability.

Grant Opportunities

HART will continue to seek funding for additional grants throughout the FY year, to include FTA and State opportunities. HART is committed to seeking out grant and project opportunities that contribute to the advancement of transit in the region. This includes reviewing new federal and state programs for obtaining additional funding for service, facility improvements, and capital projects.

Public Outreach and Equity Planning
Develop and implement outreach activities to educate the public on transportation options and obtain their input on needs and service improvement proposals. Continue efforts to ensure that the needs of minority and low-income populations are considered in the planning for transit services.

Development Reviews

Ongoing review of roadway designs, applications for development permits and rezoning and submit recommendations to the City of Tampa and Hillsborough County for inclusion of transit and pedestrian amenities.

Monitor System Performance

Monitor ridership and operations on existing services. Service strategies will be dependent upon available funding.

Interagency Coordination

Continue close coordination with all local, state, and federal agencies in Planning efforts for projects throughout the service area and region.

Funding Source

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Unified Planning Work Program: FY 2019 – 2020
APPENDIX J

County Charter Transportation Improvement Surtax

FY 20 Budget

DRAFT

The purpose of the surtax is to fund transportation improvements throughout Hillsborough County, including road and bridge improvements; the expansion of public transit options; fixing potholes; enhancing bus service; relieving rush hour bottlenecks; improving intersections; and making walking and biking safer. One percent of the surtax proceeds shall be expended by the MPO on planning and development purposes, including data collection, analysis, planning, and grant funding to assist the implementing agencies and the Independent Oversight Committee, as defined in Article 11 of the Hillsborough County Charter.

[Charters in Fund 10903]

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<th>Character</th>
<th>FY 20 Amount</th>
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• Transportation planning engineer  
• Community relations coordinator  
• Planning program & grants coordinator  
• Community planner for shared mobility services  
• ¼ Deputy executive director  
• ¼ Administrative assistant  
• ¼ Accountant |
| 30 - Operating | $2,372,128 | Includes:  
• Planning/engineering consultant services: planning-level feasibility studies, field reviews, transit service planning, etc. as requested by implementing agencies  
• Shared data platforms: development, subscriptions, data collection as needed, etc.  
• Production and distribution of public information materials such as reports, presentations, web pages, etc.  
• Administrative and overhead costs such as legal ads, postage, office supplies, printing, software, etc. |
| 60 - Equipment | $5,000 | • Computers, servers, projectors etc. > $1,000 |

$2,860,000
Board & Committee Agenda Item

**Agenda Item**
Annual Joint Certification of the MPO

**Presenter**
Rich Clarendon, MPO staff

**Summary**

The Metropolitan Planning Organization is established and funded by federal and state laws and rules. Many federal and state requirements apply. The federal government evaluates our compliance every four years, and a public meeting is held at that time.

In between these major review events, the MPO’s planning process must be certified as following federal and state rules through a cooperative review conducted by the FDOT District 7 office and the MPO. This concludes with a Joint MPO/FDOT Certification statement and summary of notable achievements, recommendations and corrective actions.

Staff will review notable achievements from the past year.

**Recommended Action**
Support re-certification of the MPO and authorization for the MPO Chairman to sign a Joint Certification Statement.

**Prepared By**
Rich Clarendon, AICP

**Attachments**
Presentation slides
Joint Certification

- Occurs Every Year with FDOT
- Every 4th Year with site visit by Feds
- “Report Card” on MPO
  - Covering the last year
  - Compliance with Fed & State rules
Notable Achievements

- Record-Setting Response – 9,600 Participants!
- First Ever Tri-County Online Survey (with Pasco & Pinellas)
- Focused on Transportation & Growth Priorities
- Florida MPO Advisory Council Noteworthy Practice Winner
- Award of Merit – Florida Chapter of American Planning Association

- $250,000 FHWA Grant Award
- Purpose:
  - Covers Tri-County Area
  - Assess Transportation Vulnerability
  - Recommend Mitigation Strategies
Guided by School Transportation Working Group
Assessed Safety around Public Schools
Recommended Improvements around ‘Top Ten’ Schools

Hillsborough + 5 Other MPOs
Highlighted Safety Challenges & Initiatives
Speakers included:
- Mayors of St. Petersburg, Palmetto, and Temple Terrace
- National Vision Zero Network Prez.
- “Future of Region” Award from Tampa Bay Regional Planning Council
Recommendations

- Eliminate duplicate projects & funding from TIP
- Establish review process for grant invoices
- Consider committee effectiveness & time management

How Can We Improve FDOT Partnership

- Districtwide Technical Review Team with FDOT
  - Oversees Regional Travel Demand Modeling
  - Consider annually designating MPO Co-Chair
    - Who reports monthly to MPO directors
  - Recommended by Regional Structure Best Practices
    (aka MPO Merger) Study
Corrective Actions

Requested Action

- Finding: MPO is in compliance with Fed & State laws
- Support Re-Certification of MPO
- Authorize Chair to sign Joint Certification Statement
Agenda Item
Tampa Bay Next 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
Rich Clarendon

Attachments
None
Board & Committee Agenda Item

Agenda Item
2045 Plan - Needs Assessment for Major Projects

Presenter
Wally Blain, Tindale Oliver and Associates, MPO Consultant

Summary
The MPO must update its Long Range Transportation Plan (LRTP) every five years to ensure this area retains its eligibility for federal transportation dollars. The LRTP must be cost-feasible, reflect local priorities, and look at least twenty years into the future (effectively a 25-year horizon).

A public hearing for the MPO to adopt its 2045 Plan is scheduled for Tuesday, November 5, and a draft will be made available 30 days in advance for public review.

The MPO has already taken a number of steps to develop the 2045 Plan: seeking public opinion on tri-county scenarios of future growth and transportation; reviewing goals and objectives; updating estimates of available revenue; and establishing baseline performance measures in a State of the System report.

Transportation needs are many, and the LRTP must be flexible enough to adapt to changing conditions. Federal rules mandate performance-based planning and allow that specific projects do not need to be listed, in many instances. Therefore, the following needs are grouped into performance-focused programs:

- Good Repair & Resilience Program - maintenance and stormwater-related needs
- Vision Zero Program – crash reduction needs
- Smart Cities Program – traffic management and technology needs
- Real Choices Program – greenway/trail and bus network needs

A 2045 forecast of the performance outcomes for each of these programs will be presented at the August board meeting, building on the recent State of the System report and the revenue forecast.

Today’s presentation will focus on what was referred to in the Imagine 2040 LRTP as “Major Projects for Economic Growth.” These are the big-ticket projects which are required to be individually listed in the Plan, and include:

- Needs for widening or extending major roads
- Needs for major interchange re/construction
- Needs for transit operating in its own right-of-way
The needs for Major Projects were identified by reviewing the last LRTP and the plans of partner agencies – such as FDOT’s latest Strategic Intermodal System Needs Assessment – and asking partner agency staff for ideas and suggestions. The list of ideas and suggestions was then:

- Reviewed in workshop format by the Technical Advisory Committee;
- Analyzed for 2045 congestion benefits, using the five-county Tampa Bay Regional Planning Model overseen by the multi-agency Technical Review Team;
- Reviewed by Planning Commission staff for consistency with local comprehensive plans and community plans.

Today’s presentation will focus on the top-performing candidate projects. Following this review by the board and MPO advisory committees, the top-performing candidate projects will be the subject of an outreach survey, to be broadly distributed to Hillsborough County residents in June and July.

After public input, a limited number of these projects will be prioritized for funding in the 2045 cost-feasible LRTP.

**Recommended Action**
For information and discussion

**Prepared By**
Sarah McKinley

**Attachments**
- Map: 2015 Density – showing population density countywide in the plan’s “base year”
- Map: 2045 Density – showing population density countywide in the plan’s “horizon year”, based on forecasts from the Bureau of Economic & Business Research and the Planning Commission
- Map: 2045 Long Range Transportation Plan Traffic Volumes Higher Than Capacity - showing traffic congestion in 2045 if there were to be no further improvements after 2023, when the current committed five-year TIP is complete
- Map: Potential Job Growth in Key Economic Spaces – these are areas estimated to have at least 5,000 jobs in 2015, and which were focus areas for transportation investment in the *Imagine 2040* Plan
Plan Hillsborough invites you to join us for a special VIP tour

THURSDAY 06.06.19

Port Tampa Bay
Florida’s largest and most diversified seaport presented by John Thorington, the Port’s Vice President of Government Affairs, aboard the beautiful Bay Spirit II

Depart | 8:55 am
Florida Aquarium Cruise Dock
Return | 10:15 am

Ahoy! Space on board is limited, so please RSVP to:
snyders@plancom.org | 813.273.3774 x316

Parking & meet up instructions will be emailed with RSVP.
You’re Invited:

The Florida Department of Transportation invites you to attend and participate in the Florida Department of Transportation (FDOT) District Seven, Alternatives Public Workshop to learn more about the Westshore Area and Downtown Tampa Interchanges, and the I-275 corridor between these two areas. The workshop will cover the Northwest (Veterans) Expressway, and Tampa Interstate Study Segments 1A, 2A, 2B, 3A, and 3B (also referred to as Tampa Bay Next Sections 4, 5, and 6) as displayed on the map below. The Florida Department of Transportation is holding this public workshop on two separate dates and locations to allow for maximum participation. The format of each workshop will be identical, and the same information will be shown at each including material on the Northwest (Veterans) Expressway Design Change Re-evaluation. The first workshop will be held on Tuesday, May 21, 2019 from 5:30 p.m. to 7:30 p.m. at the Cuban Club, 2010 N. Avenida Republica de Cuba (14th St.), Tampa, FL. Parking is available at the Fernando Noriega Jr./Palm Avenue Parking Garage, located at 2010 N. 13th Street, Tampa, FL, located behind the Cuban Club (see map on back of page). A free parking voucher will be provided at the workshop sign-in table. Handicap parking will be available at the Cuban Club and can be accessed from E. 9th Avenue. The second workshop will be held on Thursday, May 23, 2019 from 5:30 p.m. to 7:30 p.m. at the Tampa Marriott Westshore, 1001 N. Westshore Blvd., Tampa, FL in the Grand Ballroom. Exhibits on display will show project alternatives and related information. FDOT representatives will be in attendance to answer questions and receive your comments. This letter serves as notice to property owners (pursuant to Florida Statutes 339.155(6), that all or a portion of their property is within 300 feet of the centerline of the proposed project. However, this does not mean that all properties will be directly affected.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation service (free of charge) should contact Alex Henry, Public Involvement Coordinator, at (813) 975-6405 or email: Alex.Henry@dot.state.fl.us at least seven (7) days in advance of the workshop date.

You may provide written comments by completing the enclosed comment form and mailing it to the address on the back of the form or you can drop it in one of the comment boxes at the Alternatives Public Workshop. You may also provide your comments on the “Send Us Your Comments” page on the study website below. Written comments will be accepted throughout the project. To become part of the official public workshop record, comments should be submitted or post-marked by June 6, 2019.

The environmental review, consultation, and other actions required by applicable federal environmental laws for the Northwest (Veterans) Expressway Design Change Re-evaluation project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S. C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.

FDOT welcomes and appreciates everyone's participation. If you have questions about the project or the workshop, please contact Alice Price, AICP, PD&E Project Manager, at (813) 975-6482, or by email at: alice.price@dot.state.fl.us. Visit the study website at: www.tampainterstatestudy.com. All materials displayed at the workshops will be placed on the project website following the meetings.

Sincerely,

Kirk Bogen, P.E.
Environmental Management Engineer

For more information on this study, please visit the project website at: www.tampainterstatestudy.com

April 2019
Contact Information

We encourage your participation in this Alternatives Public Workshop for the TIS SEIS Project Development and Environment (PD&E) Study and the Northwest (Veterans) Expressway Design Change Re-evaluation. If you wish to discuss any issues related to this project, please contact Alice Price, AICP, PD&E Project Manager at (813) 975-6482 or by email at: alice.price@dot.state.fl.us.

Kris Carson, Public Information Officer, at (800) 226-7220 or by email at: kristen.carson@dot.state.fl.us.

Written comments may be sent to:
Kirk Bogen, P.E.
Environmental Management Engineer
Florida Department of Transportation, District Seven
11201 N. McKinley Drive, MS 7-500
Tampa, Florida 33612-6456

Right-of-Way Acquisition Procedure

When a transportation project proposes the acquisition of private property, you may have questions and concerns. To better educate and inform you about the right-of-way acquisition process and your rights, the FDOT has created real estate acquisition and relocation brochures. These brochures and other education material will be available at the public workshop. Copies of the brochures may also be found on our website at: www.dot.state.fl.us/rightofway/documents.shtml.

We are interested in hearing your concerns and answering your questions. We also encourage you to speak with the FDOT’s Project Manager or a Right-of-Way Representative at your convenience either at the workshop or by phone at 1-800-226-7220.

TIS SEIS PD&E Study Schedule

The Study is anticipated to be completed by Fall 2020. Right of Way acquisition is partially funded. Construction is not currently funded.

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
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<tbody>
<tr>
<td>Project Kick Off</td>
<td>January 2017</td>
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<tr>
<td>Concept Development</td>
<td>Spring/Summer 2017</td>
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<td>First Public Workshop</td>
<td>October 2017</td>
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<td>Concept Refinement</td>
<td>Winter 2017/2018</td>
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<td>Environmental Technical Analysis</td>
<td>2018 through Spring 2019</td>
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<td>Second Public Workshop</td>
<td>May 2019</td>
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<td>Finalize Engineering &amp; Environmental Analysis</td>
<td>July 2019</td>
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<tr>
<td>Prepare Draft SEIS</td>
<td>September 2019</td>
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<tr>
<td>Public Hearing</td>
<td>February 2020</td>
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<tr>
<td>Finalize SEIS and ROD Documents</td>
<td>May 2020</td>
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<tr>
<td>NEPA Complete</td>
<td>Fall 2020</td>
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The Cuban Club Parking on May 21, 2019

These arrows show different ways to get to the parking garage.
E. Columbus Drive from N. Nebraska Avenue to N. 14th Street
LAP Complete Street Project | City Project No: 1001221; FPN: 436639-1

**Project Description**

The E. Columbus Drive Design project provides for the reconfiguration of the existing 2-lane, undivided street to provide bicycle lanes on both sides of the street and an on-street parking aisle on the south side of the street. This 0.4-mile segment of E. Columbus Drive from N. Nebraska Avenue to N. 14th Street is an arterial roadway with one travel lane in each direction and has an average daily traffic volume of 10,210 vehicles. The posted speed is 30 miles per hour.

The E. Columbus Drive Design project is identified as the fourth highest priority project in the Hillsborough County Metropolitan Planning Organization (MPO)-City of Tampa Walk-Bike Plan Phase I - Final Report. The City’s InVision Center City Plan also identified this segment of E. Columbus Drive for road dieting and rebalancing to provide safe, walkable, and bikeable neighborhood connectivity.
E. Columbus Drive from N. Nebraska Avenue to N. 14th Street
LAP Complete Street Project | City Project No: 1001221; FPN: 436639-1

Project Typical Section

FROM N NEBRASKA AVE (SR 45) TO N 14TH ST
### E. Columbus Drive from N. Nebraska Avenue to N. 14th Street
LAP Complete Street Project | City Project No: 1001221; FPN: 436639-1

#### Visualization of E. Columbus Dr. with Proposed Improvements

#### Summary of Project Costs and Schedule

<table>
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<th>PHASE</th>
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<th>COST</th>
<th>FUNDING SOURCE</th>
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**NOTES:**
1. FDOT – Florida Department of Transportation
2. City – City of Tampa
46th Street from Busch Boulevard to Fowler Avenue
LAP Complete Street Project | City Project No: 1001220; FPN: 437246-1

Project Description

The 1.5 mile segment of 46th Street from Busch Boulevard to Fowler Avenue is a 2-lane (one travel lane in each direction) Collector roadway with a posted speed of 35 mph and has an average daily traffic volume of 3,880 vehicles per day. 46th Street is a north/south roadway running parallel to McKinley Drive. This project is supported as documented and prioritized in the MPO-City of Tampa Walk-Bike Plan Phase I - Final Report.

Based on the geometrics of this roadway, the crash patterns, and field reviews. The proposed improvements are summarized as follows:

- Install shared lane markings from Busch Boulevard to Bougainvillea Avenue;
- Widen the sidewalk to construct a shared use path from Bougainvillea Avenue to Fowler Avenue; and
- Includes Safety improvements at 46th Street and Linebaugh Avenue.

Project Location

[Map showing the location of the project]
46th Street from Busch Boulevard to Fowler Avenue
LAP Complete Street Project | City Project No: 1001220; FPN: 437246-1

Summary of Project Costs and Schedule

<table>
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<th>COST</th>
<th>FUNDING SOURCE</th>
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</table>

NOTES:
1. FDOT - Florida Department of Transportation
2. City - City of Tampa
April 16, 2019

Mr. Chris Stahl
Environmental Manager
Florida State Clearinghouse
Florida Department of Environmental Protection
3900 Commonwealth Boulevard, MS 47
Tallahassee, FL 32399-3000

SUBJECT: Project Status Update
Big Bend Road (C.R. 672) from Waterset Boulevard to East of Simmons Loop Project Development and Environment Study
ETDM #9291
Hillsborough County, Florida

Dear Mr. Stahl:

Hillsborough County is conducting a Project Development and Environment (PD&E) Study for the widening of Big Bend Road (C.R. 672) from Waterset Boulevard to east of Simmons Loop in Hillsborough County, Florida.

We are sending this Project Status Fact Sheet to your office for distribution to State agencies that conducted federal consistency reviews (consistency reviewers) in accordance with the Coastal Zone Management Act and Presidential Executive Order 12372 for the ETDM Programming Screening that was completed for this project in 2012. The purpose of this notification is to inform reviewers of updated project limits, changes in the purpose and need statement, and revisions in the degree of effect to environmental factors.

The project objective is to provide two additional lanes of capacity to Big Bend Road (CR 672) by widening Big Bend Road (CR 672) from a four-lane divided arterial to a six-lane divided arterial. The project limits have been extended from what was shown in the 2012 analysis. On the west side of the project the limits have been extended from Covington Gardens to Waterset Boulevard. The eastern project limits remain consistent with the 2012 analysis to east of Simmons Loop. The entire proposed improvement is approximately 1.60 miles in length.
Mr. Chris Stahl
ETDM #9291
April 16, 2019
Page 2 of 4

The PD&E Study will evaluate the needs, costs, and effects of improvements to Big Bend Road from Waterset Boulevard to east of Simmons Loop. The study will consider additional capacity to the roadway and improvements at key intersections. As part of the PD&E Study, Old Big Bend Road will be evaluated for minor operational improvements due to its proposed realignment at the I-75 and Big Bend Road interchange as part of the I-75 South Corridor PD&E (FPID: 419235-5). A Type 2 Categorical Exclusion is the expected level of environmental documentation for this project. The project entered the PD&E phase in January 2019 and is expected to be complete by March 2020.

Since the project limits have been modified, there are some minor changes to the nearby physical, social, and natural resources identified in the 2012 Programming Screen Summary Report; however, there are no major changes from the original submittal. All categorical Degree of Effects identified the 2012 Summary Report will remain the same.

We are looking forward to receiving your comments on the project.

Your comments should be submitted via EST if you are an ETAT representative, emailed to the District contact, or via mail addressed to:

Manuel E. Santos, E.I.
Hillsborough County Public Works Department
Projects Management
County Center, 22nd Floor
Tampa, FL 33602

Your expeditious handling of this notice will be appreciated.

Sincerely,

Manuel E. Santos, E.I., Project Manager
April 3, 2019

Secretary Elaine Chao
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Hillsborough Area Regional Transit Authority's (HART's) Application for the U.S. Department of Transportation’s Section 5339C- Low or No Emissions Program

Dear Secretary Chao:

The Hillsborough County Metropolitan Planning Organization (MPO) supports Hillsborough Area Regional Transit Authority's (HART) grant applications to purchase eight (8) electric buses and charging infrastructure in efforts to continue to transition HART’s fixed-route fleet to low emissions fuels.

The project facilitates Goal 3 of the Hillsborough County 2040 MPO Long Range Transportation Plan to improve the quality of life, promote energy conservation and enhance the environment while minimizing transportation-related fuel consumption, air pollution, and greenhouse emissions. One of the supporting policies for Goal 3 is to encourage the use of alternative fuels and technologies in transit applications to reduce greenhouse gas emissions.

We strongly support this project and are providing our full endorsement of HART’s application to purchase eight electric buses in efforts to continue to transition HART’s fixed-route fleet to low emissions fuels.

Sincerely,

Beth Alden, AICP
MPO Executive Director
April 22, 2019

Senator Darryl Rouson
Chair, Hillsborough County Legislative Delegation
404 South Monroe Street, 212 Senate Building
Tallahassee, FL 32399-1100

Dear Senator Rouson,

RE: Hillsborough and Regional Transportation Priorities

Thank you for kind attention and participation in our regional transportation meetings, such as the Tampa Bay TMA Leadership Group meeting of September 7, 2018.

This past year, our region has come together with an unprecedented level of consensus to seek the State of Florida’s assistance in funding and completing a singular project, the I-275 Westshore interchange. County commissions, city councils, MPOs, chambers of commerce, and many other organizations have formally supported this project as our region’s #1 transportation priority. Our staff was pleased to speak with you and other members of the Hillsborough County Legislative Delegation about this at your annual meeting of December 20, 2018.

Therefore we were surprised and dismayed to receive the attached letter from our planning partner and neighbor, the Forward Pinellas MPO, regarding the comments of members of the Tampa Bay Area Legislative Delegation in a Florida Politics blog. The BALD member comments cited a lack of transportation vision, plan or priorities in Tampa Bay’s counties and the region as a whole. On April 2, the Hillsborough MPO board asked me to express that we share the concerns raised by Forward Pinellas.

We believe that the Hillsborough members of the Bay Area Legislative Delegation may be more familiar with the actual regional partnerships that are in place, and the shared goals and day-in/ day-out collaboration that occurs among the transportation agencies of this region, which are together bringing hundreds of millions of dollars of transportation improvements to fruition every year.

We hope to have the opportunity to meet with you again this summer or fall to discuss the past year’s progress and next steps.

Sincerely,

Lesley “Les” Miller, Jr.
Chair

cc: Hillsborough County Legislative Delegation Members
Pasco MPO and Forward Pinellas Directors
There were a total of fifteen fatalities during the latest two week reporting period. Of these, vulnerable road users made up thirteen of these fatalities (9 pedestrians and 4 motorcyclists) accounting for almost 90% of the total which has been the highest vulnerable road users in a 2-week period since we began reporting. This reinforces the trend we have seen of decreased vehicular fatalities while pedestrian fatalities stay way too high.

It is easy to become distracted during our daily lives; unfortunately, these distractions can take our attention away from focusing on the road. Plan ahead for your trips, allow for extra time so you don't have to rush. Those few extra minutes will improve your experience and make your daily trip less stressful but much safer.

April is National Distracted Driving Awareness Month

Please continue to look for ways to improve safety for all users but even more diligently for our vulnerable road users.

David W. Gwynn, P.E.
District Seven Secretary
Florida Department of Transportation
11201 N. McKinley Drive
Tampa, FL 33612
813-975-6039
District Seven’s Bi-Weekly Crash Report Update - A Summary of Traffic Fatalities that has occurred on public highways in the Tampa Bay Region. For more information, please note names of victims highlighted in blue are hyperlinked to news stories as published by the media and text highlighted in green are hyperlinked to obituaries as available. “Safety Doesn’t Happen by Accident.” Suggestions and/or ideas to enhance safety are welcomed here or by contacting Matthew Nance at 813-975-6747 or Matthew.Nance@dot.state.fl.us. Please note the word “here” is hyperlinked to District Seven’s Innovation Share Point Site.

March 11, 2019

William Folsom, 71, Pinellas Park: William was crossing US 19 near 70th Street, when he stepped out into the middle of US 19 less than a block from a crosswalk. Due to the heavy fog, there was limited visibility and William was struck by an oncoming vehicle. William died at the scene of the crash. William is survived by family and friends.

March 12, 2019

Name Withheld: *Due to Florida Statue 316.066 (2)(d)*: A pedestrian was struck by a vehicle at the intersection of Hillsborough Ave. and MacDill Ave. Exact details of the crash are unavailable. The pedestrian died at the scene of the crash. He is survived by family and friends.

Name Withheld: *Due to Florida Statue 316.066 (2)(d)*: A motorcyclist was riding on Patterson Road in Hillsborough County when he lost control of his motorcycle. He was ejected from the motorcycle, landed in the road, and was subsequently run over by another vehicle. The motorcyclist died at the scene of the crash. He is survived by family and friends.

March 14, 2019

Brittney Hunter, 28, Largo: Brittney, a wrong way driver, was driving southbound in the northbound lanes of 66th Street North approaching the stopped vehicles at the intersection of 126th Avenue North. She crossed the intersection and struck a vehicle head-on, pushing that vehicle into a Pinellas County Sheriff’s Deputy that was stopped behind it. Brittney was taken to a local hospital where she later died from her injuries. Brittney is survived by family and friends.

Nicholas “Nick” Sacripante, 94, Port Richey: Nicholas was crossing Little Road south of Fox Hollow Drive on his mobility scooter when he entered the path of an oncoming vehicle. Nick died at the scene of the crash. Nicholas was a World War II Veteran who proudly served in the U.S. Navy. He will be remembered for his great personality and passionate heart. Nick is survived by his wife of 70 years, siblings, children, grandchildren, great grandchildren, family, and friends.
March 15, 2019

**Gustavo Bonifacio De La Cruz**, 24, Tampa: Gustavo was heading westbound on Prince Street West from Florida Avenue. He drove through a closed, locked gate, crashing into a retention pond. The car was discovered hours later, with Gustavo dead at the scene of the crash. Gustavo is survived by family and friends.

**Donna Mae Goldberg**, 56, Port Richey: Donna was walking north across the eastbound lanes of Ridge Road when she entered the path of an oncoming vehicle. She was struck by the other vehicle and suffered fatal injuries at the scene of the crash. Donna is survived by family and friends.

**Tommy Lee Hill**, 36, Thonotosassa: Tommy was riding his motorcycle east on US 92 near Carmack Road. As he attempted to pass slower traffic at a high rate of speed, he collided nearly head-on with a vehicle heading west on US 92. Tommy was ejected from the motorcycle and died at the scene of the crash. Tommy is survived by family and friends.

March 16, 2019

**David Clair Brasington**, 59, New Port Richey: David was riding his motorcycle heading east on Rancho Del Rio Drive. He entered the intersection at Via Segovia, at which time another vehicle drove into the intersection and struck the left rear of David’s motorcycle. David died at the scene of the crash. David is survived by family and friends.

**James R. Igler**, 74, St. Petersburg: James was crossing 28th Street N. at the intersection of Central Avenue in a marked crosswalk. He was struck by a vehicle that was heading northbound on 28th Street N. The vehicle fled the scene of the crash, however, the Hit and Run driver was later arrested. James was taken to Bayfront Health with life threatening injuries and later died from his injuries on March 28th. James was a well-known community volunteer who worked tirelessly to help improve Tampa Bay's ecosystems, and won multiple awards for his efforts. James is survived by his family and a vast community of friends.

March 17, 2019

**David Cunningham**, 41, Seminole: David was crossing Starkey Road outside of a marked crosswalk from east to west, just north of Park Boulevard, when he was struck by a northbound vehicle. David died at the scene of the crash. David is survived by his parents, seven children, sister, family, and friends.
March 18, 2019

Thomas Vinson Oliver, 57, Tampa: Thomas was lying in the southbound lanes of Bruce B. Downs just south of 121st Avenue when he was struck by a vehicle. He was transported to AdventHealth Tampa, where he was pronounced dead. Earlier in the evening, Thomas was found lying on another road and was taken to James A. Haley Veterans’ Hospital by Hillsborough County Fire Rescue. He refused treatment and fifteen minutes after he left the hospital, he was struck while lying on Bruce B. Downs. Thomas is survived by family and friends.

March 20, 2019

Tristan Velez, 36, New Port Richey: Tristan was northbound on N. Florida Avenue, approaching Celestial Oaks Drive. He was riding on the rear wheel of his motorcycle with the headlight facing skyward. A vehicle changed lanes, unable to see the motorcycle and turned left into the path Tristan. As a result, Tristan was ejected from the motorcycle. Tristan was transported to AdventHealth Tampa, where he later died from his injuries. Tristan is survived by his son, parents, brother, grandmother, family, and friends.

Yong Sue O'Donnell, 47, St. Petersburg: After pulling into her driveway, Yong turned her car off without putting the car in park. As she got out of the car, it began to roll backwards, knocking her to the ground. Because of the position of the steering wheel, the car turned and ran over her. Yong died at the scene. Yong was a loving mother, brilliant nurse, and gifted artist. Yong is survived by her children, former husband, siblings, family, and friends.

March 23, 2019

Skye Anna Marie Taylor, 17, Daytona Beach: Skye was riding her skateboard on the fog line separating the bicycle lane from the other travel lanes along Providence Lakes Boulevard near South Gornto Lake Road, when she was struck by a vehicle. Skye was taken to Tampa General Hospital where she later died from her injuries. Skye was a senior at Spoto High School, she planned to attend Hillsborough Community College this summer with dreams of being a Radiologist. Skye was a hardworking young woman that loved her parents and had a selfless soul. Skye is survived by her parents, grandparents, boyfriend, family, and friends.
Attached is the latest bi-weekly fatal crash report.

There are eleven fatalities during this two week period. Of those, vulnerable road users made up five of these fatalities (3 pedestrians and 2 motorcyclists).

As I read the descriptions of the crashes I noted that a lot of these were likely preventable if we remember to follow laws and use good judgment. We still see instances of people dying while not wearing seatbelts, passing in no-passing zones, traveling at excessive rates of speed, pedestrians crossing outside of protected crossings, and driving under the influence. Although we are not blaming victims, we do always need to remember to follow the laws that are designed to help keep us safe.

We are always looking for ways to enhance safety for our vulnerable road users. With that said, we continue to embrace safety during the Easter weekend especially with potential inclement weather forthcoming. Further, the month of May is Motorcycle Safety Awareness and Bicycle Safety Month. Be aware of extra activity on our roadways in and around schools on May 8th as it is Bike to School Day and May 17th is National Bike to Work Day.

This video was released by our Motorcycle Coalition to remind everyone to watch for motorcycles. Remember, if you can't judge, don't budge.

https://www.facebook.com/RideSmartFL/videos/2112415905484537/

David W. Gwynn, P.E.
District Seven Secretary
Florida Department of Transportation
11201 N. McKinley Drive
Tampa, FL 33612
813-975-6039
Safety in Seven

District Seven’s Bi-Weekly Crash Report Update - A Summary of Traffic Fatalities that has occurred on public highways in the Tampa Bay Region. For more information, please note names of victims highlighted in blue are hyperlinked to news stories as published by the media and text highlighted in green are hyperlinked to obituaries as available. “Safety Doesn’t Happen by Accident.” Suggestions and/or ideas to enhance safety are welcomed here or by contacting Matthew Nance at 813-975-6747 or Matthew.Nance@dot.state.fl.us. Please note the word “here” is hyperlinked to District Seven's Innovation Share Point Site.

March 25, 2019

Name Withheld: *Due to Florida Statue 316.066 (2)(d)*: A Venice man was driving westbound on SR 50 approaching US 301, when a vehicle attempted to pass him. The passing driver collided with his vehicle, propelling it off the road, where it overturned. The man, who was not wearing a seatbelt, was ejected from the vehicle and died at the scene. He is survived by family and friends.

March 26, 2019

Name Withheld: *Due to Florida Statue 316.066 (2)(d)*: A vehicle traveling west on Knights Griffin Road crossed the centerline and collided with two eastbound vehicles. The driver of the vehicle is suspected of driving under the influence of alcohol at the time of the crash. The driver was taken to a local hospital and later died from their injuries. The driver is survived by family and friends.

Name Withheld: *Due to Florida Statue 316.066 (2)(d)*: A vehicle was traveling south on MacDill Avenue when it struck a pedestrian that was crossing the roadway against the signal. The pedestrian died at the scene of the crash. The pedestrian is survived by family and friends.

March 29, 2019

Anthony Victor Malangone, 43, Lutz: Anthony was driving his vehicle northbound on I-75 north of Bruce B. Downs Blvd. when a tire on his vehicle blew out. The tire blowout caused Anthony to lose control of the vehicle and run off the road. He then he over corrected, which caused him to cross back across I-75, before the vehicle overturned. Anthony died at the scene of the crash. Anthony is survived family and friends.

March 30, 2019

Jeffrey J. Ringle, 48, Wimauma: Jeffrey and his wife were traveling north on US 301 on their motorcycle when a southbound vehicle using the no-passing zone hit them. Both Jeffrey and his wife Megan were ejected from the motorcycle. The vehicle fled the scene, but the hit and run driver later turned himself in. Both Jeffrey and Megan were transported to Tampa General Hospital in critical condition. Jeffrey later died from injuries sustained in the crash. Jeffrey was a responsible rider and always wore a helmet and the appropriate gear. Jeffrey is survived by his wife, sons, daughter, family, and friends.
**Safety in Seven**

**Bradley Carpenter**, 30, Largo: Bradley was riding his motorcycle south on the US 19 access road near Seville Blvd. at a high rate of speed, when he rear-ended a vehicle in front of him. Bradley died at the scene of the crash. Bradley is survived by family and friends.

**Name Withheld: *Due to Florida Statue 316.066 (2)(d)***: A vehicle that was traveling a high rate of speed along N. Armenia Ave. near Broad St. lost control and departed the roadway. The vehicle hit multiple parked cars and a utility pole before it overturned. The driver was taken to a local hospital where they later died from injuries sustained in the crash. The driver is survived by family and friends.

**Name Withheld: *Due to Florida Statue 316.066 (2)(d)***: A pedestrian crossing outside side of a marked crosswalk was struck and killed along Fowler Avenue near Bruce B. Downs Blvd. The pedestrian died at the scene of the crash. The pedestrian is survived by family and friends.

**March 31, 2019**

**Name Withheld: *Due to Florida Statue 316.066 (2)(d)***: A pedestrian was struck by a vehicle on Fowler Avenue just west of 30th Street. The pedestrian died at the scene of the crash. Further information has yet to be released due to the ongoing police investigation. The pedestrian is survived by family and friends.

**April 2, 2019**

**Christopher Hunter**, 14, Spring Hill: Christopher was driving his parent’s vehicle without permission along Laredo Avenue near Danforth Road, when he failed to negotiate a curve. The vehicle Christopher was driving ran off the road and collided with a tree. Christopher died at the scene of the crash. Christopher was an eighth grader at Fox Chapel Middle School. Christopher is survived by his parents, brother, grandparents, aunts, uncles, cousins, family, and friends.

**April 5, 2019**

**Jeffrey Mark Scott**, 53, Dover: Jeffrey was traveling north on Lakewood Drive near White Dove Court when he departed the roadway on the east side, overcorrected across both travel lanes, and struck a pole and a tree. The vehicle then caught on fire. Jeffrey died at the scene of the crash. Jeffrey is survived by family and friends.
Mapping Where Traffic Pollution Hurts Children Most

HANEEN KHREIS  APR 15, 2019

Research shows nearly one in five childhood asthma cases were caused by traffic-related air pollution.

In the U.S., over 6 million children had ongoing asthma in 2016. Globally, asthma kills around 1,000 people every day—and its prevalence is rising.
This condition has a high economic cost. Each year in the U.S., more than $80 billion is lost because of asthma. This is mainly due to premature deaths, medical payments, and missed work and school days. The burden is higher for families with asthmatic children, who, on average, spend $1,700 more on health care than families with healthy children.

One major environmental factor that might contribute to the development of asthma is air pollution from traffic. In our study, published on April 3, our team mapped where in the U.S. children are most at risk for developing asthma from this type of pollution.

**Traffic and asthma**

Asthma is likely the most common chronic disease in childhood, according to the World Health Organization.

Asthma presents as episodes of wheezing, coughing, and shortness of breath due to the reversible, or partially reversible, obstruction of airflow. Six in 10 of children with asthma worldwide had a form of persistent asthma, meaning that either they were on long-term medication or their condition could not be controlled even with medication.

Traffic pollution contains a mixture of harmful pollutants like nitrogen oxides, carbon monoxide, particulate matter, benzene, and sulfur. These pollutants are known to harm health in many ways, causing a number of cardiovascular, respiratory and neurological diseases.

One 2013 review suggested that long-term exposure to common traffic-related air pollutants is linked to the development of asthma in children and adults.

A much larger meta-analysis in 2017, which focused on children and included more recently published studies, found consistent connections between this type of pollution and childhood asthma development. The researchers concluded that there is now sufficient evidence showing a relationship between this type of pollution and the onset of childhood asthma.

Studies from the nonprofit research group Health Effects Institute and the U.S. Environmental Protection Agency have concluded along these lines.

**Mapping the problem**
Despite this emerging evidence, the burden of childhood asthma due to traffic-related air pollution is poorly documented. Very few studies explore the geographic and spatial variations.

My research team wanted to quantify the connection between exposure to traffic pollution and the onset of childhood asthma across 48 U.S. states and the District of Columbia. We also wanted to make these data open to the public.

In our analysis, we looked at 70 million kids and conducted all calculations at the census block level, the smallest available geographical unit for census data. We collaborated with researchers from the University of Washington, who modeled the concentrations of nitrogen dioxide, a strong sign of traffic-related air pollution, using satellite imagery combined with environmental ground monitoring data.

We then took data extracted from surveys by the Centers for Disease Control and Prevention, estimating childhood asthma incidence in the U.S. Alongside data from our air pollution models, we used these data to estimate the number of childhood asthma cases caused by exposure to traffic pollution.

We then created a first-of-its-kind, county-by-county interactive heat map and city-by-city table detailing the distribution of childhood asthma due to nitrogen dioxide across the U.S. in both 2000 and 2010. Each county is represented, and users can explore the data to see the findings for a particular county.
A win for public health

Our analysis found that childhood asthma cases attributable to traffic pollution across the U.S. decreased, on average, by 33 percent between 2000 and 2010. In 2000, we estimated that 209,100 childhood asthma cases could be attributed to traffic pollution, while this number dropped to 141,900 cases in 2010. That’s a major win for public health.

What caused the decline in traffic-related asthma cases? There may be multiple causes, including more fuel-efficient vehicles, more stringent regulation on nitrogen oxide emissions and, potentially, reductions in total vehicle miles traveled due to the recession.

Despite this encouraging decrease in air pollution and its associated health burden, there were 141,900 childhood asthma cases due to traffic-related air pollution in the U.S. That’s 18 percent of all childhood asthma cases.
Moreover, we found that children living in urban areas had twice the percentage of asthma cases attributable to nitrogen dioxide exposures as compared to children living in rural areas.

Our estimates underline an urgent need to reduce children’s exposure to air pollution. We hope that our analyses and heat maps will better inform policymakers, transportation agencies, medical associations and anyone else interested in learning more about the burden of childhood asthma due to air pollution.

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About the Author

Haneen Khreis

Haneen Khreis is an assistant research professor at Texas A&M University.
Greetings readers!! The Committees are no longer meeting to discuss bills and are now gathering to work out budget details between the House and Senate. How is that going you ask? Senator Bradley, the Appropriations Chair, stated this week that budget negotiations were going well. In fact he gave them an “A grade”. This signals that we may adjourn session on time, I know many in the business are hoping for an on-time Sine Die.

Here are some highlights and details of the budget in the second to last week of the legislature. The two chambers are seemingly in agreement to fund VISIT Florida at $19 Million, a budget cut that would close the tourism agency by October 1st of this year. Some speculation exists that the agency may get a lifeline at the last minute. The House Speaker earlier this week hinted he might be OK with funding the agency for another year. For several previous years the agency has been funded at $76M and that is what the Governor proposed this year. The House is at $19M and the Senate proposed $50M. We will see. It is looking like the Governor will be traveling in a state-owned plane in the coming year, for now budgeting is at $3.8M for a plane and operations of said plane. TBARTA is poised to receive $2.5M for their efforts in the coming state fiscal year and the Pulse Nightclub shooting memorial is slated to receive $500K in the budget that is being formed. Lawmakers are expecting to spend about $10B for health and human services, reducing healthcare costs has been a stated priority of House Speaker Oliva. In a $90 Billion dollar budget, there are lots of details, these are just a few to give you a flavor of what is likely to be in the final budget.

For any budget items that the two chambers cannot agree upon through the committee chairs, those items are “bumped up” to the Appropriations Chairs, Senator Rob Bradley and Representative Travis Cummings. Funding for housing programs has been bumped up, this is a concern of many local leaders as the programs have had funds taken each year to fund items in the general budget. This year started out with the Senate looking to fully fund the Sadowski fund and it was a pleasant surprise for counties and municipalities who rely upon these funds. Typically, the hope is to not have too much cut from the Sadowski fund, never is the hope to have the whole program funded fully. That was a pleasant surprise since the Sadowski fund is what is used to provide monies to the State Housing Initiatives Partnership Program (SHIP) and State Apartment Incentive Loan Program (SAIL) programs. After Hurricane Michael, there is certainly a demand for housing in the panhandle. Stay tuned to see how this comes out.

Hopefully you are wanting to know what has happened to the texting and driving bills in both the House and Senate (SB 76 and HB 107). We are always looking to improve safety in and on our transportation system. The Senate picked up the House version which bans texting while driving but allows other uses of hand-held electronic devices while driving, amended it to ban use of hand-held devices while in school zones and construction zones, passed it and then sent it back to the House. We now wait for the House to take the bill back up. If the House does not take the bill up, we could go another year without a primary ban on texting while driving. On the House floor, the bill was criticized for the possibility of law enforcement using the
legislation to engage in racial profiling. There is a provision in the bill that requires law enforcement to record the race of the person receiving a ticket under the texting while driving ban. We all hope this will protect our citizens from profiling. The House bill passed with a comfortable margin of votes before going over to the Senate, hopefully it can pass again.

Meanwhile, the two chambers have had long discussions about a variety of issues that are not transportation related. Bills dealing with immigration and how Florida interacts with ICE have been in the headlines and on the floor of both chambers. A state hemp program is also being discussed, new stories stating that oranges and hemp would be Florida crops made the rounds in publications. There are plenty of other issues which are concerns of our lawmakers this session, transportation has not been one of the concerns. It is good to be the topic of discussion if the main point being talked about is giving more money to transportation. This year transportation is looking to be funded at about the same level as last year so we are happy to not be a main topic. Being the main topic could lead to funds being diverted elsewhere, I am happy to be forgotten about for now.

To wrap this up, the approximately $90 Billion state budget must be released in final form by Tuesday if we are to adjourn by the scheduled end of session which is Friday, May 3rd. This is due to a requirement that the budget be available for 72 hours before a final vote. The intent is to allow everyone to study the budget and know what is in that budget before it is voted upon. Here is hoping that draft budget is released early Tuesday afternoon. If the draft budget is made available Tuesday, details and analysis will start pouring out on Wednesday. If all goes as hoped, please look for a short MPOAC Legislative Update on Wednesday evening to give you some overview of the budget.

As always, changes to existing bills are shown in RED in the last section of the newsletter. Sections shown in strikethrough represent items removed due to an amendment to a bill. Your MPOAC Legislative Update will keep you apprised of changes and amendments.

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

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**Important Dates for the 2019 Legislative Session**

- January 25, 2019 - deadline for submitting requests for drafts of general bills and joint resolutions, including requests for companion bills
- March 1, 2019 - Deadline for approving final drafts of general bills and joint resolutions, including companion bills
- March 5, 2019 - Regular Session convenes, deadline for filing bills for introduction
- April 20, 2019 - All bills are immediately certified, motion to reconsider made and considered the same day
- April 23, 2019 - Last day for regularly scheduled committee meetings
- May 3, 2019 - Last day of Regular Session

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**Legislative Meetings Next Week of Interest to the Membership**

**Monday, April 29, 2019**

- Senate Full Chamber Session – 10AM to 6PM
- House Full Chamber Session – 10:30AM
Tuesday, April 30, 2019
- Senate Full Chamber Session – 10AM to 6PM
- House Full Chamber Session – 10:30AM

Wednesday, May 01, 2019
- Senate Full Chamber Session – 10AM to 6PM
- House Full Chamber Session – 10:30 AM

Thursday, May 02, 2019
- Senate Full Chamber Session – 10AM to 6PM
- House Full Chamber Session – 10:30 AM

Friday, May 03, 2019
- Senate Full Chamber Session – 10:00AM to Sine Die
- House Full Chamber Session – 10:30 AM to Sine Die

Legislation of interest to the membership

This is a summary of transportation related bills filed and published on the legislature’s website as of April 26, 2019. Bills are listed in numerical order for your convenience. As the session and bills progress, this ordering of bills will make it easier to follow the status of any particular bill you are tracking. All updates to this section of the newsletter and bills shown below will be in RED so you can quickly distinguish between updates and old news. Sections shown in strikethrough represent items removed due to an amendment to a bill.

HB 5: Discretionary Sales Surtaxes – (General Bill by Local, Federal and Veterans Affairs Subcommittee; DeCeglie; Co-Introducers: Hill) – Similar to SB 336 by Brandes (Requires Sales Surtax referendum be held on a general election ballot only). This bill does a number of things, the primary concern to transportation is the requirement that any sales surtax that could be used by transportation and/or infrastructure would have to be put to a vote of the residents in a general election and would require approval by two-thirds of electors voting on the ballot measure to pass. The bill would also require a county wanting to hold a discretionary sales surtax referendum to notify the Office of Program Policy Analysis and Government Accountability at least 180 days prior to the vote. If not, the vote is voided. Referred to Local, Federal and Veterans Affairs Subcommittee; Ways and Means Committee; State Affairs Committee. Passed Local, Federal and Veterans Affairs Subcommittee; 9 Yeas, 3 Nays. Passed Ways and Means Committee; 12 Yeas, 5 Nays. Now in State Affairs Committee. Passed State Affairs Committee; 14 Yeas, 7 Nays. Next stop is a full House Floor vote. Placed on House Calendar for a full Floor vote 04/10/2019. Passed the House 69 Yeas, 44 Nays. Sent to the Senate, Referred to Community Affairs; Finance and Tax; Appropriations Committees.

SB 72: Alligator Alley Toll Road – (Passidomo; Co-Introducers: Hooper) – Identical to HB 6011 by Rommel. Requiring specified fees to be used indefinitely, instead of temporarily, to reimburse a local governmental entity for the direct actual costs of operating a specified fire station, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On Committee Agenda – Infrastructure and Security, 02/19/2019, 4:30PM, Room 110 Senate Building. Favorable by Infrastructure and Security; 8 Yeas, Zero Nays. Now in Appropriations Subcommittee on Transportation, Tourism and Economic Development. Favorable by Appropriations Subcommittee on Transportation, Tourism and Economic Development; 5 Yeas, Zero Nays.
Now in Appropriations. On Committee agenda-- Appropriations, 03/27/19, 1:00 pm, 412 Knott Building. Passed Appropriations Committee; 20 Yeas, Zero Nays. Next stop is a full Senate Floor vote.

**HB 75: Expanded Uses of Unmanned Aircraft – (Yarborough; Co-Introducers: Grieco; Killebrew)** – Similar to SB 132 by Rouson. permits use of drones by law enforcement agencies & other specified entities for specified purposes. Referred to Criminal Justice Subcommittee; State Affairs Committee; Judiciary Committee. On Committee agenda-- Criminal Justice Subcommittee, 02/06/19, 9:00 am, Sumner Hall. Favorable by Criminal Justice Subcommittee, 14 Yeas, 1 Nay. On Committee agenda-- State Affairs Committee, 02/19/19, 3:00 pm, Morris Hall. Committee Substitute by State Affairs Committee, passed 22 Yeas, Zero Nays. Passed Judiciary Committee; 17 Yeas, 1 Nay. Pending review of Committee Substitute. This bill has passed all House committees. First reading on House Floor 03/11/2019. Placed on Special Calendar for a Full House Floor Vote 04/17/2019. Amended on the Floor and Passed 114 Yeas, Zero Nays. Sent to the Senate, referred to Criminal Justice; Infrastructure and Security.

**SB 76: Use of Wireless Communications Devices While Driving – (Simpson; Co-Introducers: Passidomo; Hooper; Mayfield; Book; Rouson; Berman)** – Similar to HB 107 (Toledo, Slosberg) and H 45 (Slosberg). Creating the "Florida Ban on Wireless Communications Devices While Driving Law"; prohibiting a person from operating a motor vehicle while listening or talking on a wireless communications device for the purpose of voice interpersonal communication; deleting a provision requiring that enforcement of this section be accomplished only as a secondary action, etc. Referred to Infrastructure and Security; Innovation, Industry, and Technology; Judiciary; Rules. On Committee agenda-- Infrastructure and Security, 02/19/19, 4:30 pm, 110 Senate Building. Committee Substitute by Infrastructure and Security; passed with 8 Yeas, Zero Nays. Now in Innovation, Industry, and Technology Committee. Passed Innovation, Industry, and Technology Committee; 9 Yeas, Zero Nays. Now in Judiciary. On Committee agenda-- Judiciary, 03/25/19, 4:00 pm, 110 Senate Building. *Editorial Note: This bill was changed to be limited to only texting while driving, the sponsor stated that he would like a hands free bill.* Passed Judiciary Committee; 5 Yeas, 1 Nay. Now in Rules Committee. On Committee agenda-- Rules, 04/17/19, 2:00 pm, 110 Senate Building. Amended to be hands free while driving, Passed Rules 15 Yeas, Zero Nays. Scheduled for a Senate Floor vote 04/23/2019. This version is preferred by MPOAC (see our legislative policy position #2) over the current House version. Laid on Table, picked up HB 107 with some amendments. School zones and construction zones are cell phone hands free zones with the amendments. Bill with amendments sent back to the House.

**SB 78: Public Financing of Construction Projects – (Rodriguez)** – Identical to HB 169 by Fernandez. Prohibiting state-financed constructors from commencing construction of certain structures in coastal areas without first conducting a sea level impact projection study and having such study published and approved by the Department of Environmental Protection; requiring the department to develop by rule standards for such studies; providing for enforcement; requiring the department to publish such studies on its website, subject to certain conditions, etc. Referred to Environment and Natural Resources; Infrastructure and Security; Appropriations Subcommittee on Agriculture, Environment, and General Government; Appropriations. On the Committee Agenda - Environment and Natural Resources, 03/12/2019, 4:00PM Room 37 Senate Office Building. Passed Environment and Natural Resources; 5 Yeas, Zero Nays. Now in Infrastructure and Security. On Committee Agenda – Infrastructure and Security, 04/09/2019, 10:00AM, 110 Senate Office Building. Favorable by Infrastructure and Security; 7 Yeas, Zero Nays. Now in Appropriations Subcommittee on Agriculture, Environment, and General Government.
HB 107: Use of Wireless Communications Devices While Driving – (Toledo; Slosberg; Co-Introducers: Beltran; Casello; Cortes; Duran; Eskamani; Gottlieb; Grieco; Hattersley; Killebrew; Massullo; McClure; Overdorf; Polo; Smith, C.; Stark; Stevenson; Thompson; Webb) – Similar to SB 76 (Simpson). Revises short title & legislative intent; prohibits person from operating motor vehicle while using wireless communications device for purpose of nonvoice or voice interpersonal communication; redefines term "wireless communications device" to include voice communications; requires deposit of fines into Emergency Medical Services Trust Fund; removes provision requiring that enforcement be accomplished only as secondary action. Referred to Transportation and Infrastructure Subcommittee; Appropriations Committee; State Affairs Committee. On Committee agenda-- Transportation and Infrastructure Subcommittee, 03/26/19, Noon, Reed Hall. Editorial Note: This bill was changed to be limited to only texting while driving. The second committee stop was also removed this week meaning the bill only has one more committee prior to a full House Floor vote. Passed Transportation and Infrastructure Subcommittee; 13 Yeas, Zero Nays. Original reference to Appropriations Committee Removed, Now in State Affairs Committee. Passed State Affairs Committee; YEAS 20 NAYS 0. Scheduled for a House Floor vote 04/23/2019. This version prohibits texting while driving only, other cell phone uses would be permissible while driving unless it is amended. The House can lay this bill on the table and substitute the Senate version. Sent to the Senate where it was amended and passed. School zones and construction zones are cell phone hands free zones with the amendments. Bill with amendments sent back to the House.

SB 116: Motor Vehicle Racing – (Stewart) – Identical to HB 611 (Mercado). Increasing the criminal penalty for a third or subsequent violation related to motor vehicle racing within a specified period after the date of a prior violation that resulted in a conviction, etc. Referred to Infrastructure and Security; Criminal Justice; Judiciary; Rules. On Committee agenda-- Infrastructure and Security, 02/19/19, 4:30 pm, 110 Senate Building. Favorable by Infrastructure and Security; 8 Yeas, Zero Nays. Now in Criminal Justice. Favorable by Criminal Justice; 5 Yeas, Zero Nays. Now in Judiciary. On Committee agenda-- Judiciary, 03/18/19, 4:00 pm, 110 Senate Building. Favorable by Judiciary; 6 Yeas, Zero Nays. Now in Rules. On Committee agenda-- Rules, 04/23/19, 2:00 pm, 110 Senate Building. Passed Rules with 17 Yeas, Zero Nays. Sent to the Senate Floor, laid on the table and substituted HB 611. HB 611 passed the Senate 39 Yeas, Zero Nays. Next stop is the Governor’s desk.

SB 144: Impact Fees – (Gruters) – Similar to HB 207 (Donalds). Revising the minimum requirements for impact fees adopted by a local government; exempting water and sewer connection fees from the Florida Impact Fee Act, etc. Referred to Community Affairs; Finance and Tax; Appropriations. On Committee agenda-- Community Affairs, 02/05/19, 2:00 pm, 301 Senate Building --Temporarily Postponed. Favorable by Community Affairs; 5 Yeas, Zero Nays. Now in Finance and Tax. On Committee agenda-- Finance and Tax, 03/20/19, 1:30 pm, 401 Senate Building. Favorable by Finance and Tax; 8 Yeas, Zero Nays. Now in Appropriations. On Committee agenda-- Appropriations, 03/27/19, 1:00 pm, 412 Knott Building. Passed Appropriations Committee; 19 Yeas, Zero Nays. Next stop is a full Senate Floor vote. Read 3 times, Substituted HB 207, Laid on Table, refer to HB 207.

HB 207: Impact Fees – (Donalds) – Similar to SB 144 (Gruter). Revises minimum requirements for adoption of impact fees by specified local governments; authorizes prevailing party to recover attorney fees under certain circumstances; exempts water & sewer connection fees from Florida Impact Fee Act. Referred to Local, Federal and Veterans Affairs Subcommittee; Commerce Committee; State Affairs Committee. On Committee agenda-- Local, Federal and Veterans Affairs Subcommittee, 02/20/19, 4:00 pm, 12 HOB. Committee Substitute by Local, Federal and Veterans Affairs Subcommittee; 14 Yeas, Zero Nays. Favorable by Commerce Committee; 22 Yeas, Zero Nays. Now in State Affairs Committee. Favorable by
SB 306: Traffic Infraction Detectors – (Brandes) – Similar to HB 6003 by Sabatini.
Repealing provisions relating to the installation and use of traffic infraction detectors to enforce specified provisions when a driver fails to stop at a traffic signal, provisions that authorize the Department of Highway Safety and Motor Vehicles, a county, or a municipality to use such detectors, and the distribution of penalties collected for specified violations; amending provisions relating to distribution of proceeds, enforcement by traffic infraction enforcement officers using such detectors, procedures for disposition of citations, preemption of additional fees or surcharges, compliance, amount of penalties, registration and renewal of license plates, and points assessed for certain violations, to conform provisions to changes made by the act, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. Withdrawn.

HB 311: Autonomous Vehicles – (Fisher) – Co-Introducers: Rodriguez; Mayfield) –
Similar to SB 932 by Brandes. Exempts autonomous vehicles & operators from certain prohibitions; provides that human operator is not required to operate fully autonomous vehicle; authorizes fully autonomous vehicle to operate regardless of presence of human operator; provides that automated driving system is deemed operator of autonomous vehicle operating with system engaged; authorizes Florida Turnpike Enterprise to fund & operate test facilities; provides requirements for operation of on-demand autonomous vehicle networks; revises registration requirements for autonomous vehicles. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee. Favorable by Transportation and Infrastructure Subcommittee; 14 Yeas, Zero Nays. Now in Transportation and Tourism Appropriations Subcommittee. Favorable by Transportation and Tourism Appropriations Subcommittee; 9 Yeas, Zero Nays. Now in State Affairs Committee. On State Affairs Committee Agenda for 03/28/2019 – Temporarily Postponed. Passed State Affairs Committee with Amendments, 20 Yeas, 1 Nay. Now in State Affairs Committee. Passed State Affairs Committee; 20 Yeas, 1 Nay. Full House Floor Vote, Placed on Special Order Calendar, 04/23/19. Passed House 110 Yeas, Zero Nays. Sent to Senate, referred to Infrastructure and Security; Criminal Justice; Rules.

HB 341: Motor Vehicles and Railroad Trains – (LaMarca) – Identical to SB 1002 by Hutson. Requires that, in event of crash involving railroad train, collection of certain information be at discretion of law enforcement officer having jurisdiction to investigate crash; specifies that certain persons are not considered passengers for purpose of making crash reports. Referred to Transportation and Infrastructure Subcommittee; Criminal Justice Subcommittee; State Affairs Committee. CS by Transportation and Infrastructure Subcommittee; 13 Yeas, Zero Nays. Now in Criminal Justice Subcommittee. Favorable by Criminal Justice Subcommittee; 13 Yeas, Zero Nays. Now in State Affairs Committee. Passed State Affairs Committee; 19 Yeas, Zero Nays. Next Stop is a full House Floor vote. Placed on Special Order Calendar 04/10/2019. Passed Full House Floor Vote 116 Yeas, Zero Nays. Sent to the Senate, Referred to Infrastructure and Security; Criminal Justice; Rules.

HB 385: Transportation – (Avila) – Editorial Notes: This bill had a strike-all amendment filed and passed at the last committee stop. The primary provisions of this bill are: Eliminates the MDX and assigns all assets and liabilities to the Florida Department of Transportation, restricts the expenditures of the half-penny sales tax to only being expended on capital
improvements, restructures the Miami-Dade TPO Board, and prohibits the collection of an optional membership fee by the Miami-Dade TPO for use on non-federally eligible expenditures. Please note, this bill is advancing rapidly and seems likely to pass.

Requires certain authority members to comply with financial disclosure requirements; limits levy of & revises authorized uses of certain surtaxes; revives Pilot Rebuilt motor vehicle inspection program; revises provisions relating to DOT design plan approval, transportation project programs, toll collection & use, & M.P.O. membership; repeals pts. I & V of ch. 348, F.S., related to Florida Expressway Authority Act & Osceola County Expressway Authority Law. Referred to Transportation and Infrastructure Subcommittee; Ways and Means Committee; State Affairs Committee. On Committee agenda-- Transportation and Infrastructure Subcommittee, 02/13/19, 1:30 pm, Reed Hall. Committee Substitute by Transportation and Infrastructure Subcommittee; 15 Yeas, 0 Nays. Now in Ways and Means Committee. CS/CS by Ways and Means Committee; 17 Yeas, Zero Nays. Now in State Affairs Committee. Passed State Affairs Committee with Amendments, 20 Yeas, Zero Nays. Placed on Special Order Calendar for a Full House Floor Vote 04/17/2019. Amended on the House Floor, passed 80 Yeas, 33 Nays. Sent to the Senate, referred to Infrastructure and Security; Appropriations.

**HB 453: Micromobility Devices and Motorized Scooters – (Toledo)** – Similar to SB 542 (Brandes). Authorizes county or municipality to regulate operation of micromobility devices & for-hire motorized scooters; authorizes county or municipality to require licensure; requires proof of certain insurance coverage; provides that regulation of micromobility devices & for-hire motorized scooters is controlled by state & federal law; provides that operator has all rights & duties applicable to rider of bicycle; exempts micromobility device or motorized scooter from certain requirements; provides that person is not required to have valid driver license to operate micromobility device or motorized scooter; authorizes parking on sidewalk; removes requirements for sale of motorized scooters; exempts micromobility devices & motorized scooters from certain emblem requirements. Referred to Transportation and Infrastructure Subcommittee; Local, Federal and Veterans Affairs Subcommittee; State Affairs Committee. Favorable by Transportation and Infrastructure Subcommittee; 14 Yeas, Zero Nays. Now in Local, Federal and Veterans Affairs Subcommittee. Passed Local, Federal and Veterans Affairs Subcommittee; 11 Yeas, 1 Nay. Now in State Affairs Committee. *Editorial Note:* This bill was amended to put in place some local controls over the implementation of scooter sharing services. This bill does not allow a municipality to prohibit scooters. Amendment adopted which now gives counties and municipalities the ability to regulate scooters so long as the regulation(s) do not contradict state or federal law. Local units of government may not regulate parking of scooters and must offer a license if certain conditions are met (insurance, etc.). Scooters would be treated the same as bicycles. Favorable by State Affairs; 21 Yeas, 1 Nay. Amended on the House Floor to match the Senate version (SB 542), passed Full House 115 Yeas, Zero Nays. Sent to the Senate, referred to Infrastructure and Security; Appropriations.

**HB 476: Child Restraint Requirements – (Perry)** – Identical to HB 567 (Slosberg). Increasing the age of children for whom operators of motor vehicles must provide protection by using a crash-tested, federally approved child restraint device; increasing the age of children for whom a separate carrier, an integrated child seat, or a child booster seat may be used, etc. Referred to Infrastructure and Security; Children, Families, and Elder Affairs; Rules. On Committee agenda-- Infrastructure and Security, 03/26/19, 4:00 pm, 110 Senate Building. Passed Infrastructure and Security; 8 Yeas, Zero Nays. Now in Children, Families, and Elder Affairs. Favorable by Children, Families, and Elder Affairs; 6 Yeas, Zero Nays. Now in Rules Committee.
SB 542: Micromobility Devices and Motorized Scooters – (Brandes) – Similar to HB 453 (Toledo). Defining the term “micromobility device”; revising the definition of the term “motorized scooter”; authorizing a county or municipality to regulate the operation of micromobility devices and for-hire motorized scooters, subject to certain restrictions; authorizing a county or municipality to require that a person offering micromobility devices or for-hire motorized scooters be licensed; exempting a micromobility device or motorized scooter from certain registration, insurance, and licensing requirements, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On Committee agenda-- Infrastructure and Security, 03/26/19, 4:00 pm, 110 Senate Building. Editorial Note: Expect an amendment to this bill to address some localized concerns about local control over scooters in communities. Editorial Note: This bill was amended to allow local units of government to retain control over the launching of scooter sharing services with their jurisdictions. Passed Infrastructure and Security; 8 Yeas, Zero Nays. Now in Appropriations Subcommittee on Transportation, Tourism and Economic Development. On Committee agenda-- Appropriations Subcommittee on Transportation, Tourism, and Economic Development, 04/09/19, 4:00 pm, 110 Senate Building. Editorial Note: This bill will allow municipalities to prohibit scooters. Favorable by Appropriations Subcommittee on Transportation, Tourism, and Economic Development; 7 Yeas, Zero Nays. Now in Appropriations. Passed Appropriations 20 Yeas, Zero Nays. Placed on Senate Calendar, on 2nd reading.

HB 611: Motor Vehicle Racing – (Mercado) – Identical to SB 116 (Stewart). Motor Vehicle Racing; Increases criminal penalty for third or subsequent violation related to motor vehicle racing within specified period after date of prior violation that resulted in conviction. Referred to Criminal Justice Subcommittee; Justice Appropriations Subcommittee; Judiciary Committee. Amended in Criminal Justice Subcommittee, Passed; 13 Yeas, Zero Nays. Now in Judiciary Committee. On Committee agenda-- Judiciary Committee, 04/09/19, 2:00 pm, Sumner Hall. Favorable by Judiciary Committee; 17 Yeas, Zero Nays. Full House Floor Vote 04/17/2019. Passed Full House 114 Yeas, 1 Nay. Sent to the Senate, passed the Senate 39 Yeas, Zero Nays. Next stop is the Governor’s desk.

HB 693: Communications Services – (Fischer) – Reduces communications services tax rate on sales of communications services; revises authority for municipalities, and counties to impose permit fees on providers of communications services that use or occupy municipal or county roads or rights-of-way; deletes procedures, requirements, & limitations with respect to such fees. Not yet assigned to committees. Referred to Energy and Utilities Subcommittee; Ways and Means Committee; Commerce. Amended by Energy and Utilities Subcommittee, Passed; 13 Yeas, Zero Nays. Now in Ways and Means Committee. Passed Ways and Means Committee; YEAS 14 NAYS. Now in Commerce Committee. On Committee agenda-- Commerce Committee, 04/10/19, 8:15 am, Webster Hall -- Temporarily postponed. On Committee Agenda – Commerce Committee 04/18/2019. Passed Commerce Committee 21 Yeas, 1 Nay. Sent to the House Floor for a full House Vote, Temporarily Postponed on 2nd reading.

HB 725: Commercial Motor Vehicles – (Payne) – Repeals assistive truck platooning technology pilot project; revises provisions relating to platoon vehicle operation, commercial motor vehicle safety regulations & penalties, apportionable vehicle requirements, certain license plate fees, vehicles registered under International Registration Plan, & theft of certain commercial cargo; authorizes DHSMV to partner with tax collector to conduct Fleet Vehicle Temporary Tag pilot program. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee. Committee Substitute Favorable by Transportation and Infrastructure Subcommittee; 13 Yeas, Zero Nays. Now in Transportation and Tourism Appropriations Subcommittee. Favorable by

SB 728: Growth Management – (Lee) – Authorizing sufficiently contiguous lands located within the county or municipality which a petitioner anticipates adding to the boundaries of a new community development district to also be identified in a petition to establish the new district under certain circumstances; providing requirements for the petition; providing notification requirements for the petition, etc. Referred to Community Affairs; Infrastructure and Security; Rules. On Committee Agenda – Community Affairs, 03/12/2019, 4:00PM, 301 Senate Office Building. Favorable by Community Affairs; 5 Yeas, Zero Nays. Now in Infrastructure and Security. On Committee agenda-- Infrastructure and Security, 03/26/19, 4:00 pm, 110 Senate Building – Not Considered. On Committee agenda-- Infrastructure and Security, 04/02/19, 2:00 pm, 110 Senate. Passed Infrastructure and Security; YEAS 8 NAYS 0. Now in Rules. On Committee agenda-- Rules, 04/23/19, 2:00 pm, 110 Senate Building. Passed Rules Committee, 16 Yeas, Zero Nays. Sent to Senate Floor, placed on Special Order Calendar.

SB 898: Transportation – (Diaz) – Editorial Notes: This is the companion bill to HB 385 and among other things it revises the structure of the Miami-Dade TPO. This is the primary concern of MPOs. Given the rapid advancement of HB 385 and the positive remarks it has received by members of the House, this bill has the potential to advance quickly. Membership should watch this bill. Please see HB 385. Revising the authorized uses of proceeds from charter county and regional transportation system surtaxes; revising the preservation goals of the Department of Transportation to include ensuring that all work on the State Highway System meets department standards; requiring the department to approve design plans for all transportation projects relating to department-owned rights-of-way under certain circumstances; prohibiting the department from using toll revenues from high-occupancy toll lanes or express lanes to offset certain funding, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On Committee Agenda – Infrastructure and Security, 03/12/2019, 4:00PM, 110 Senate Office Building. The bill was revised and now it does nothing to the Miami-Dade TPO. Passed Infrastructure and Security with the amendment removing the restricting of the Miami-Dade TPO; 7 Yeas, 1 Nay. Now in Appropriations Subcommittee on Transportation, Tourism, and Economic Development. Passed Appropriations Subcommittee on Transportation, Tourism, and Economic Development; YEAS 7 NAYS 0. Next stop is Appropriations Committee. On Committee agenda-- Appropriations, 04/18/19, 9:00 am, 412 Knott Building. Passed Appropriations; 19 Yeas, Zero Nays. Next stop is a Full Senate Floor Vote. Bill was read for 1st time on Senate Floor.

HB 905: Department of Transportation – (Andrade) – Identical to SB 1044 by Albritton. Editorial Notes: This bill eliminates the requirement that the Secretary of Transportation be selected from among three nominees chosen by the Florida Transportation Commission. The Secretary would be chosen directly by the Governor. Requires that 80% of the pavement in each DOT district meet DOT standards which is expected to reduce funding available for capacity expansion. Prohibits local governments from having aggregate materials specifications that are different than the DOTs. The big issue in this bill is that state statutes are changed to require that 75% of the capacity expansion funds be spent on the Strategic Intermodal System (SIS). Currently state statute requires that at least 50% of any new discretionary capacity funds be spent on the SIS and by policy the DOT spends 75%. Policies can be changed more easily than state statutes, this would take away any flexibility of the department and make it more difficult
for local units of government to access state transportation funds for capacity improvements.

The bill requires the department to give priority to correcting or improving sections of the interstate system that experience unusually high accident rates. If a section of interstate has non-recurring congestion that accounts for more than 75% of the total congestion, then the DOT must begin PD&E studies within three years.

Revises provisions related to DOT, including requirements for appointment of Secretary of Transportation, computation of mileage, pavement standards, construction contracts, use of toll revenue, allocation of transportation capacity funds, facility improvements, & project development & environmental studies. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee. On Committee agenda-- Transportation and Infrastructure Subcommittee, 03/12/19, 12:30 pm, Reed Hall. Amendment passed on this bill in Transportation and Infrastructure Subcommittee. The amendment removed the requirement that 80% of the pavement in each DOT district meet DOT standards. Also removed is the provision that requires 75% of capacity expansion funds be spent on the Strategic Intermodal System (SIS). Passed Transportation and Infrastructure Subcommittee; 14 Yeas, Zero Nays. Now in Transportation and Tourism Subcommittee. Passed Transportation and Tourism Appropriations Subcommittee; 11 Yeas, Zero Nays. Now in State Affairs Committee. Favorable by State Affairs Committee; 23 Yeas, Zero Nays. Full House Floor Vote 04/17/2019. Amended on the House Floor, Passed Full House Floor Vote 114 Yeas, 1 Nay. The amendment changed the definition of “Small County” from 170K to 200K or less. Sent to the Senate. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

SB 932: Autonomous Vehicles – (Brandeis) – Similar to HB 311 by Fischer. Exempting a fully autonomous vehicle being operated with the automated driving system engaged from a prohibition on the active display of television or video; exempting a motor vehicle operator who is operating an autonomous vehicle from a prohibition on the use of wireless communications devices; providing that a licensed human operator is not required to operate a fully autonomous vehicle; authorizing a fully autonomous vehicle to operate in this state regardless of whether a human operator is physically present in the vehicle, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On Committee agenda-- Infrastructure and Security, 03/20/19, 4:00 pm, 110 Senate Building. Passed Infrastructure and Security; 8 Yeas, Zero Nays. Now in Appropriations Subcommittee on Transportation, Tourism, and Economic Development. Passed Appropriations Subcommittee on Transportation, Tourism, and Economic Development; YEAS 8 NAYS 0. Now in Appropriations. On Committee agenda-- Appropriations, 04/18/19, 9:00 am, 412 Knott Building. Passed Appropriations 20 Yeas, Zero Nays. Next stop is a Full Senate Floor Vote. Placed on Calendar, on 2nd reading.

SB 1002: Motor Vehicles and Railroad Trains– (Hutson) – Identical to HB 341 by LaMarca. Revising the definition of the term “railroad train”; requiring that, in the event of a crash involving a railroad train, the collection of certain information be at the discretion of the law enforcement officer having jurisdiction to investigate the crash; specifying that certain persons are not considered passengers for the purpose of making crash reports, etc. Referred to Infrastructure and Security; Criminal Justice; Rules. On Committee agenda-- Infrastructure and Security, 03/12/19, 4:00 pm, 110 Senate Building. Passed Infrastructure and Security; 8 Yeas, Zero Nays. Now in Criminal Justice. On Committee agenda-- Criminal Justice, 03/25/19, 1:30 pm, 37 Senate Building. Passed Criminal Justice; 4 Yeas, Zero Nays. Now in Rules Committee. Committee agenda-- Rules, 04/10/19, 10:00 am, 110 Senate Building. Favorable by Rules Committee; 16 Yeas, Zero Nays. Headed to a Full Senate Floor Vote. Placed on Calendar, on 2nd reading.
SB 1044: Department of Transportation – (Albritton) – Identical to HB 905 by Andrade.

Editorial Notes: This bill eliminates the requirement that the Secretary of Transportation be selected from among three nominees chosen by the Florida Transportation Commission. The Secretary would be chosen directly by the Governor. Requires that 80% of the pavement in each DOT district meet DOT standards which is expected to reduce funding available for capacity expansion. Prohibits local governments from having aggregate materials specifications that are different than the DOTs. The big issue here is probably that state statutes are changed to require that 75% of the capacity expansion funds be spent on the Strategic Intermodal System (SIS). Currently state statute requires that at least 50% of any new discretionary capacity funds be spent on the SIS and by policy the DOT spends 75%. Policies can be changed more easily than state statutes, this would take away any flexibility of the department and make it more difficult for local units of government to access state transportation funds for capacity improvements. The bill requires the department to give priority to correcting or improving sections of the interstate system that experience unusually high accident rates. If a section of interstate has non-recurring congestion that accounts for more than 75% of the total congestion, then the DOT must begin PD&E studies within three years.

Providing that the Department of Transportation consists of a central office that establishes policies and procedures and districts that carry out certain projects; requiring certain preservation goals to include ensuring that a specified percentage of the pavement in each of the department’s districts meet department standards by a specified year; prohibiting local governments from adopting standards or specifications that are contrary to the department standards or specifications for permissible use of aggregates and materials that have been certified for use, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On Committee agenda-- Infrastructure and Security, 03/20/19, 4:00 pm, 110 Senate Building. Passed Infrastructure and Security; 6 Yeas, Zero Nays. Now in Appropriations Subcommittee on Transportation, Tourism, and Economic Development. Passed Appropriations Subcommittee on Transportation, Tourism, and Economic Development; YEAS 8 NAYS 0. Next stop is Appropriations Committee. On Committee agenda-- Appropriations, 04/18/19, 9:00 am, 412 Knott Building. Passed Appropriations 20 Yeas, Zero Nays. Next stop is a Full Senate Floor Vote. Placed on Calendar, on 2nd reading.

HB 1235: Legal Notices – (Fine; Co-Introducer: Sabatini) – Similar bill to SB 1676 by Baxley. Removes provisions relating to publication of legal notices in newspapers; requires counties to publish legal notices on their websites; requires counties to provide specified notice to residents concerning alternative methods of receiving notices; specifies form for affidavits of publication. Referred to Local, Federal and Veterans Affairs Subcommittee; Judiciary Committee; State Affairs Committee. On Committee agenda-- Local, Federal and Veterans Affairs Subcommittee, 03/26/19, 8:00 am, 12 HOB. Passed Local, Federal and Veterans Affairs Subcommittee; 10 Yeas, 5 Nays. Now in Judiciary Committee. Passed Judiciary Committee; YEAS 11 NAYS 7. Reference to State Affairs Committee removed, next stop is Full House Floor Vote. Full House Floor Vote 04/17/2019. Passed Full House Floor Vote; 68 Yeas, 44 Nays. Sent to the Senate. Referred to Judiciary; Governmental Oversight and Accountability; Rules.

HB 6011: Alligator Alley Toll Road – (Rommel)– Identical bill to SB 72 by Passidomo. Requires specified fees to be used indefinitely to reimburse local governmental entity for direct actual costs of operating specified fire station. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee. Editorial Note: This bill was shown as HB 6001 in error. Bill HB 6011 has been advancing. Passed Transportation and Infrastructure Subcommittee; YEAS 11 NAYS 0. Passed
HB 6003: Traffic Infraction Detectors – (Sabatini – Co-Introducers: Grieco; Hill; Jacobs; Sirois) – Similar bill to SB 306 (Brandes). Repeals provisions relating to Mark Wandall Traffic Safety Program & authorization to use traffic infraction detectors; repeals provisions relating to distribution of penalties, transitional implementation, & placement & installation; conforms cross-references & provisions to changes made by act. Referred to Transportation and Infrastructure Subcommittee; Appropriations Committee; State Affairs Committee. Favorable by Transportation and Infrastructure Committee, 12 Yeas, 1 Nay. Now in Appropriations Committee. Did not pass all committee stops, committees are no longer meeting. This bill is dead.

HB 6017: Small-scale Comprehensive Plan Amendments – (Duggan) – Removes acreage limitations that apply to small-scale comprehensive plan amendments. Referred to Local, Federal and Veterans Affairs Subcommittee; Commerce Committee; State Affairs Committee. On Committee agenda-- Local, Federal and Veterans Affairs Subcommittee; Commerce Committee; State Affairs Committee, 02/13/19, 8:30 am, 12 HOB. Favorable by Local, Federal and Veterans Affairs Subcommittee; 14 Yeas, 0 Nays. Now in Commerce Committee. Favorable by Commerce Committee; 21 Yeas, Zero Nays. Now in State Affairs Committee. Passed State Affairs Committee; 18 Yeas, 1 Nay. Next stop is a full House Floor vote. Placed on Special Order Calendar, 04/10/19. Passed Full House Floor Vote 108 Yeas, 5 Nays. Sent to the Senate, Referred to Community Affairs; Infrastructure and Security; Rules.

HB 7007: OGSR/Toll Facilities – (General Bill by Oversight, Transparency and Public Management Subcommittee; Andrade) – Removes scheduled repeal of exemption from public records requirements for personal identifying information provided for purpose of paying, prepaying, or collecting tolls & associated administrative charges for use of toll facilities. Referred to Transportation and Infrastructure Subcommittee; State Affairs Committee. On Committee agenda-- Transportation and Infrastructure Subcommittee, 02/13/19, 1:30 pm, Reed Hall. Favorable by Transportation and Infrastructure Subcommittee; 15 Yeas, 0 Nays. Now in State Affairs Committee. Favorable by State Affairs Committee; 22 Yeas, Zero Nays. Placed on Calendar – Ready for a Full House Floor Vote. Full House Floor Vote, Placed on Special Order Calendar, 03/27/19. Temporarily postponed, on 2nd Reading. Placed on Special Order Calendar, 04/10/19. Substituted SB 7036, Laid on Table – refer to SB 7036.

SB 7068: Public Financing of Construction Projects – (General Bill by Infrastructure and Security) – Similar to HB 7113 by House TED and Trumbull. This bill moves monies from vehicle registrations currently allocated to General Revenue into the State Transportation Trust Fund. The bill gradually shifts motor vehicle registration taxes into the State Transportation Trust Fund, and by state fiscal year 2021-2022, this would place an estimated additional $135 Million per year in the transportation trust fund. This would mean a reduction in state spending in some area(s), that is not addressed in the bill. The bill also creates the Multi-Use Corridors of Regional Economic Significance Program within FDOT. Identified roadways that are to be built by FDOT are the Southwest-Central Florida Connector (Collier County to Polk County); the Suncoast Connector (Citrus to Jefferson County) and the Northern Turnpike Connector (Suncoast Parkway to the Turnpike at Wildwood). The bill requires the new corridors to be tolled and specifies these will be SIS facilities. Additionally, the new corridors would be permitted to use monies from the transportation trust fund, as a loan to be repaid, which during
construction would reduce available funds from the rest of the state. Bonding and other financing options are made available as well. Here is the description on the Florida Senate website: Creating the Multi-use Corridors of Regional Economic Significance Program within the Department of Transportation; specifying that projects undertaken in the corridors are tolled facilities and certain approved turnpike projects, and are considered as Strategic Intermodal System facilities; requiring the department to identify certain opportunities to accommodate or co-locate multiple types of infrastructure-addressing issues during the project development phase, etc. Submitted as Committee Bill and Reported Favorably by Infrastructure and Security; 7 Yeas, Zero Nays. Referred to Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On Committee agenda-- Appropriations Subcommittee on Transportation, Tourism, and Economic Development, 03/19/19, 1:30 pm, 110 Senate Building. Passed Appropriations Subcommittee on Transportation, Tourism, and Economic Development; 8 Yeas, Zero Nays. Now in Appropriations. Favorable by Appropriations; 20 Yeas, Zero Nays. Full Senate Floor Vote, Placed on Special Order Calendar, 04/23/19. Passed the Senate with 37 Yeas, 1 Nay. Sent to the House.

HB 7113: Transportation & Tourism Appropriations Subcommittee and Trumbull. – House companion bill to SB 7068 - Identical (General Bill by Infrastructure and Security) - This bill moves monies from vehicle registrations currently allocated to General Revenue into the State Transportation Trust Fund. The bill gradually shifts motor vehicle registration taxes into the State Transportation Trust Fund, and by state fiscal year 2021-2022, this would place an estimated additional $135 Million per year in the transportation trust fund. This would mean a reduction in state spending in some area(s), that is not addressed in the bill. The bill also creates the Multi-Use Corridors of Regional Economic Significance Program within FDOT. Identified roadways that are to be built by FDOT are the Southwest-Central Florida Connector (Collier County to Polk County); the Suncoast Connector (Citrus to Jefferson County) and the Northern Turnpike Connector (Suncoast Parkway to the Turnpike at Wildwood). The bill requires the new corridors to be tolled and specifies these will be SIS facilities. Additionally, the new corridors would be permitted to use monies from the transportation trust fund, as a loan to be repaid, which during construction would reduce available funds from the rest of the state. Bonding and other financing options are made available as well. Here is the description on the Florida Senate website: Creating the Multi-use Corridors of Regional Economic Significance Program within the Department of Transportation; specifying that projects undertaken in the corridors are tolled facilities and certain approved turnpike projects, and are considered as Strategic Intermodal System facilities; requiring the department to identify certain opportunities to accommodate or co-locate multiple types of infrastructure-addressing issues during the project development phase, etc. Submitted as Committee Bill and Reported Favorably by the House Transportation & Tourism Appropriations Subcommittee; 9 Yeas, 3 Nays. Next stop is a Full House Floor Vote.
DEPARTMENT OF TRANSPORTATION

Office of the Secretary of Transportation

Notice of Funding Opportunity for the Department of Transportation’s National Infrastructure Investments under the Consolidated Appropriations Act, 2019

AGENCY: Office of the Secretary of Transportation, DOT

ACTION: Notice of Funding Opportunity

SUMMARY: The Consolidated Appropriations Act, 2019 (Pub. L. 116-6, February 15, 2019) (“FY 2019 Appropriations Act”) appropriated $900 million to be awarded by the Department of Transportation (“DOT”) for National Infrastructure Investments. This appropriation stems from the program funded and implemented pursuant to the American Recovery and Reinvestment Act of 2009 (the “Recovery Act”) and is known as the Better Utilizing Investments to Leverage Development, or “BUILD Transportation grants,” program. Funds for the FY 2019 BUILD Transportation grants program are to be awarded on a competitive basis for surface transportation infrastructure projects that will have a significant local or regional impact. The purpose of this notice is to solicit applications for BUILD Transportation grants.

DATES: Applications must be submitted by 8:00 PM E.D.T. on July 15, 2019.

ADDRESSES: Applications must be submitted through Grants.gov.

FOR FURTHER INFORMATION CONTACT: For further information concerning this notice, please contact the BUILD Transportation grants program staff via e-mail at BUILDgrants@dot.gov, or call Howard Hill at 202-366-0301. A TDD is available for individuals who are deaf or hard of hearing at 202-366-3993. In addition, DOT will
regularly post answers to questions and requests for clarifications as well as information about webinars for further guidance on DOT’s website at www.transportation.gov/BUILDgrants.

**SUPPLEMENTARY INFORMATION:** The FY 2019 BUILD Transportation grant program will make awards to surface transportation infrastructure projects that will have a significant impact throughout the country. Each section of this notice contains information and instructions relevant to the application process for these BUILD Transportation grants, and all applicants should read this notice in its entirety so that they have the information they need to submit eligible and competitive applications. For this round of BUILD Transportation grants, the maximum grant award is $25 million, and no more than $90 million can be awarded to a single State, as specified in the FY 2019 Appropriations Act. Per statute, the FY 2019 selection criteria are the same as under the FY 2017 TIGER program, although the description for each criterion has been updated. For FY 2019 BUILD Transportation grants, the definitions of urban and rural areas differ from previous rounds. Additionally, not more than 50 percent of funds will be awarded to projects located in urban and rural areas, respectively.

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A. Program Description

The Consolidated Appropriations Act, 2019 (Pub. L. 116-6, February 15, 2019) (“FY 2019 Appropriations Act”) appropriated $900 million to be awarded by the Department of Transportation (“DOT”) for National Infrastructure Investments. Since this program was created, $7.1 billion has been awarded for capital investments in surface transportation infrastructure over ten rounds of competitive grants. Throughout the program, these discretionary grant awards have supported projects that have a significant local or regional impact.

Like the FY 2017 TIGER program, the FY 2019 BUILD program will also give special consideration to projects which emphasize improved access to reliable, safe, and affordable transportation for communities in rural areas, such as projects that improve infrastructure condition, address public health and safety, promote regional connectivity or facilitate economic growth or competitiveness. Such projects may concurrently invest in broadband to better facilitate productivity, including through the U.S. Department of Agriculture’s ReConnect Loan and Grant program, and help rural citizens access opportunities, or promote energy independence to help deliver significant local or regional economic benefit.

B. Federal Award Information

1. Amount Available

The FY 2019 Appropriations Act appropriated $900 million to be awarded by DOT for the BUILD Transportation grants program. The FY 2019 BUILD Transportation
grants are for capital investments in surface transportation infrastructure and are to be awarded on a competitive basis for projects that will have a significant local or regional impact. Additionally, the Act allows for up to $15 million (of the $900 million) to be awarded for the planning, preparation or design of eligible projects. DOT is referring to any such awards as BUILD Transportation planning grants. The FY 2019 Appropriations Act also allows DOT to retain up to $27 million of the $900 million for award, oversight and administration of grants and credit assistance made under the program. If this solicitation does not result in the award and obligation of all available funds, DOT may publish additional solicitations.

The FY 2019 Appropriations Act allows up to 20 percent of available funds (or $180 million) to be used by the Department to pay the subsidy and administrative costs of a project receiving credit assistance under the Transportation Infrastructure Finance and Innovation Act of 1998 (“TIFIA”) or Railroad Rehabilitation and Improvement Financing (RRIF) programs, if that use of the FY 2019 BUILD funds would further the purposes of the BUILD Transportation grants program.

2. Award Size

The FY 2019 Appropriations Act specifies that BUILD Transportation grants may not be less than $5 million and not greater than $25 million, except that for projects located in rural areas (as defined in Section C.3.ii.) the award size is $1 million. There is no minimum award size, regardless of location, for BUILD Transportation planning grants.

3. Restrictions on Funding

Pursuant to the FY 2019 Appropriations Act, no more than 10 percent of the funds made available for BUILD Transportation grants (or $90 million) may be awarded to
projects in a single State. The Act also directs that not more than 50 percent of the funds provided for BUILD Transportation grants (or $450 million) shall be used for projects located in rural areas with population equal to or less than 200,000, and directs that not more than 50 percent of the funds provided for BUILD Transportation grants (or $450 million) shall be used for projects located in urbanized areas with a population of more than 200,000. Further, DOT must take measures to ensure an equitable geographic distribution of grant funds, an appropriate balance in addressing the needs of urban and rural areas, and investment in a variety of transportation modes.

4. Availability of Funds

The FY 2019 Appropriations Act requires that FY 2019 BUILD Transportation grants funds are available for obligation only through September 30, 2021. Obligation occurs when a selected applicant and DOT enter into a written grant agreement after the applicant has satisfied applicable administrative requirements, including transportation planning and environmental review requirements. Unless authorized by the Department in writing after the Department’s announcement of FY 2019 BUILD awards, any costs incurred prior to the Department’s obligation of funds for a project are ineligible for reimbursement.\(^1\) All FY 2019 BUILD funds must be expended (the grant obligation must be liquidated or actually paid out to the grantee) by September 30, 2026. After this date, unliquidated funds are no longer available to the project. As part of the review and

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\(^1\) Pre-award costs are only costs incurred directly pursuant to the negotiation and anticipation of the BUILD award where such costs are necessary for efficient and timely performance of the scope of work, as determined by DOT. Costs incurred under an advance construction (23 U.S.C. 115) authorization before the DOT announces that a project is selected for a FY 2019 BUILD award cannot be charged to FY 2019 BUILD funds. Likewise, costs incurred under an FTA Letter of No Prejudice under Chapter 53 of title 49 U.S.C. before the DOT announces that a project is selected for a FY 2019 BUILD award cannot be charged to FY 2019 BUILD funds.
selection process described in Section E.2., DOT will consider a project’s likelihood of being ready to proceed with an obligation of BUILD Transportation grant funds and complete liquidation of these obligations, within the statutory timelines. No waiver is possible for these deadlines.

5. Previous BUILD/TIGER Awards

Recipients of BUILD/TIGER grants may apply for funding to support additional phases of a project previously awarded funds in the BUILD/TIGER program. However, to be competitive, the applicant should demonstrate the extent to which the previously funded project phase has met estimated project schedules and budget, as well as the ability to realize the benefits expected for the project.

C. Eligibility Information

To be selected for a BUILD Transportation grant, an applicant must be an Eligible Applicant and the project must be an Eligible Project.

1. Eligible Applicants

Eligible Applicants for BUILD Transportation grants are State, local, and tribal governments, including U.S. territories, transit agencies, port authorities, metropolitan planning organizations (MPOs), and other political subdivisions of State or local governments.

Multiple States or jurisdictions may submit a joint application and must identify a lead applicant as the primary point of contact and also identify the primary recipient of the award. Each applicant in a joint application must be an Eligible Applicant. Joint applications must include a description of the roles and responsibilities of each applicant and must be signed by each applicant.
2. Cost Sharing or Matching

Per the FY 2019 Appropriations Act, the Federal share of project costs for which an expenditure is made under the BUILD Transportation grant program may not exceed 80 percent for a project located in an urban area. The Secretary may increase the Federal share of costs above 80 percent for a project located in a rural area. Urban area and rural area are defined in Section C.3.ii of this notice.

Non-Federal sources include State funds originating from programs funded by State revenue, local funds originating from State or local revenue-funded programs, or private funds. Toll credits under 23 U.S.C. 120(i) are considered a Federal source under the BUILD program and, therefore, cannot be used to satisfy the statutory cost sharing requirement of a BUILD award. Unless otherwise authorized by statute, non-Federal cost-share may not be counted as the non-Federal share for both the BUILD Transportation grant and another Federal grant program. The Department will not consider previously incurred costs or previously expended or encumbered funds towards the matching requirement for any project. Matching funds are subject to the same Federal requirements described in Section F.2. as awarded funds. If repaid from non-Federal sources, Federal credit assistance is considered non-Federal share.

3. Other

i. Eligible Projects

Eligible projects for BUILD Transportation grants are surface transportation capital projects that include, but are not limited to: (1) highway, bridge, or other road projects eligible under title 23, United States Code; (2) public transportation projects eligible

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2 To meet match requirements, the minimum total project cost for a project located in an urban area must be $6.25 million.
under chapter 53 of title 49, United States Code; (3) passenger and freight rail transportation projects; (4) port infrastructure investments (including inland port infrastructure and land ports of entry); and (5) intermodal projects.3

Improvements to Federally owned facilities are ineligible under the FY 2019 BUILD program. Research, demonstration, or pilot projects are eligible only if they will result in long-term, permanent surface transportation infrastructure that has independent utility as defined in Section C.3.iii.

The FY 2019 Appropriations Act allows up to $15 million for the planning, preparation or design of eligible projects. Activities eligible for funding under BUILD Transportation planning grants are related to the planning, preparation, or design—including environmental analysis, feasibility studies, and other pre-construction activities—of surface transportation capital projects.

Applicants are strongly encouraged to submit applications only for eligible award amounts.

ii. Rural/Urban Definition

For purposes of this notice, a project is designated as urban if it is located within (or on the boundary of) a Census-designated urbanized area4 that had a population greater than 200,000 in the 2010 Census5. If a project is located outside a Census-designated urbanized area with a population greater than 200,000, it is designated as a rural project.

Rural and urban definitions differ in some other DOT programs, including TIFIA.

3 Please note that the Department may use a BUILD Transportation grant to pay for the surface transportation components of a broader project that has non-surface transportation components, and applicants are encouraged to apply for BUILD Transportation grants to pay for the surface transportation components of these projects.
4 Updated lists of UAs as defined by the Census Bureau are available on the Census Bureau website at http://www2.census.gov/geo/maps/dc10map/UAUC_RefMap/ua/.
5 See www.transportation.gov/BUILDgrants for a list of UAs.
A project located in both an urban and a rural area will be designated as urban if the majority of the project’s costs will be spent in urban areas. Conversely, a project located in both an urban area and a rural area will be designated as rural if the majority of the project’s costs will be spent in rural areas.

This definition affects four aspects of the program: (1) not more than $450 million of the funds provided for BUILD Transportation grants are to be used for projects in rural areas; (2) not more than $450 million of the funds provided for BUILD Transportation grants are to be used for projects in urban areas; (3) for a project in a rural area the minimum award is $1 million; and (4) the Secretary may increase the Federal share above 80 percent to pay for the costs of a project in a rural area.

iii. Project Components

An application may describe a project that contains more than one component, and may describe components that may be carried out by parties other than the applicant. DOT may award funds for a component, instead of the larger project, if that component (1) independently meets minimum award amounts described in Section B and all eligibility requirements described in Section C; (2) independently aligns well with the selection criteria specified in Section E; and (3) meets National Environmental Policy Act (NEPA) requirements with respect to independent utility. Independent utility means that the component will represent a transportation improvement that is usable and represents a reasonable expenditure of DOT funds even if no other improvements are made in the area, and will be ready for intended use upon completion of that component's construction. All project components that are presented together in a single application
must demonstrate a relationship or connection between them. (See Section D.2.iv. for Required Approvals).

Applicants should be aware that, depending upon the relationship between project components and applicable Federal law, DOT funding of only some project components may make other project components subject to Federal requirements as described in Section F.2.

DOT strongly encourages applicants to identify in their applications the project components that have independent utility and separately detail costs and requested BUILD Transportation grant funding for those components. If the application identifies one or more independent project components, the application should clearly identify how each independent component addresses selection criteria and produces benefits on its own, in addition to describing how the full proposal of which the independent component is a part addresses selection criteria.

iv. Application Limit

Each lead applicant may submit no more than three applications. Unrelated project components should not be bundled in a single application for the purpose of adhering to the limit. If a lead applicant submits more than three applications as the lead applicant, only the first three received will be considered.

D. Application and Submission Information

1. Address

Applications must be submitted to Grants.gov. Instructions for submitting applications can be found at www.transportation.gov/BUILDgrants along with specific instructions for the forms and attachments required for submission.
2. Content and Form of Application Submission

The application must include the Standard Form 424 (Application for Federal Assistance), cover page, and the Project Narrative. More detailed information about the Project Narrative follows. Applicants should also complete and attach to their application the “BUILD 2019 Project Information” form available at www.transportation.gov/BUILDgrants.

The Department recommends that the project narrative follow the basic outline below to address the program requirements and assist evaluators in locating relevant information.

| I. Project Description | See D.2.i |
| II. Project Location | See D.2.ii |
| III. Grant Funds, Sources and Uses of all Project Funding | See D.2.iii |
| IV. Selection Criteria | See D.2.iv. and E.1.i. |
| V. Project Readiness | See D.2.v. and E.1.ii |
| VI. Benefit Cost Analysis | See D.2.vi. and E.1.iii. |

The project narrative should include the information necessary for the Department to determine that the project satisfies project requirements described in Sections B and C and to assess the selection criteria specified in Section E.1. To the extent practicable, applicants should provide supporting data and documentation in a form that is directly verifiable by the Department. The Department may ask any applicant to supplement data in its application but expects applications to be complete upon submission.

In addition to a detailed statement of work, detailed project schedule, and detailed project budget, the project narrative should include a table of contents, maps and graphics, as appropriate, to make the information easier to review. The Department recommends that the project narrative be prepared with standard formatting preferences.
(a single-spaced document, using a standard 12-point font such as Times New Roman, with 1-inch margins). The project narrative may not exceed 30 pages in length, excluding cover pages and table of contents. The only substantive portions that may exceed the 30-page limit are documents supporting assertions or conclusions made in the 30-page project narrative. If possible, website links to supporting documentation should be provided rather than copies of these supporting materials. If supporting documents are submitted, applicants should clearly identify within the project narrative the relevant portion of the project narrative that each supporting document supports. The Department recommends using appropriately descriptive file names (e.g., “Project Narrative,” “Maps,” “Memoranda of Understanding and Letters of Support,” etc.) for all attachments. DOT recommends applications include the following sections:

i. Project Description

The first section of the application should provide a concise description of the project, the transportation challenges that it is intended to address, and how it will address those challenges. This section should discuss the project’s history, including a description of any previously completed components. The applicant may use this section to place the project into a broader context of other transportation infrastructure investments being pursued by the project sponsor, and, if applicable, how it will benefit communities in rural areas.

ii. Project Location

This section of the application should describe the project location, including a detailed geographical description of the proposed project, a map of the project’s location and connections to existing transportation infrastructure, and geospatial data describing
the project location. If the project is located within the boundary of a Census-designated urbanized area, the application should identify that urbanized area.

iii. Grant Funds, Sources and Uses of Project Funds

This section of the application should describe the project’s budget. This budget should not include any previously incurred expenses. At a minimum, it should include:

(A) Project costs;
(B) For all funds to be used for eligible project costs, the source and amount of those funds;
(C) For non-Federal funds to be used for eligible project costs, documentation of funding commitments should be referenced here and included as an appendix to the application;
(D) For Federal funds to be used for eligible project costs, the amount, nature, and source of any required non-Federal match for those funds; and
(E) A budget showing how each source of funds will be spent. The budget should show how each funding source will share in each major construction activity, and present that data in dollars and percentages. Funding sources should be grouped into three categories: non-Federal; BUILD; and other Federal. If the project contains individual components, the budget should separate the costs of each project component. If the project will be completed in phases, the budget should separate the costs of each phase. The budget detail should sufficiently demonstrate that the project satisfies the statutory cost-sharing requirements described in Section C.2.

In addition to the information enumerated above, this section should provide complete information on how all project funds may be used. For example, if a particular
source of funds is available only after a condition is satisfied, the application should identify that condition and describe the applicant’s control over whether it is satisfied. Similarly, if a particular source of funds is available for expenditure only during a fixed time period, the application should describe that restriction. Complete information about project funds will ensure that the Department’s expectations for award execution align with any funding restrictions unrelated to the Department, even if an award differs from the applicant’s request.

iv. Selection Criteria

This section of the application should demonstrate how the project aligns with the Criteria described in Section E.1 of this notice. The Department encourages applicants to either address each criterion or expressly state that the project does not address the criterion. Applicants are not required to follow a specific format, but the outline suggested below, which addresses each criterion separately, promotes a clear discussion that assists project evaluators. To minimize redundant information in the application, the Department encourages applicants to cross-reference from this section of their application to relevant substantive information in other sections of the application. The guidance in this section is about how the applicant should organize their application. Guidance describing how the Department will evaluate projects against the Selection Criteria is in Section E.1 of this notice. Applicants also should review that section before considering how to organize their application.
(1) Primary Selection Criteria

(a) Safety

This section of the application should describe the anticipated outcomes of the project that support the Safety criterion (described in Section E.1.i.(a) of this notice). The applicant should include information on, and to the extent possible, quantify, how the project would improve safety outcomes within the project area or wider transportation network, to include how the project will reduce the number, rate, and consequences of transportation-related accidents, serious injuries, and fatalities. If applicable, the applicant should also include information on how the project will eliminate unsafe grade crossings or contribute to preventing unintended releases of hazardous materials.

(b) State of Good Repair

This section of the application should describe how the project will contribute to a state of good repair by improving the condition or resilience of existing transportation facilities and systems (described in Section E.1.i.(b) of this notice), including the project’s current condition and how the proposed project will improve it, and any estimates of impacts on long-term cost structures or overall life-cycle costs. If the project will contribute to a state of good repair of transportation infrastructure that supports border security, the applicant should describe how.

(c) Economic Competitiveness

This section of the application should describe how the project will support the Economic Competitiveness criterion (described in Section E.1.i.(c) of this notice). The applicant should include information about expected impacts of the project on the movement of goods and people, including how the project increases the efficiency of
movement and thereby reduces costs of doing business, improves local and regional
freight connectivity to the national and global economy, reduces burdens of commuting,
and improves overall well-being. The applicant should describe the extent to which the
project contributes to the functioning and growth of the economy, including the extent to
which the project addresses congestion or freight connectivity, bridges service gaps in
rural areas, or promotes the expansion of private economic development including in
Opportunity Zones.

(d) Environmental Sustainability

This section of the application should describe how the project addresses the
environmental sustainability criterion (described in Section E.1.i.(d) of this notice).
Applicants are encouraged to provide quantitative information, including baseline
information that demonstrates how the project will reduce energy consumption, reduce
stormwater runoff, or achieve other benefits for the environment such as brownfield
redevelopment.

(e) Quality of Life

This section should describe how the project increases transportation choices for
individuals, expands access to essential services for people in communities across the
United States, improves connectivity for citizens to jobs, health care, and other critical
destinations, particularly for rural communities, or otherwise addresses the quality of life
criterion (described in Section E.1.i.(e) of this notice). If construction of the
transportation project will allow concurrent installation of fiber or other broadband
deployment as an essential service, the applicant should describe those activities and how
they support quality of life. Unless the concurrent activities support transportation, they will not be eligible for reimbursement.

(2) Secondary Selection Criteria

(a) Innovation

This section of the application should describe innovative strategies used and the anticipated benefits of using those strategies, including those corresponding to three categories (described in Section E.1.i.(f) of this notice): (i) Innovative Technologies, (ii) Innovative Project Delivery, or (iii) Innovative Financing.

(i) Innovative Technologies

If an applicant is proposing to adopt innovative safety approaches or technology, the application should demonstrate the applicant’s capacity to implement those innovations, the applicant’s understanding of applicable Federal requirements and whether the innovations may require extraordinary permitting, approvals, exemptions, waivers, or other procedural actions, and the effects of those innovations on the project delivery timeline.

If an applicant is proposing to deploy innovative traveler information systems or technologies as part of the surface transportation capital project, including work zone data exchanges or related data exchanges, the application should demonstrate the applicant’s capacity to implement these innovations, the applicant’s understanding of applicable data standards, and whether the proposed innovations will advance safety or other benefits during and after project completion.

If an applicant is proposing to deploy autonomous vehicles or other innovative motor vehicle technology, the application should demonstrate that all vehicles will
comply with applicable safety requirements, including those administered by the National Highway Traffic Safety Administration (NHTSA) and Federal Motor Carrier Safety Administration (FMCSA). Specifically, the application should show that vehicles acquired for the proposed project will comply with applicable Federal Motor Vehicle Safety Standards (FMVSS) and Federal Motor Carrier Safety Regulations (FMCSR). If the vehicles may not comply, the application should either (1) show that the vehicles and their proposed operations are within the scope of an exemption or waiver that has already been granted by NHTSA, FMCSA, or both agencies or (2) directly address whether the project will require exemptions or waivers from the FMVSS, FMCSR, or any other regulation and, if the project will require exemptions or waivers, present a plan for obtaining them.

(ii) Innovative Project Delivery

If an applicant plans to use innovative approaches to project delivery or is located in a State with NEPA delegation authority, applicants should describe those project delivery methods and how they are expected to improve the efficiency of the project development or expedite project delivery.

If an applicant is proposing to use SEP–14 or SEP–15 (as described in section E.1.i.(f) of this notice) the applicant should describe that proposal. The applicant should also provide sufficient information for evaluators to confirm that the applicant’s proposal would meet the requirements of the specific experimental authority program.⁶

(iii) Innovative Financing

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If an applicant plans to incorporate innovative funding or financing, the applicant should describe the funding or financing approach, including a description of all activities undertaken to pursue private funding or financing for the project and the outcomes of those activities.

(b) Partnership

This section of the application should include information to assess the partnership criterion (described in Section E.1.i.(g) of this notice) including a list of all project parties and details about the proposed grant recipient and other public and private parties who are involved in delivering the project. This section should also describe efforts to collaborate among stakeholders, including with the private sector. Applications for projects involving other Federal agencies, or requiring action from other Federal agencies, should demonstrate commitment and involvement of those agencies. For example, projects involving border infrastructure should demonstrate evidence of concurrent investment from U.S. Customs and Border Patrol, U.S. Department of State, and other relevant Federal agencies; relevant port projects should demonstrate alignment with U.S. Army Corps of Engineers investment strategies.

v. Project Readiness

This section of the application should include information that, when considered with the project budget information presented elsewhere in the application, is sufficient for the Department to evaluate whether the project is reasonably expected to begin construction in a timely manner. To assist the Department’s project readiness assessment, the applicant should provide the information requested on technical feasibility, project schedule, project approvals, and project risks, each of which is
described in greater detail in the following sections. Applicants are not required to follow the specific format described here, but this organization, which addresses each relevant aspect of project readiness, promotes a clear discussion that assists project evaluators. To minimize redundant information in the application, the Department encourages applicants to cross-reference from this section of their application to relevant substantive information in other sections of the application.

The guidance here is about what information applicants should provide and how the applicant should organize their application. Guidance describing how the Department will evaluate a project’s readiness is described in Section E.1.ii of this notice. Applicants should review that section when considering how to organize their application.

(a) Technical Feasibility

The applicant should demonstrate the technical feasibility of the project with engineering and design studies and activities; the development of design criteria and/or a basis of design; the basis for the cost estimate presented in the BUILD application, including the identification of contingency levels appropriate to its level of design; and any scope, schedule, and budget risk-mitigation measures. Applicants should include a detailed statement of work that focuses on the technical and engineering aspects of the project and describes in detail the project to be constructed.

(b) Project Schedule

The applicant should include a detailed project schedule that identifies all major project milestones. Examples of such milestones include State and local planning approvals (e.g., programming on the Statewide Transportation Improvement Program); start and completion of NEPA and other Federal environmental reviews and approvals
including permitting; design completion; right of way acquisition; approval of plans, specifications and estimates; procurement; State and local approvals; project partnership and implementation agreements, including agreements with railroads; and construction.

The project schedule should be sufficiently detailed to demonstrate that:

(1) all necessary activities will be complete to allow BUILD Transportation grant funds to be obligated sufficiently in advance of the statutory deadline (September 30, 2021 for FY 2019 funds), and that any unexpected delays will not put the funds at risk of expiring before they are obligated;

(2) the project can begin construction quickly upon obligation of grant funds and that those funds will be spent expeditiously once construction starts, with all funds expended by September 30, 2026; and

(3) all real property and right-of-way acquisition will be completed in a timely manner in accordance with 49 CFR part 24, 23 CFR part 710, and other applicable legal requirements or a statement that no acquisition is necessary.

(c) Required Approvals

(1) Environmental Permits and Reviews. The application should demonstrate receipt (or reasonably anticipated receipt) of all environmental approvals and permits necessary for the project to proceed to construction on the timeline specified in the project schedule and necessary to meet the statutory obligation deadline, including satisfaction of all Federal, State and local requirements and completion of the NEPA process. Specifically, the application should include:

(a) Information about the NEPA status of the project. If the NEPA process is complete, an applicant should indicate the date of completion, and provide a
website link or other reference to the final Categorical Exclusion, Finding of No Significant Impact, Record of Decision, and any other NEPA documents prepared. If the NEPA process is underway, but not complete, the application should detail the type of NEPA review underway, where the project is in the process, and indicate the anticipated date of completion of all milestones and of the final NEPA determination. If the last agency action with respect to NEPA documents occurred more than three years before the application date, the applicant should describe why the project has been delayed and include a proposed approach for verifying and, if necessary, updating this material in accordance with applicable NEPA requirements.

(b) Information on reviews, approvals, and permits by other agencies. An application should indicate whether the proposed project requires reviews or approval actions by other agencies, indicate the status of such actions, and provide detailed information about the status of those reviews or approvals and should demonstrate compliance with any other applicable Federal, State or local requirements, and when such approvals are expected. Applicants should provide a website link or other reference to copies of any reviews, approvals, and permits prepared.

(c) Environmental studies or other documents, preferably through a website link, that describe in detail known project impacts, and possible mitigation for those impacts.

(d) A description of discussions with the appropriate DOT operating administration field or headquarters office regarding the project’s compliance with NEPA and other applicable Federal environmental reviews and approvals.

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7 Projects that may impact protected resources such as wetlands, species habitat, cultural or historic resources require review and approval by Federal and State agencies with jurisdiction over those resources.
(e) A description of public engagement about the project that has occurred, including details on the degree to which public comments and commitments have been integrated into project development and design.

(2) State and Local Approvals. The applicant should demonstrate receipt of State and local approvals on which the project depends, such as State and local environmental and planning approvals and Statewide Transportation Improvement Program (STIP) or (Transportation Improvement Program) TIP funding. Additional support from relevant State and local officials is not required; however, an applicant should demonstrate that the project has broad public support.

(3) Federal Transportation Requirements Affecting State and Local Planning. The planning requirements applicable to the relevant operating administration apply to all BUILD Transportation grant projects, including intermodal projects located at airport facilities. Applicants should demonstrate that a project that is required to be included in

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8 Under 23 U.S.C. 134 and 135, all projects requiring an action by FHWA must be in the applicable plan and programming documents (e.g., metropolitan transportation plan, transportation improvement program (TIP) and statewide transportation improvement program (STIP)). Further, in air quality non-attainment and maintenance areas, all regionally significant projects, regardless of the funding source, must be included in the conforming metropolitan transportation plan and TIP. Inclusion in the STIP is required under certain circumstances. To the extent a project is required to be on a metropolitan transportation plan, TIP, and/or STIP, it will not receive a BUILD Transportation grant until it is included in such plans in order to receive a BUILD Transportation grant. Port, freight rail, and intermodal projects are not required to be in long range transportation plans, STIPs, and TIPs will not need to be included in such plans in order to receive a BUILD Transportation grant. Port, freight rail, and intermodal projects are not required to be on the State Rail Plans called for in the Passenger Rail Investment and Improvement Act of 2008, or in a State Freight Plan as described in the FAST Act. However, applicants seeking funding for freight projects are encouraged to demonstrate that they have done sufficient planning to ensure that projects fit into a prioritized list of capital needs and are consistent with long-range goals. Means of demonstrating this consistency would include whether the project is in a TIP or a State Freight Plan that conforms to the requirements 49 U.S.C. 70202 prior to the start of construction. Port planning guidelines are available at StrongPorts.gov.

9 Projects at grant obligated airports must be compatible with the FAA-approved Airport Layout Plan, as well as aeronautical surfaces associated with the landing and takeoff of aircraft at the airport. Additionally, projects at an airport: must comply with established Sponsor Grant Assurances, including (but not limited to) requirements for non-exclusive use facilities, consultation with users, consistency with local plans including development of the area surrounding the airport, and consideration of the interest of nearby
the relevant State, metropolitan, and local planning documents has been or will be included in such documents. If the project is not included in a relevant planning document at the time the application is submitted, the applicant should submit a statement from the appropriate planning agency that actions are underway to include the project in the relevant planning document.

To the extent possible, freight projects should be included in a State Freight Plan and supported by a State Freight Advisory Committee (49 U.S.C. 70201, 70202), if these exist. Applicants should provide links or other documentation supporting this consideration.

Because projects have different schedules, the construction start date for each BUILD Transportation grant must be specified in the project-specific agreements signed by relevant operating administration and the grant recipients, based on critical path items that applicants identify in the application and will be consistent with relevant State and local plans.

(d) Assessment of Project Risks and Mitigation Strategies

Project risks, such as procurement delays, environmental uncertainties, increases in real estate acquisition costs, uncommitted local match, unavailability of vehicles that either comply with Federal Motor Vehicle Safety Standards or are exempt from Federal Motor Vehicle Safety Standards in a manner that allows for their legal acquisition and deployment, unavailability of domestically manufactured equipment, or lack of legislative approval, affect the likelihood of successful project start and completion. The applicant should identify all material risks to the project and the strategies that the lead communities, among others; and must not adversely affect the continued and unhindered access of passengers to the terminal.
applicant and any project partners have undertaken or will undertake in order to mitigate those risks. The applicant should assess the greatest risks to the project and identify how the project parties will mitigate those risks.

If an applicant anticipates pursuing a waiver for relevant domestic preference laws, the applicant should describe steps that have been or will be taken to maximize the use of domestic goods, products, and materials in constructing their project.

To the extent the applicant is unfamiliar with the Federal program, the applicant should contact the appropriate DOT operating administration field or headquarters offices, as found in contact information at www.transportation.gov/BUILDgrants, for information on the pre-requisite steps to obligate Federal funds in order to ensure that their project schedule is reasonable and that there are no risks of delays in satisfying Federal requirements.

BUILD Transportation planning grant applicants should describe their capacity to successfully implement the proposed activities in a timely manner.

vi. Benefit Cost Analysis

This section describes the recommended approach for the completion and submission of a benefit-cost analysis (BCA) as an appendix to the Project Narrative. The results of the analysis should be summarized in the Project Narrative directly, as described in Section D.2.

The appendix should provide present value estimates of a project’s benefits and costs relative to a no-build baseline. To calculate present values, applicants should apply a real discount rate (i.e., the discount rate net of the inflation rate) of 7 percent per year to the project’s streams of benefits and costs. The purpose of the BCA is to enable the
Department to evaluate the project’s cost-effectiveness by estimating a benefit-cost ratio and calculating the magnitude of net benefits for the project.

The primary economic benefits from projects eligible for BUILD Transportation grants are likely to include savings in travel time costs, vehicle or terminal operating costs, and safety costs for both existing users of the improved facility and new users who may be attracted to it as a result of the project. Reduced damages from vehicle emissions and savings in maintenance costs to public agencies may also be quantified. Applicants may describe other categories of benefits in the BCA that are more difficult to quantify and value in economic terms, such as improving the reliability of travel times or improvements to the existing human and natural environments (such as increased connectivity, improved public health, storm water runoff mitigation, and noise reduction), while also providing numerical estimates of the magnitude and timing of each of these additional impacts wherever possible. Any benefits claimed for the project, both quantified and unquantified, should be clearly tied to the expected outcomes of the project.

The BCA should include the full costs of developing, constructing, operating, and maintaining the proposed project, as well as the expected timing or schedule for costs in each of these categories. The BCA may also consider the present discounted value of any remaining service life of the asset at the end of the analysis period. The costs and benefits that are compared in the BCA should also cover the same project scope.

The BCA should carefully document the assumptions and methodology used to produce the analysis, including a description of the baseline, the sources of data used to project the outcomes of the project, and the values of key input parameters. Applicants
should provide all relevant files used for their BCA, including any spreadsheet files and technical memos describing the analysis (whether created in-house or by a contractor). The spreadsheets and technical memos should present the calculations in sufficient detail and transparency to allow the analysis to be reproduced by DOT evaluators. Detailed guidance for estimating some types of quantitative benefits and costs, together with recommended economic values for converting them to dollar terms and discounting to their present values, are available in the Department’s guidance for conducting BCAs for projects seeking funding under the BUILD Transportation grant program (see www.transportation.gov/BUILDgrants/additional-guidance).

3. Unique Entity Identifier and System for Award Management (SAM)

Each applicant must: 1) be registered in SAM before submitting its application; 2) provide a valid unique entity identifier in its application; and 3) continue to maintain an active SAM registration with current information at all times during which it has an active Federal award or an application or plan under consideration by a Federal awarding agency. The Department may not make a BUILD Transportation grant to an applicant until the applicant has complied with all applicable unique entity identifier and SAM requirements and, if an applicant has not fully complied with the requirements by the time the Department is ready to make a BUILD Transportation grant, the Department may determine that the applicant is not qualified to receive a BUILD Transportation grant and use that determination as a basis for making a BUILD Transportation grant to another applicant.
4. Submission Dates and Times

i. Deadline

Applications must be submitted by 8:00 PM E.D.T. on July 15, 2019.

To submit an application through Grants.gov, applicants must:

1. Obtain a Data Universal Numbering System (DUNS) number;
2. Register with the System for Award Management (SAM) at www.SAM.gov;
3. Create a Grants.gov username and password; and
4. The E-Business Point of Contact (POC) at the applicant’s organization must respond to the registration email from Grants.gov and login at Grants.gov to authorize the applicant as the Authorized Organization Representative (AOR). Please note that there can be more than one AOR for an organization.

Please note that the Grants.gov registration process usually takes 2-4 weeks to complete and that the Department will not consider late applications that are the result of failure to register or comply with Grants.gov applicant requirements in a timely manner.

For information and instruction on each of these processes, please see instructions at http://www.grants.gov/web/grants/applicants/applicant-faqs.html. If applicants experience difficulties at any point during the registration or application process, please call the Grants.gov Customer Service Support Hotline at 1(800) 518-4726, Monday-Friday from 7:00 a.m. to 9:00 p.m. EST.
ii. Consideration of Applications:

Only applicants who comply with all submission deadlines described in this notice and electronically submit valid applications through Grants.gov will be eligible for award. Applicants are strongly encouraged to make submissions in advance of the deadline.

iii. Late Applications

Applicants experiencing technical issues with Grants.gov that are beyond the applicant’s control must contact BUILDgrants@dot.gov prior to the application deadline with the user name of the registrant and details of the technical issue experienced. The applicant must provide:

1. Details of the technical issue experienced;
2. Screen capture(s) of the technical issues experienced along with corresponding Grants.gov “Grant tracking number;”
3. The “Legal Business Name” for the applicant that was provided in the SF-424;
4. The AOR name submitted in the SF-424;
5. The DUNS number associated with the application; and

To ensure a fair competition of limited discretionary funds, the following conditions are not valid reasons to permit late submissions: (1) failure to complete the registration process before the deadline; (2) failure to follow Grants.gov instructions on how to register and apply as posted on its website; (3) failure to follow all instructions in this notice of funding opportunity; and (4) technical issues experienced with the
applicant’s computer or information technology environment. After the Department reviews all information submitted and contact the Grants.gov Help Desk to validate reported technical issues, DOT staff will contact late applicants to approve or deny a request to submit a late application through Grants.gov. If the reported technical issues cannot be validated, late applications will be rejected as untimely.

E. Application Review Information

1. Criteria

This section specifies the criteria that DOT will use to evaluate and award applications for BUILD Transportation grants. The criteria incorporate the statutory eligibility requirements for this program, which are specified in this notice as relevant. Projects will also be evaluated for demonstrated project readiness and benefits and costs.

i. Primary Selection Criteria:

Applications that do not demonstrate a potential for moderate long-term benefits based on these criteria will not proceed in the evaluation process. DOT does not consider any selection criterion more important than the others. BUILD Transportation planning grant applications will be evaluated against the same criteria as capital grant applications. While the FY 2019 Appropriations Act allows funding solely for pre-construction activities, the Department will prioritize FY 2019 BUILD Transportation grant program funding for projects that propose to move into the construction phase within the period of obligation. Accordingly, applications for BUILD Transportation planning grants will be less competitive than capital grants.

The selection criteria, which will receive equal consideration, are:
(a) Safety

The Department will assess the project’s ability to foster a safe transportation system for the movement of goods and people. The Department will consider the projected impacts on the number, rate, and consequences of crashes, fatalities and injuries among transportation users; the project’s contribution to the elimination of highway/rail grade crossings, or the project’s contribution to preventing unintended releases of hazardous materials.

(b) State of Good Repair

The Department will assess whether and to what extent: (1) the project is consistent with relevant plans to maintain transportation facilities or systems in a state of good repair and address current and projected vulnerabilities; (2) if left unimproved, the poor condition of the asset will threaten future transportation network efficiency, mobility of goods or accessibility and mobility of people, or economic growth; (3) the project is appropriately capitalized up front and uses asset management approaches that optimize its long-term cost structure; (4) a sustainable source of revenue is available for operations and maintenance of the project and the project will reduce overall life-cycle costs; (5) the project will maintain or improve transportation infrastructure that supports border security functions; and (6) the project includes a plan to maintain the transportation infrastructure in a state of good repair. The Department will prioritize projects that ensure the good condition of transportation infrastructure, including rural transportation infrastructure, that support commerce and economic growth.
(c) Economic Competitiveness

The Department will assess whether the project will (1) decrease transportation costs and improve access, especially for rural communities or communities in Opportunity Zones\textsuperscript{10}, through reliable and timely access to employment centers and job opportunities; (2) improve long-term efficiency, reliability or costs in the movement of workers or goods; (3) increase the economic productivity of land, capital, or labor, including assets in Opportunity Zones; (4) result in long-term job creation and other economic opportunities; or (5) help the United States compete in a global economy by facilitating efficient and reliable freight movement.

Projects that address congestion in major urban areas, particularly those that do so through the use of congestion pricing or the deployment of advanced technology, projects that bridge gaps in service in rural areas, and projects that attract private economic development, all support local or regional economic competitiveness.

(d) Environmental Sustainability

The Department will consider the extent to which the project improves energy efficiency, reduces dependence on oil, reduces congestion-related emissions, improves water quality, avoids and mitigates environmental impacts and otherwise benefits the environment, including through alternative right of way uses demonstrating innovative ways to improve or streamline environmental reviews while maintaining the same outcomes. The Department will assess the project’s ability to: (i) reduce energy use and air or water pollution through congestion mitigation strategies; (ii) avoid adverse environmental impacts to air or water quality, wetlands, and endangered species; or (iii)

\textsuperscript{10} See https://www.cdfifund.gov/Pages/Opportunity-Zones.aspx for more information on Opportunity Zones
provide environmental benefits, such as brownfield redevelopment, ground water recharge in areas of water scarcity, wetlands creation or improved habitat connectivity, and stormwater mitigation.

(e) Quality of Life

The Department will consider the extent to which the project: (i) increases transportation choices for individuals to provide more freedom on transportation decisions; (ii) expands access to essential services for communities across the United States, particularly for rural communities; or (iii) improves connectivity for citizens to jobs, health care, and other critical destinations, particularly for rural communities. Americans living in rural areas and on Tribal lands continue to disproportionately lack access and connectivity, and the Department will consider whether and the extent to which the construction of the transportation project will allow concurrent installation of fiber or other broadband deployment as an essential service.

ii. Secondary Selection Criteria

(a) Innovation

The Department will assess the extent to which the applicant uses innovative strategies, including: (i) innovative technologies, (ii) innovative project delivery, or (iii) innovative financing.

(i) Innovative Technologies

DOT will assess innovative approaches to transportation safety, particularly in relation to automated vehicles and the detection, mitigation, and documentation of safety risks. When making BUILD Transportation grant award decisions, the Department will consider any innovative safety approaches proposed by the applicant, particularly
projects which incorporate innovative design solutions, enhance the environment for automated vehicles, or use technology to improve the detection, mitigation, and documentation of safety risks. Innovative safety approaches may include, but are not limited to:

- Conflict detection and mitigation technologies (e.g., intersection alerts and signal prioritization);
- Dynamic signaling, smart traffic signals, or pricing systems to reduce congestion;
- Traveler information systems, to include work zone data exchanges;
- Signage and design features that facilitate autonomous or semi-autonomous vehicle technologies;
- Applications to automatically capture and report safety-related issues (e.g., identifying and documenting near-miss incidents); and
- Cybersecurity elements to protect safety-critical systems.

For innovative safety proposals, the Department will evaluate safety benefits that those approaches could produce and the broader applicability of the potential results. DOT will also assess the extent to which the project uses innovative technology that supports surface transportation to significantly enhance the operational performance of the transportation system.

Innovative technologies include: broadband deployment and the installation of high-speed networks concurrent with the project construction; connecting Intelligent Transportation System (ITS) infrastructure; and providing direct fiber connections that support surface transportation to public and private entities, which can provide a platform
and catalyst for growth of rural communities. The Department will consider whether and the extent to which the construction of the transportation project will allow concurrent broadband deployment and the installation of high-speed networks.

(ii) Innovative Project Delivery

DOT will consider the extent to which the project utilizes innovative practices in contracting (such as public-private partnerships), congestion management, asset management, or long-term operations and maintenance.

The Department also seeks projects that employ innovative approaches to improve the efficiency and effectiveness of the environmental permitting and review to accelerate project delivery and achieve improved outcomes for communities and the environment. The Department’s objective is to achieve timely and consistent environmental review and permit decisions. Accordingly, projects from States with NEPA assignment authority under 23 U.S.C. 327 are considered to use an innovative approach to project delivery. Participation in innovative project delivery approaches will not remove any statutory requirements affecting project delivery.

While BUILD Transportation grant award recipients are not required to employ innovative approaches, the Department encourages BUILD Transportation grant applicants to describe innovative project delivery methods for proposed projects.

Additionally, DOT is interested in projects that apply innovative strategies to improve the efficiency of project development or expedite project delivery by using FHWA’s Special Experimental Project No. 14 (SEP-14) and Special Experimental Project No. 15 (SEP-15). Under SEP-14 and SEP-15, FHWA may waive statutory and regulatory requirements under title 23 on a project-by-project basis to explore innovative
processes that could be adopted through legislation. This experimental authority is available to test changes that would improve the efficiency of project delivery in a manner that is consistent with the purposes underlying existing requirements; it is not available to frustrate the purposes of existing requirements.

When making BUILD Transportation grant award decisions, the Department will consider the applicant’s proposals to use SEP-14 or SEP-15, whether the proposals are consistent with the objectives and requirements of those programs, the potential benefits that experimental authorities or waivers might provide to the project, and the broader applicability of potential results. The Department is not replacing the application processes for SEP–14 or SEP–15 with this notice or the BUILD Transportation grant program application. Instead, it seeks detailed expressions of interest in those programs. If selected for an BUILD Transportation grant award, the applicant would need to satisfy the relevant programs’ requirements and complete the appropriate application processes. Selection for a BUILD Transportation grant award does not mean a project’s SEP-14 or SEP-15 proposal has been approved. The Department will make a separate determination in accordance with those programs’ processes on the appropriateness of a waiver.

(iii) Innovative Financing

DOT will assess the extent to which the project incorporates innovations in transportation funding and finance through both traditional and innovative means, including by using private sector funding or financing and recycled revenue from the competitive sale or lease of publicly owned or operated assets.
(b) Partnership

The Department will consider the extent to which projects demonstrate strong collaboration among a broad range of stakeholders. Projects with strong partnership typically involve multiple partners in project development and funding, such as State and local governments, other public entities, and private or nonprofit entities. DOT will consider applicants that partner with State, local, or private entities for the completion and operation of transportation infrastructure to have strong partnership. DOT will also assess the extent to which the project application demonstrates collaboration among neighboring or regional jurisdictions to achieve local or regional benefits. In the context of public-private partnerships, DOT will assess the extent to which partners are encouraged to ensure long-term asset performance, such as through pay-for-success approaches.

DOT will also consider the extent to which projects include partnerships that bring together diverse transportation agencies or are supported, financially or otherwise, by other stakeholders that are pursuing similar objectives. For example, DOT will consider the extent to which transportation projects are coordinated with economic development, housing, water and waste infrastructure, power and electric infrastructure, broadband and land use plans and policies or other public service efforts.

ii. Demonstrated Project Readiness

During application evaluation, the Department may consider project readiness to assess the likelihood of a successful project. In that analysis, the Department will consider significant risks to successful completion of a project, including risks associated with environmental review, permitting, technical feasibility, funding, and the applicant’s
capacity to manage project delivery. Risks do not disqualify projects from award, but competitive applications clearly and directly describe achievable risk mitigation strategies. A project with mitigated risks or with a risk mitigation plan is more competitive than a comparable project with unaddressed risks.

iii. Project Costs and Benefits

The Department may consider the costs and benefits of projects seeking BUILD Transportation grant funding. To the extent possible, the Department will rely on quantitative, data-supported analysis to assess how well a project addresses this criterion, including an assessment of the project’s estimated benefit-cost ratio and net quantifiable benefits based on the applicant-supplied BCA described in Section D.2.vi.

iv. Additional Considerations

The FY 2019 Appropriations Act requires the Department to consider contributions to geographic diversity among recipients, including the need for a balance between the needs of rural and urban communities when selecting BUILD Transportation grant awards.

2. Review and Selection Process

DOT reviews all eligible applications received by the deadline. The BUILD Transportation grants review and selection process consists of at least Technical Review and Senior Review. In the Technical Review, teams comprising staff from the Office of the Secretary (OST) and operating administrations review all eligible applications and rate projects based on how well the projects align with the selection criteria. The Senior Review Team, which includes senior leadership from OST and the operating administrations, determines which projects to advance to the Secretary as Highly Rated.
The FY 2019 Appropriations Act mandated BUILD Transportation grant awards by November 12, 2019. The Secretary selects from the Highly Rated projects for final awards.

3. Additional Information

Prior to award, each selected applicant will be subject to a risk assessment as required by 2 CFR § 200.205. The Department must review and consider any information about the applicant that is in the designated integrity and performance system accessible through SAM (currently the Federal Awardee Performance and Integrity Information System (FAPIIS)). An applicant may review information in FAPIIS and comment on any information about itself. The Department will consider comments by the applicant, in addition to the other information in FAPIIS, in making a judgment about the applicant's integrity, business ethics, and record of performance under Federal awards when completing the review of risk posed by applicants.

F. Federal Award Administration Information

1. Federal Award Notice

Following the evaluation outlined in Section E, the Secretary will announce awarded projects by posting a list of selected projects at www.transportation.gov/BUILDgrants. Notice of selection is not authorization to begin performance. Following that announcement, the relevant operating administration will contact the point of contact listed in the SF 424 to initiate negotiation of the grant agreement for authorization.

2. Administrative and National Policy Requirements

All awards will be administered pursuant to the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards found in 2

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C.F.R part 200, as adopted by DOT at 2 C.F.R part 1201. Federal wage rate requirements included in subchapter IV of chapter 31 of title 40, U.S.C., apply to all projects receiving funds under this program, and apply to all parts of the project, whether funded with BUILD Transportation Grant funds, other Federal funds, or non-Federal funds.

In connection with any program or activity conducted with or benefiting from funds awarded under this notice, recipients of funds must comply with all applicable requirements of Federal law, including, without limitation, the Constitution of the United States; the conditions of performance, non-discrimination requirements, and other assurances made applicable to the award of funds in accordance with regulations of the Department of Transportation; and applicable Federal financial assistance and contracting principles promulgated by the Office of Management and Budget. In complying with these requirements, recipients, in particular, must ensure that no concession agreements are denied or other contracting decisions made on the basis of speech or other activities protected by the First Amendment. If the Department determines that a recipient has failed to comply with applicable Federal requirements, the Department may terminate the award of funds and disallow previously incurred costs, requiring the recipient to reimburse any expended award funds.

Additionally, applicable Federal laws, rules and regulations of the relevant operating administration administering the project will apply to the projects that receive BUILD Transportation grant awards, including planning requirements, Service Outcome Agreements, Stakeholder Agreements, Buy America compliance, and other requirements under DOT’s other highway, transit, rail, and port grant programs. In particular, Executive Order 13858 directs the Executive Branch Departments and agencies to
maximize the use of goods, products, and materials produced in the United States through the terms and conditions of Federal financial assistance awards. If selected for an award, grantees must be prepared to demonstrate how they will maximize the use of domestic goods, products, and materials in constructing their project. BUILD Transportation grant projects involving vehicle acquisition must involve only vehicles that comply with applicable Federal Motor Vehicle Safety Standards and Federal Motor Vehicle Safety Regulations, or vehicles that are exempt from Federal Motor Carrier Safety Standards or Federal Motor Carrier Safety Regulations in a manner that allows for the legal acquisition and deployment of the vehicle or vehicles.

For projects administered by FHWA, applicable Federal laws, rules, and regulations set forth in Title 23 U.S.C. and Title 23 C.F.R apply, including the 23 U.S.C. 129 restrictions on the use of toll revenues, and Section 4(f) preservation of parklands and historic properties requirements under 23 U.S.C. 138. For an illustrative list of the other applicable laws, rules, regulations, executive orders, policies, guidelines, and requirements as they relate to a BUILD Transportation grant project administered by the FHWA, please see


For BUILD Transportation projects administered by the Federal Transit Administration and partially funded with Federal transit assistance, all relevant requirements under chapter 53 of title 49 U.S.C. apply. For transit projects funded exclusively with BUILD Transportation grant funds, some requirements of chapter 53 of title 49 U.S.C. and chapter VI of title 49 C.F.R. apply.
For projects administered by the Federal Railroad Administration, FRA requirements described in 49 U.S.C. Subtitle V, Part C apply.

For each project that receives a BUILD Transportation grant award, the terms of the award will require the recipient to complete the project using at least the level of non-Federal funding that was specified in the application. If the actual costs of the project are greater than the costs estimated in the application, the recipient will be responsible for increasing the non-Federal contribution. If the actual costs of the project are less than the costs estimated in the application, DOT will generally reduce the Federal contribution.

3. Reporting

i. Progress Reporting on Grant Activities

Each applicant selected for BUILD Transportation grant funding must submit quarterly progress reports and Federal Financial Reports (SF-425) to monitor project progress and ensure accountability and financial transparency in the BUILD Transportation grant program.

ii. System Performance Reporting

Each applicant selected for BUILD Transportation grant funding must collect and report to the DOT information on the project’s performance. The specific performance information and reporting time period will be determined on a project-by-project basis. Performance indicators will not include formal goals or targets, but will include observed measures under baseline (pre-project) as well as post-implementation outcomes, and will be used to evaluate and compare projects and monitor the results that grant funds achieve to the intended long-term outcomes of the BUILD Transportation grant program are achieved. To the extent possible, performance indicators used in the reporting should
align with the measures included in the application and should relate to at least one of the selection criteria defined in Section E. Performance reporting continues for several years after project construction is completed, and DOT does not provide BUILD Transportation grant funding specifically for performance reporting.

iii. Reporting of Matters Related to Recipient Integrity and Performance

If the total value of a selected applicant’s currently active grants, cooperative agreements, and procurement contracts from all Federal awarding agencies exceeds $10,000,000 for any period of time during the period of performance of this Federal award, then the applicant during that period of time must maintain the currency of information reported to the SAM that is made available in the designated integrity and performance system (currently FAPIIS) about civil, criminal, or administrative proceedings described in paragraph 2 of this award term and condition. This is a statutory requirement under section 872 of Public Law 110-417, as amended (41 U.S.C. 2313). As required by section 3010 of Public Law 111-212, all information posted in the designated integrity and performance system on or after April 15, 2011, except past performance reviews required for Federal procurement contracts, will be publicly available.

G. Federal Awarding Agency Contacts

For further information concerning this notice please contact the BUILD Transportation grant program staff via e-mail at BUILDgrants@dot.gov, or call Howard Hill at 202-366-0301. A TDD is available for individuals who are deaf or hard of hearing at 202-366-3993. In addition, DOT will post answers to questions and requests for
clarifications on DOT’s website at www.transportation.gov/BUILDgrants. To ensure applicants receive accurate information about eligibility or the program, the applicant is encouraged to contact DOT directly, rather than through intermediaries or third parties, with questions. DOT staff may also conduct briefings on the BUILD Transportation grant selection and award process upon request.

H. Other information

1. Protection of Confidential Business Information

All information submitted as part of or in support of any application shall use publicly available data or data that can be made public and methodologies that are accepted by industry practice and standards, to the extent possible. If the applicant submits information that the applicant considers to be a trade secret or confidential commercial or financial information, the applicant must provide that information in a separate document, which the applicant may cross-reference from the application narrative or other portions of the application. For the separate document containing confidential information, the applicant must do the following: (1) state on the cover of that document that it “Contains Confidential Business Information (CBI)”; (2) mark each page that contains confidential information with “CBI”; (3) highlight or otherwise denote the confidential content on each page; and (4) at the end of the document, explain how disclosure of the confidential information would cause substantial competitive harm. DOT will protect confidential information complying with these requirements to the extent required under applicable law. If DOT receives a Freedom of Information Act (FOIA) request for the information that the applicant has marked in accordance with this section, DOT will follow the procedures described in its FOIA regulations at 49 C.F.R. §
7.29. Only information that is in the separate document, marked in accordance with this section, and ultimately determined to be confidential under § 7.29 will be exempt from disclosure under FOIA.

2. **Publication/Sharing of Application Information**

   Following the completion of the selection process and announcement of awards, the Department intends to publish a list of all applications received along with the names of the applicant organizations and funding amounts requested. Except for the information properly marked as described in Section H.1., the Department may make application narratives publicly available or share application information within the Department or with other Federal agencies if the Department determines that sharing is relevant to the respective program’s objectives.

3. **Department Feedback on Applications**

   The Department strives to provide as much information as possible to assist applicants with the application process. The Department will not review applications in advance, but Department staff are available for technical questions and assistance. To efficiently use Department resources, the Department will prioritize interactions with applicants who have not already received a debrief on their FY 2018 BUILD Transportation grant application. Program staff will address questions to **BUILDgrants@dot.gov** throughout the application period. Department staff will make reasonable efforts to schedule meetings on projects through May 31, 2019. After that date, Department staff will schedule meetings only to the extent possible and consistent with timely completion of other activities.
Issued On: 4-16-19

Elaine L. Chao
Secretary