Virtual Meeting of the MPO Board and Public Hearing
Tuesday, June 30, 2020, 6:00 p.m.

The County Center and Plan Hillsborough offices are closed to the public in response to the COVID-19 pandemic. Technical support during the meeting may be obtained by contacting Lionel Fuentes at (813) 273-3774 ext. 326.

To view presentations and participate from your computer, tablet or smartphone, go to: https://attendee.gotowebinar.com/register/456824398987061515

Register in advance to receive your personalized link, which can be saved to your calendar.


Dial-in participants may refer to the agenda packet, presentations, and supplemental materials posted on the MPO’s online meeting calendar, and/or watch live on HTV: Spectrum 637, Frontier 22, or livestream from the Hillsborough County website or YouTube channel.

Agenda

I. Call to Order, Pledge of Allegiance & Invocation

II. Roll Call & Quorum Declaration (Clerk)

III. Approval of Minutes – May 13, 2020

IV. Public Comment on items other than TIP

V. Committee Reports (Bill Roberts, CAC Chair and Wanda West, MPO Staff)

VI. Consent Agenda
   A. Committee Appointments
   B. Public Participation Plan Measures of Effectiveness Report, 2018-2019
   C. Public Participation Plan Amendments

VII. Public Hearing: Transportation Improvement Program (TIP) Annual Update

   TIP for October 1, 2020-September 30, 2025
   • Staff Presentation (Sarah McKinley, MPO Staff)
   • Public Comment - Time allotted to each speaker may be adjusted by the chairman to accommodate as many speakers as possible.
   • Summary of Comments Submitted in Advance (Wanda West, MPO Staff)
   • Board Discussion and Action – Roll-call vote required.
VIII. Executive Director’s Report

- Board Workshop on Managed Lanes rescheduled from June 19 to October 14, in place of regular board meeting
- MPO Board to recess in July; next board meeting: Tuesday, August 4, 9am; next Policy Committee meeting: July 28, 9am, location TBA
- TMA Leadership Group & MPO Chairs Coordinating Committee & joint session with Central FL MPO Alliance July 10, starting 9:30am, location TBA
- MPO Vision Zero Leadership Summit: Tuesday, September 22, 9am-Noon, Julian B. Lane Riverfront Center & Virtual

IX. Old & New Business

A. TDCB Chair designation by MPO Chairman
B. Other Old or New Business

X. Adjournment

The public is encouraged to participate in this FREE meeting in GoToWebinar®

To make your voice heard during the meeting:
Dial (813) 273-3774 x600 to be added to a multi-party phone line.

Or, use your computer or smartphone to log into GoToWebinar®, where you can view slides, type questions, and raise your virtual hand to speak to the members of the MPO Board.

If you sign up in advance, you do not need to raise your virtual hand during the meeting. You will be called to speak in the order you signed up.

If you intend to transfer your minutes to another speaker, you must sign up in advance and be present in GoToWebinar® or on the multi-party phone line when your spokesperson’s name is called. Spontaneous transfers will not be honored.

Sign up to speak in advance of the GoToWebinar® meeting at https://tinyurl.com/MPOTIPhearing up until 5:45pm on June 30.

Time allotted to each speaker may be adjusted by the chairman to accommodate as many speakers as possible.

If you are unable to participate during the meeting, you can still:
- Email comments in advance to: mpo@plancom.org
- Leave a voicemail message in advance at: (813) 273-3774 x369
- Leave comments on Facebook in advance on the MPO’s Facebook Event Page at: Facebook.com/HillsboroughMPO

Please note: Email, voicemail, and Facebook Event posts received BEFORE noon on June 30 will be distributed to the MPO Board prior to the public hearing.

All comments received are public record.
XI. Addendum

A. Announcements

- MPO’s Plant City Transit Plan Survey
- TBARTA’S Regional Rapid Transit Project Survey

B. Project Fact Sheets & Other Status Reports

- Vision Zero Quarterly Report – Spring 2020
- The Invest in America Act – US House Announcement
- T4A Summary of the Invest in America Act

C. Correspondence

- From FDOT Secretary Thibault: FDOT Managed Lane Policy 5/7/20
- To USDOT Secretary Chao Re: BUILD Grant for I-75 Big Bend Rd
- To TBARTA Re: Envision 2030 Regional TDP
- From TBARTA Re: Envision 2030 Regional TDP
- From FDOT District Secretary on Traffic Fatalities Apr 27 – May 9

D. Articles Relating to MPO Work

- Census data shows Tampa among highest income and home ownership disparities for African Americans | FOX 13 News Tampa Bay | 06.11.20
- Hillsborough County commission votes to move forward with racial inequity study | News Channel 8 | 06.03.20
- Crashes are down more than 50 percent across Tampa Bay and Florida | Tampa Bay Times | 05.30.20

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

The MPO does not discriminate in any of its programs or services. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Learn more about our commitment to non-discrimination.

Persons needing interpreter services or accommodations for a disability in order to participate in this meeting, free of charge, are encouraged to contact Joshua Barber, 813-273-3774 x313 or barberj@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 electrónico. También, si sólo se puede hablar en español, por favor llame a la línea de ayuda en español al (813) 273-3774, ext. 211.

In accordance with Title 17 U.S.C. Section 107, materials attached are for research and educational purposes, and are distributed without profit to MPO Board members, MPO staff, or related committees or subcommittees the MPO supports. The MPO has no affiliation whatsoever with the originator of attached articles nor is the
MPO endorsed or sponsored by the originator. Persons wishing to use copyrighted material for purposes of their own that go beyond 'fair use' must first obtain permission from the copyright owner.

If a person decides to appeal any decision made by the board, he or she will need a record of the proceedings, and for such purpose may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.
At this Public Hearing, the MPO Board will consider adoption of the Transportation Improvement Program (TIP), a list of transportation projects in Hillsborough County to be funded over five years (October 1, 2020 - September 30, 2025), and a list of priorities to be considered for any funding that becomes available in the future. Project details and design will be determined by the agency implementing the project, typically in a future year. The complete TIP draft document is available at HillsboroughMPO.org or by calling (813) 273-3774 x371 for a copy to be mailed to you (allow time for delivery). Projects with new funding in this year’s TIP update include:

- Replace old buses, equipment, & bus stops
- Repave roadways, improve drainage, repair bridges
- Improve safety with lighting (Fowler Ave, Dale Mabry Hwy, Kennedy Blvd) or signal-protected crosswalks (Florida Ave at Idlewild & at Knollwood) or designing “Complete Streets” (21st Ave, 22nd Ave, 109th Ave, Tampa Palms Blvd, Interbay Blvd, 40th St, 50th/56th St)
- Trails/greenways: West Tampa Greenway, build Stewart Middle School connection FY24 | Green Spine, on Cass St (Howard to Willow) and on 15th St (13th Ave to 21st Ave) build FY22 | South Coast Greenway, design Big Bend Pedestrian Overpass FY21
- I-275 Westshore Area Interchange full rebuild with new tolled express lanes in addition to free lanes. Free and tolled connections to Airport, Veteran’s Expressway, Howard Frankland Bridge express lanes, Reo St, Himes Ave: $1.4b in FY24 | Also includes $442M in FY24/25 for new express toll lane connection to Ashley Drive exit, Downtown Tampa (FDOT)
- I-275 at I-4 Downtown Interchange operational and safety improvements, partial funding: $48M for construction FY21 (FDOT)
- Minor improvements at several I-4 Interchanges in East County $22M design & construction FY24 (FDOT)
- Major improvements at I-75/Gibsonton Dr Interchange design/engineering FY25 (FDOT)

New projects to consider making a priority for future funding:

- Interbay Blvd Complete Street improvements: $4.5M requested for construction (City of Tampa)
- Twiggs St Walk/Bike Safety improvements: $3M requested for construction (City of Tampa)
- SR 574 from US 301 to Turkey Creek Rd Safety improvements, PD&E study requested (FDOT)
- New Traffic Signals: SR60 at 26th St and Spruce St at Manhattan $500,000 each requested (City of Tampa/FDOT)
- SR 60 from Dover Rd to Polk County Line Intersection improvements, PD&E study requested (FDOT)
- Fowler Ave Trail Underpass PD&E study requested (Temple Terrace)
- Vanpool Program $200,000/year recommended (TBARTA)
- HART Electric Vehicles & Infrastructure $25M requested | Automated Vehicle Infrastructure $5M requested | CSX Rail Study $3.5M

**Please participate in this Public Hearing!**

Watch live on HTV! Spectrum 637, Frontier 22, or livestream from the Hillsborough County website or YouTube channel.

Make your voice heard during the meeting! Dial (813) 273-3774 x600 to be added to a multi-party phone line.

Or, use your computer or smartphone to log into GoToWebinar®, where you can view slides, type questions, and raise your virtual hand to speak to the members of the MPO Board. If you sign up in advance, you do not need to raise your virtual hand during the meeting. You will be called to speak in the order you signed up. If you intend to transfer your minutes to another speaker, you must sign up in advance and be present in GoToWebinar® or on the multi-party phone line when your spokesperson’s name is called.

Transferring speakers will not be honored. The public is encouraged to participate in this FREE meeting.

Sign up to speak in advance of the GoToWebinar® meeting at [https://tinyurl.com/MPOTIPhearing](https://tinyurl.com/MPOTIPhearing) up until 5:45pm on June 30.

Time allotted to each speaker may be adjusted by the chairman to accommodate as many speakers as possible.

If you are unable to participate during the meeting, you can still:

- Email comments in advance to: mpo@plancom.org
- Leave a voicemail message in advance at: (813) 273-3774 x369
- Leave comments on Facebook in advance on the MPO’s Facebook Event Page at: Facebook.com/HillsboroughMPO

Please note: Email, voicemail, and Facebook Event posts received BEFORE noon on June 30 will be distributed to the MPO Board prior to the public hearing. All comments received are public record.

The MPO is responsible for prioritizing federal and state funds allocated to transportation projects in Tampa, Temple Terrace, Plant City, and Hillsborough County. Persons needing interpreter services or accommodations for a disability in order to participate in this meeting, free of charge, are encouraged to contact Joshua Barber, 813-273-3774 x313 or barber@plancom.org, **three business days in advance** of the meeting. Si solamente hablan español, por favor llame a la línea de ayuda en español al (813) 273-3774, x211. Si necesitan servicios de traducción para participar en esta reunión, el MPO se lo ofrecerá gratis. Para registrarse por estos servicios, por favor llame a Johnny Wong directamente al (813) 273-3774, x370 con tres días de anticipación, o por correo electrónico a wongj@plancom.org. The MPO does not discriminate in any of its programs or services. Public participation is solicited without regard to race, color, national origin, sex, age, disability, family or religious status. More about our commitment to nondiscrimination: planhillsborough.org/non-discrimination-commitment/
El MPO se encarga de priorizar fondos federales y estatales asignados a proyectos de transporte en Tampa, Temple Terrace, Plant City, y el Condado de Hillsborough. Las personas que necesiten los servicios para discapacitados en esta reunión, de forma gratuita, están invitadas a ponerse en contacto con Joshua Barber, 813-273-3774, ext. 313 o Barberj@plancom.org, tres días laborables antes de la reunión. Si solamente hablan español, por favor llame a la línea de ayuda en español al (813) 273-3774, ext. 211. Si necesitan servicios de traducción para participar en esta reunión, el MPO se lo ofrecerá gratis. Para registrarse para estos servicios, por favor llame a Johnny Wong directamente al (813) 273-3774, ext. 370 con tres días de anticipación, o por correo electrónico a wongj@plancom.org. La MPO no discrimina en cualquiera de sus programas o servicios. Se solicita la participación del público, sin distinción de raza, color, origen nacional, sexo, edad, discapacidad, estado familiar o religiosa. Para más información acerca de nuestro compromiso de no discriminación: planhillsborough.org/non-discrimination-commitment/

¡Favor de participar en la audiencia pública VIRTUAL!

Ver en vivo desde HTV! Spectrum 637, Frontier 22, para la transmisión en vivo desde la Hillsborough County website o YouTube channel.

¡Hoz oir tu voz durante la reunión! Marque (813) 273-3774 x600 para conectarse a una conferencia telefónica. O bien, use su computador o celular para iniciar sesión en GoToWebinar®, donde se pueden ver las presentaciones, escribir las preguntas y levantar su mano virtual para hablar con los miembros de la Junta Ejecutiva de la MPO. Si se inscribe por adelantado, usted no necesita levantar la mano virtual durante la reunión. Usted será llamado a intervenir en el orden en el que se inscribió. Si usted tiene la intención de transferir sus minutos al otro orador, usted debe registrarse con anticipación y estar presente en GoToWebinar® o en la conferencia telefónica cuando el nombre del portavoz es llamado. Transferencias espontáneas no serán aceptadas. El público está llamado a participar en esta reunión gratis.

Suscríbase a hablar antes de la reunión en https://tinyurl.com/MPOTIPhearing hasta las 5:45pm el 30 de junio.

El tiempo asignado a cada orador puede ser ajustado por el presidente para acomodar tantos oradores como sea posible.

Si usted no puede participar en el curso de la reunión, usted puede todavía:

• Enviar un correo electrónico con sus comentarios de antemano: mpo@plancom.org  
• Dejar un mensaje de voz con anticipación al: (813) 273-3774 x369

Por favor notar: Correo electrónico, correo de voz, y los comentarios en Facebook recibidos antes del mediodía del 30 de junio, se distribuirán a la Junta MPO antes de la audiencia pública. Todos los comentarios recibidos son de registro público.
Virtual Meeting of the MPO Board  
Wednesday, May 13th, 2020

I. 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 as a Virtual Meeting of the MPO Board.

II. ROLL CALL

The following members were present:

Commissioner Les Miller, Jr., Commissioner Pat Kemp, Commissioner Ken Hagan, Commissioner Mariella Smith, Commissioner Kimberly Overman, Councilman Guido Maniscalco, Councilman Joseph Citro, Councilman John Dingfelder, Vice-Mayor Andrew Ross, Joe Lopano, Charles Klug, Joe Waggoner, Michael Maurino, Cindy Stuart

Also present: Attorney Cameron Clark, Beth Alden, Bill Roberts, Wanda West, Allison Yeh, Johnny Wong, Vishaka Raman, Jeffrey Sims, Michele Ogilvie, Debbie Guest

The following members were absent: Mayor Rick Lott, City Commissioner Nate Kilton, Council Member Frank Chillura, Gina Evans, Adam Harden, Paul Anderson, Bob Frey, Trent Green, Steven Cona

A quorum was met. Chairman Miller welcomed Councilman John Dingfelder to the MPO Board.

III. APPROVAL OF MINUTES - APRIL 14th, 2020

Chairman Miller requested a motion to approve the April 14th, 2020 minutes. Councilman Cindy Stuart so moved; it was seconded by Commissioner Kimberly Overman and adopted.

IV. PUBLIC COMMENT

There were no public comments.

V. COMMITTEE REPORTS & ONLINE COMMENTS

Bill Roberts, CAC Chair, gave a brief report since the CAC has not met since the last MPO meeting. There are three TIP Amendments on the agenda, and they have been reviewed and forwarded on to the MPO with CAC recommendations. CAC's next meeting is May 20th, and the next CAC scheduled workshop is May 27th to discuss the TIP funding and is still on the calendar in anticipation of the public hearing for the TIP. There were no questions.
Wanda West, MPO staff, announced the CAC has approved and forwarded the Annual Certification of the MPO Planning Process, the FY21 and FY22 Unified Planning Work Program, and Transportation Improvement Program Amendments for I-75 and I-4, which are action items on today’s agenda.

Regarding the UPWP, the Transportation Disadvantaged Coordinating board members noted that the community health impacts, storm evacuation forecasting, and bus stop assessment studies would be most useful for the transportation disadvantaged.

Other presentations made to committees include ITS Capability Maturity Model, Hillsborough County Air Quality Status, Vision Zero Speed Management Study, and Sidewalk Stomper’s activities, including advocacy, walking school buses, and future direction.

The Technical Advisory Committee held their meeting on April 20th. Under action items the TAC approved and forwarded to the MPO Board the Transportation Improvement Amendments, the FY21 and FY22 Unified Planning Work Program, and the Annual Certification of MPO Planning Process. There were no Status Reports this month.

The Bicycle/Pedestrian Advisory Committee received public comments on the need for a redesign/speed study for Bayshore Boulevard and regarding modifications to 14th and 15th Streets in Ybor City as a result of the TBNext project. The ITS Committee met and did not vote but had no objections and forwarded to the MPO Board the FY21 and FY22 Unified Planning Work Program. The Committee also heard status reports on the ITS Capability Maturity Model, Hillsborough County Air Quality Status, and the Vision Zero Speed Management Study.

The Livable Roadways Advisory Committee held their meeting on April 15th. Under action items the LRC had no objections and forwarded to the MPO Board the FY21 and FY22 Unified Planning Work Program and the Annual Certification of MPO Planning Process. The LRC heard a status report on Air Quality Month.

The TDCB held their annual workshop and heard an update on the Tri-County Regional Needs for cross-county trips. A summary report on the cross-county trips provided through the Advantage Ride Pilot Program was also given. Board members briefly discussed the pilot program and its implications for future cross-county trip services. The Board also learned that the Advantage Rides Pilot Program and the Sunshine Line's weekend trips have been provided through the Commission for Transportation Disadvantaged’s M-CORES funding. In action items a presentation on the USC Section 5310 New Freedom Program reported that $2.4 million was available regionally this year. Hillsborough County agencies are receiving around $1.3 million of these funds to continue providing enhanced mobility for seniors and persons with disabilities.
Staff received e-mails from the public and Ms. West went over their concerns, documents were provided electronically, and there were no Facebook comments.

There were no questions of Wanda West by Staff.

VI. ACTION ITEMS – All actions will be by Roll-Call Vote

A. TIP Amendments for I-75 and I-4

Vishaka Shiva Raman, MPO staff, reviewed and started with the new FY 2019/2020 – 2021/2024 TIP Amendments. Amendment 16 is a new project and is for I-75 from north of U.S. 301/Progress Village Boulevard to Woodberry Road. The project is currently in design phase, and this amendment will add $1,753,888 to fiscal year 2021. Construction is anticipated in 2023. Amendment 17 is a new project and is for I-75 from north of CSX Railroad/Broadway Avenue to south of SR 582/Fowler Avenue. The project is currently in design phase, and this amendment will add $1,763,855 to fiscal year 2021. Construction is anticipated in 2023. Amendment 18 is an existing project update and is for I-4 from east of McIntosh Road to County Line Road. It is currently in design phase, and the amendment will add about $3,870,126. Construction is anticipated in 2023.

Commissioner Overman asked Ms. Raman if there’s any restructuring or redesign as far as I-4 is concerned, an opportunity to create a pathway under I-4 in that design, and Ms. Raman stated this question was brought up at the CAC meeting, and she got an answer from the FDOT project manager and wrote it to CAC members that the TIP Amendment is only for the road milling and resurfacing and said she'd check on it and get back to her on the answer of a wildlife crossing.

Chairman Miller sought a motion to approve the TIP Amendments for I-75 and I-4; Joseph Waggoner so moved; it was seconded by Commissioner Overman and adopted after unanimous roll-call of those virtually present.

B. FY19 & FY20 UPWP Amendment for Funding De-obligation

Allison Yeh, MPO staff, went over how the funds for the current program will end on June 30th, 2020 and they will shift the funds that are left to the new program. Tasks 2, 3, 5, and 6 will have funds de-obligated and, in particular, Task 3, $175,000 for consultant funds, includes traffic counts being postponed until after the health emergency, managed lanes speaker, and IOC report. The total de-obligation amount is $332,703, and this complies with the FDOT standard that only 20 percent of grant funds are carried forward to the next fiscal year.

Other amended items. There were some minor expenditures that were not needed, such as funds shifted to reimburse the agency for staff hours on federally required tasks; unused FTA grant funds rolled over
into the next two-year UPWP; added language in Task 1 to clarify expenditures that ADA compliance; and TIP will be amended concurrently with UPWP de-obligation.

The Recommended Action is to approve the amendment for fiscal year 2019 and fiscal year 2020 UPWP to de-obligate planning funds and related TIP amendment.

Chairman Miller sought a motion to approve the amendment for fiscal year 2019 and fiscal year 2020 UPWP to de-obligate planning funds and related TIP amendment; Commissioner Kemp so moved; it was seconded by Joe Waggoner and adopted after unanimous roll-call of those virtually present.

C. FY 21 & FY 22 Unified Planning Work Program

Allison Yeh, MPO staff, stated the next amendment related to the previous one, and they are adopting the UPWP for FY 2021-2022. It's required every two years and is effective July 1st, 2020 through June 30th, 2022. It outlines major planning tasks, documents State and federal funding, coordinates federally funded planning tasks performed by the MPO, HART, and FDOT, and complies with federal and State rules. Ms. Yeh went over the six major planning tasks and noted that 90 percent of the funds go directly towards planning and 10 percent goes towards compliance and management activities.

There was a PowerPoint shown of the funding allocated annually for FY 2020/2021, total budget of $2,872,121, and FY 2021/2022, total budget of $2,367,660, and year one includes a carry-forward from the previous year. Also, a slide was shown going over the Critical Path Projects and Analyses, the two fiscal years, for a total cost of $615,602.

Last month a list of jurisdiction requests and committee requests, along with a list of the projects suggested to MPO Staff, were provided, and MPO Staff asked the Board members for their top five preferences. The top five are multimodal school safety reviews, storm evac/shelter-in-place scenarios, HART bus stop assessment, trail feasibility, and freight supply chain and resilience. The estimated cost for studies with two or more votes is approximately $900,000. Lastly, Ms. Yeh stated MPO Staff in April brought the draft to the committees and today are asking that the document be adopted so they can transmit it to the Department of Transportation by Friday so they can have their funding in place by July 1st.

Cindy Stuart commented that she is happy that the multimodal school safety reviews is at the top of the voting list but asked if they could potentially talk about expanding the sites and expanding the scope of this work. This work originally only included ten schools, and the data is at least two years old, maybe more. Ms. Stuart asked within the scope that they review existing schools. There were ten schools originally at the top of the list that fell as the most
hazardous, but she feels there is a need to re-review those and potentially expand the scope. We currently have 251 schools within the district, and that does not include charters, which have no busing from the district whatsoever, and there is not a lot of walking to those schools. The other issue Cindy Stuart brought up is about how kids get to schools and stated that she and Lisa Sylvan had been in conversations with both the county, the district, and MPO Staff about creating what they call “family friendly maps,” which are the ability for a parent to have a map of where their school is and alternate routes to get to that school either by bike or trail or by walking, that the school district could distribute, and gave an example.

Ms. Alden commended the comments and added that with a number of Board member votes supporting this study, there’s a clear direction that the Board should focus some of their resources on, the multimodal school safety studies, certainly expand the scope to update the status of the previously reviewed schools, looking at some additional schools, and then looking at those family friendly maps that Ms. Stuart mentioned.

Chairman Miller sought a roll-call to approve the FY 2020 and FY 2022 Unified Planning Work Program, and it was adopted after unanimous roll-call of those virtually present.

D. Annual Certification of MPO Planning Process

Johnny Wong, MPO staff, explained the MPO/FDOT Joint Certification and reviewed the findings of that process. Mr. Wong stated it happens every year with FDOT. Every fourth year there is a site visit by the feds, and there is a "Report Card" on the MPO for the last year that includes notable achievements, recommended and corrective actions, compliance with fed and state rules. It is required for field and state funding eligibility. Mr. Wong walked the Board through the notable achievements. There were two recommendation comments by FDOT, both positive: MPOs (financial) risk assessment remain low and value MPOs drive to be innovative and lead conversation on safety for all modes. It was all a positive report card, and there were no corrective actions.

The requested action from the Committee is, although they can't change the findings from the certification, finding first that MPO is in compliance with fed and state laws; second, support recertification of MP; third, authorize Chair to sign the Joint Certification Statement.

Chairman Miller sought a motion to accept all three findings from the certification; Commissioner Overman so moved; it was seconded by Commissioner Smith and adopted after unanimous roll-call of those virtually present.

E. Annual Evaluation of Executive Director
Cameron Clark, MPO Attorney, presented the annual evaluation of the MPO Director. The format was the same one the Board adopted last year. There is also a second attachment that compiled all of the comments any members made into a single form to be read together, and individual forms certainly are available upon request. Attorney Clark sent two updated forms last night to incorporate comments that he received from board members earlier in the week, so they did not make the agenda deadline. The motion Attorney Clark requested was for the Board to receive the report and then the result will be transmitted to the planning commission director.

Chairman Miller sought a motion for the Board to receive the report; Commissioner Kemp so moved; it was seconded by Councilman Citro and adopted after unanimous roll-call of those virtually present.

There was a discussion on a possible pay increase for the Executive Director, which is normally done after the annual evaluation.

VII. STATUS REPORTS

A. Hillsborough Air Quality Update

Jeff Sims, EPC, gave an update on the air quality in Hillsborough County. We continue to meet the national health-based standards for the principal pollutants for the Transportation Section. During COVID-19 they have remained fully functional, and their focus today is mostly on the Air Monitoring Section. Mr. Sims presented a PowerPoint on the Effects of Common Air Pollutants and potential health and environmental effects. Looking nationally at the trends data from the EPA, it shows a significant increase in the gross domestic product and vehicle miles traveled, along with a steady growth of population; however, the long-term emissions are trending down and continue to decrease.

The EPA requires that the following six pollutants be monitored to determine compliance with federal standards: Nitrogen dioxide, ozone, particulate matter, carbon monoxide, sulfur dioxide, and lead. The first four are particularly associated with transportation, and we are now in attainment of all six.

Mr. Sims did a quick overview of the air monitoring network. There are 11 air monitoring stations. They run continuously and take samples. There's a near-road monitoring station near I-275 to enhance the understanding of mobile source impacts. Ozone is measured at four of the sites. There was a PowerPoint presented on ozone, a secondary pollutant, and an explanation of the sources of NOX: Utilities/boilers, mobile sources, non-road mobile sources, industrial/residential/commercial fuel combustion. Ozone formation is VOC plus NOX. There was a review of the impacts of ozone nonattainment, and it would be significant for MPO and locally if we went in nonattainment. Currently, we are in attainment but close.
Mr. Sims also reviewed the factors of how to lower ozone. There was a PowerPoint on considerations for the MPO Board regarding air quality and an explanation on the EPC transportation-related initiatives. Ultimately, the message is that Hillsborough County's overall air quality is good. Florida is the most populous state to meet all the national ambient air quality standards. That being said, Mr. Sims asked that we keep promoting efforts leading to reduced emissions and the importance of air quality.

Commissioner Kemp commended Mr. Sims on his report and commented on the health effects from emissions, even with reduced traffic during COVID-19 and mentioned that one of the advantages of electric vehicles is that they don't have NOX emissions, but particulate matter is a high percentage of the pollution we receive, which comes from tires and brake dust. Commissioner Kemp also inquired as to the reduction that comes from telecommuting and opined that the MPO Board should make an effort to look at that in the future. Mr. Sims concurred with Commissioner Kemp on her statement that with electric vehicles there is the advantage of not getting any emissions from NOX and that many of the particulate emissions are also related to diesel combustion. It was also noted she's correct there is a contribution from tire dust, brake dust, and so forth, and electric vehicles would also have those same issues, although electric vehicles try to recover power by using braking to help charge their systems. Mr. Sims stated he could certainly ask the Air Monitoring Section to provide him with a quick summary of their reading at the monitor station on I-275. As to Commissioner Kemp's second issue on telecommuting, they would 100% promote it as an agency, that because of the reduced traffic on the roadways, it would correlate in a reduction of emissions. Councilman Dingfelder indicated that his question had now been answered.

Commissioner Smith also commended Mr. Sims on his presentation and asked which of the pollutants are the most dangerous for childhood asthma and other respiratory ailments, and Mr. Sims responded that he is not a health expert so he could not give a completely educated answer, but the studies show all of them can be unhealthy in high concentrated levels. With people wearing masks now, that should control most particulates that might be in the air. Obviously, lead would probably be the one he would be most concerned about, but that’s in really low levels. All of them are ones to be conscious of. The main thing is to be aware when any one of those levels are elevated. That is what they do, is to compare it to the air quality index and national standards, and they will issue an advisory when necessary.

B. Transportation Disadvantaged Services Update

Michele Ogilvie gave an update on the results of their review from 2019. This program is State funded under Chapter 427 of the Florida Statutes, and Ms. Ogilvie did an overview of the program. The Sunshine Line services include door-to-door trips, subsidized bus passes, referrals to other services as available and eligible, with
the weekly service Monday through Friday, 6:00 a.m. to 5:00 p.m., and now Saturday service, 8:00 a.m. to 4:00 p.m., thanks to the intervention of the MPO Board. The annual cost for these services is $6.8 million. All standards have been met for safety, reliability, efficiency, being on time, low complaints, everything. The cost per trip: The standard statewide is $12.97, and the Sunshine Line is providing the cost per trip at $10.22. Satisfaction with the service continues to be 99 percent.

Ms. Ogilvie discussed other parts of the program, which include the coordination of contractors, 12 in Hillsborough County, which brings in about $12.2 million in revenue to Hillsborough County, annually, and provide over 400,000 trips, annually; and HART, a TD board member. There was also a PowerPoint on "Other News" and "Congrats to Sunshine Line."

VIII. EXECUTIVE DIRECTOR’S REPORT

Beth Alden thanked the Board and shared that it has been a pleasure to work with them over the past year and does appreciate their reviews. Ms. Alden announced that the Board continues to work remotely, coordinating with Hillsborough County facilities about the upcoming reopening of the County Center Building to the public. As they continue to hold, almost without change, the public meetings of the MPO Advisory Committees and the Board through this virtual meeting format, Beth Alden noted the following changes: The first one is a postponement of the annual public hearing to adopt the Transportation Improvement Program to give more time before the deadline date for submission of the TIP and to provide opportunities for in-person feedback as well as virtual feedback.

The Board workshop on managed lanes was originally scheduled for June 19th, and the suggestion was made to postpone that to October 14th so the speakers can travel and to hold a Board workshop on managed lanes in place of the MPO Board meeting in October.

The quarterly regional meetings are still on the calendar for July 10th, starting at 9:30 a.m. at the Plant City Campus of Hillsborough Community College.

Independent Oversight Committee. The MPO Staff is providing support for the work of the Independent Oversight Committee for Transportation Sales Surtax. The Oversight Committee is required to provide an annual report and to hold a public hearing and would like to provide some in-person opportunities for folks to participate in that public hearing. That is being postponed to August. The date will be announced on the website. The annual report Beth Alden mentioned that the Oversight is required to produce has been drafted and prepared by staff, so a draft of that is available on the website now for review, and you will find a link to it in the addendum to this Board packet.
In February, as the Board discussed setting targets for improvements and safety for the upcoming year, there was a discussion about what low-cost and no-cost safety strategies can be brought forward so the Board is not waiting on funding to make progress on the safety issues. So the proposal was made to hold a leadership summit on that topic and bring in panelists to discuss things like high visibility enforcement and development review to make sure, as construction continues, that we are building communities that are as safe as they can possibly be.

Quarter 3 report is in your Board folders which have been distributed through e-mail.

Commissioner Overman thanked Beth Alden very much for her report and asked the Chair and the rest of the Board to consider accommodating virtual meetings for any meetings going forward until further notice and making arrangements for those with health challenges that would keep them out a little longer than what may be seen in the way of phase-in for back-to-work under the Governor's orders. She also emphasized that it actually supports our environmental sustainability goals by telecommuting more. Commissioner Miller inquired of Attorney Clark on the deadline of the Governor's Executive Order, and Attorney Clark stated Executive Order 20-69 allows for a Sunshine Meeting to be held without a physical quorum being present and believes it's now been tied to another executive order that has been extended to the first week of July. The Board is only able to meet virtually for as long as that executive order creates that Sunshine Law exemption. Beth Alden stated that Mayor Ross typed in the Chat Box that he believes it is July 7th. Commissioner Overman further inquired of a possible bylaw change, which is not possible under the Sunshine Law, and there was further discussion among Commissioner Miller, Attorney Clark, Councilman Dingfelder, Commissioner Smith, and Cindy Stuart, on quorum attendance to vote along with virtual appearances and maybe relocation of meetings to the Convention Center. It was noted by Beth Alden that it is a quorum of nine for the MPO Board to meet.

IX. OLD & NEW BUSINESS

There was no old business or new business.

IX. ADJOURNMENT

The MPO meeting was adjourned at 10:52 a.m.
MPO Board (to Organizers and Panelists Only): 8:06 AM: If you have Audio issues and cannot connect via phone using your login, please say in GoToWebinar for visual and dial 1(562)247-8422, Access Code 110-936-626#, PIN 82#
Johnny Wong (Private): 8:18 AM: Do I need to dial in using the phone number or just provide it to the 3cx attendant?
MPO Board (to Johnny Wong): 8:21 AM: Just give the 3CX attendant the number, code, and PIN. You do not need to call in yourself (but you need to be logged into the meeting).
Johnny Wong (Private): 8:21 AM: ok
Johnny Wong (Private): 8:21 AM: thanks
MPO Board (to Johnny Wong): 8:22 AM: NP
MPO Board (to Johnny Wong): 8:22 AM: Remember to name it "Generic Attendee"
Johnny Wong (Private): 8:23 AM: I renamed it - does it appear that way to you in the attendees list?
MPO Board (to Johnny Wong): 8:24 AM: I see the Generic Panelist that I created, My name, and your name
Johnny Wong (Private): 8:24 AM: also, can you boot my account that’s appearing in staff currently?
Johnny Wong (Private): 8:24 AM: I'm logged in under three names at the moment
MPO Board (to Beth Alden): 8:33 AM: If you have Audio issues and cannot connect via phone using your login, please say in GoToWebinar for visual and dial 1(562)247-8422, Access Code 110-936-626#, PIN 82#

MPO Board (to John Dingfelder): 8:45 AM: Hello Mr. Dingfelder Are you on a mobile device?
John Dingfelder (Private): 8:53 AM: Phone
John Dingfelder (Private): 8:53 AM: Is this a video meeting too?
John Dingfelder (Private): 8:56 AM: ?
MPO Board (to John Dingfelder): 8:59 AM: Yes it is.
John Dingfelder (Private): 8:59 AM: Better get dressed! ;)
MPO Board (to John Dingfelder): 9:00 AM: You can unmute yourself now.
MPO Board (to John Dingfelder): 9:02 AM: Haha get dressed! Yes!
MPO Board (to Ken Hagan): 9:07 AM: Your system is causing feedback, please mute yourself until you would like to speak.
KIMBERLY OVERMAN (to Organizers and Panelists Only): 9:07 AM: Debbie Guest, please mute yourself
KIMBERLY OVERMAN (to Organizers and Panelists Only): 9:07 AM: Thank you
MPO Board (to Organizer(s) Only): 9:08 AM: Ken Hagen is the cause of the feedback. I have muted him
MPO Board (to Ken Hagan): 9:09 AM: Thank you,
KIMBERLY OVERMAN (to Organizers and Panelists Only): 9:17 AM: I have a question
Debbie Guest (to Organizers and Panelists Only): 9:29 AM: Thanks Cheryl.
Andy Ross (to Organizers and Panelists Only): 9:37 AM: I have a question please
Charles Klug (to Organizers and Panelists Only): 9:38 AM: I am muted by the organizer.
Patricia Kemp (to Organizers and Panelists Only): 9:38 AM: I am muted.
Mariella Smith (to Organizer(s) Only): 9:39 AM: We can't unmute ourselves.
MPO Board (to Cindy Stuart): 9:41 AM: Your system is causing feedback, please mute yourself until you would like to speak.

MPO Board (to Organizer(s) Only): 9:49 AM: Please, only one of us should be muting or unmuting panelists. I would assume that should be me. Thanks.
Patricia Kemp (to Organizers and Panelists Only): 10:04 AM: I'd like to ask question.
Beth Alden (to Organizers and Panelists Only): 10:04 AM: ok
MPO Board (to Beth Alden): 10:06 AM: It is Commissioner Miller that is breaking up
Mariella Smith (to Organizer(s) Only): 10:08 AM: I'm hearing him fine.
MPO Board (to Organizer(s) Only): 10:08 AM: It is Commissioner Miller that is breaking up

Mariella Smith (to Organizer(s) Only): 10:15 AM: I'd like to ask a question.
Patricia kemp (to Organizers and Panelists Only): 10:34 AM: I just lost Beth for some of what was said.
Andy Ross (to Organizers and Panelists Only): 10:39 AM: July 7 I'm told
Mariella Smith (to Organizer(s) Only): 10:39 AM: I'd like to comment please
Beth Alden (to Organizers and Panelists Only): 10:40 AM: got it thanks
Andy Ross (to Organizers and Panelists Only): 10:41 AM: I have a comment
Cindy Stuart (to Organizers and Panelists Only): 10:42 AM: i would like to comment
Andy Ross (to Organizers and Panelists Only): 10:44 AM: I have a comment please
Melanie Williams (to Organizer(s) Only): 10:48 AM: Mr. Chairman - I will need to drop in approximately 2 minutes.
Committee Reports

Meetings of the Citizens Advisory Committee (CAC) on June 10 and May 20

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

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

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

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

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

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

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

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

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

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

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

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

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

Meeting of the Policy Committee on May 26

The committee approved and forwarded to the Board:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Meeting of the Transportation Disadvantaged Coordinating Board on June 26

Actions taken at the June 26 meeting will be reported verbally at the MPO Board meeting.
Revised Board & Committee Agenda Item

Agenda Item
Committee Appointments

Presenter
None – Consent Agenda

Summary

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 for an additional term:

- Representing the Hillsborough County Aviation Authority is Bill Roberts.
- Representing the Planning Commission is Rick Richmond

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:

- Representing ASLA is Christine M. Crespo

The primary purpose of the Transportation Disadvantaged Coordinating Board (TDCB) is to assist the MPO in identifying local service needs and providing information, advice, and direction to the Community Transportation Coordinator (CTC) on the coordination of services to be provided to the transportation disadvantaged pursuant to Section 427.0157, Florida Statutes. Except for the TDCB Chairperson, the members of the TDCB shall be appointed for three (3) year terms.
The following members are recommended for an additional 3 years of service: Craig Forsell representing Seniors; Gloria Mills and Artie Fryer representing Citizen Advocates; Nancy Pacifico representing a Person with a Disability; Glenn Brown representing Children at Risk; Nancy Castellano (Debra Lecanta alternate) representing For Profit Transportation; Michelle Correll representing Local Public Education; Leslene Gordon, Ph.D. (Allision Nguyen alternate) representing the Local Health Department; David Newell (Tracy Noyes alternate) representing Florida Department of Transportation; Mark Harshbarger representing the Florida Department of Education; Commissioner Mariella Smith (Council Member Gil Schisler alternate) representing the Local transit Agency; Kristina Melling (Clairedine Senat alternate) representing the Area Agency on Aging; Cassandra Blaylock representing the economically Disadvantaged; Debra Noel (Mike Lacey alternate) representing the Agency for Persons with Disabilities; John E. Pelkey representing Local veteran services; Angel Williams representing the Department of Children and Families; Emily Hughart (Ian Martin alternate) representing the Agency for Health Care Administration; Jody Toner representing the Regional Workforce Development Board.

**Recommended Action**

That the MPO confirm the above appointments

**Prepared By**

Cheryl Wilkening

**Attachments**

None
Board & Committee Agenda Item

**Agenda Item**

**Presenter**
Wanda West, MPO staff

**Summary**
Engaging the public is critical to the MPO’s success. Working with the community ensures MPO plans and products better reflect the public’s values and preferences. The Public Participation Plan (PPP) helps balance the professional and technical expertise brought to projects with the community’s input, and also helps the MPO gain the broad support needed to ensure that transportation plans and programs are implemented.

The PPP describes the MPO’s strategies and techniques to inform and engage the public in transportation planning issues, with the purpose of maximizing participation and effectiveness. At least once every two years, the MPO reviews its public participation efforts, using “measures of effectiveness” that fall into the following categories:

- Visibility & Productivity
- Participation Opportunities
- Public Interest & Feedback
- Input Results

The report reviews the MPO’s public engagement efforts during 2018 and 2019. Recommendations produced in this review will lead to amendments of the PPP and set the stage for engaging the public in the update of the Transportation Improvement Program (TIP) and 2045 Long Range Transportation Plan (LRTP).

**Recommended Action**

**Prepared By**
Wanda West, MPO staff

**Attachments**
Agenda Item
Public Participation Plan Amendments

Presenter
Wanda West, MPO staff

Summary
Public participation is essential to good transportation policies, programs and projects. Without meaningful public involvement, there is a risk of making poor decisions or decisions that have unintended negative consequences. More than an agency requirement and more than a means of fulfilling a statutory obligation, meaningful public participation is central to good decision-making. The MPO is responsible for actively involving all affected parties in an open, cooperative and collaborative process that provides meaningful opportunities to influence transportation decisions. The MPO’s strategies for accomplishing this are documented in its Public Participation Plan (PPP).

Since 2006, an updated or amended PPP is being produced at least once every two years. For 2020, MPO staff is proposing an amendment to the PPP to recognize minor updates to tools and added strategies for continuing public engagement efforts during public engagement in emergency situations.

The draft PPP will be advertised for a 45-day review period prior to action by the MPO at its June 30th public hearing.

Recommended Action
Approve the 2020 amendments to the Public Participation Plan

Prepared By
Wanda West, MPO staff

Attachments
2020 Public Participation Plan Draft
**Agenda Item**
Transportation Improvement Program (TIP) Annual Update

**Presenter**
Sarah McKinley, MPO Staff

**Summary**
Staff has prepared a draft of the Transportation Improvement Program document for the fiscal year period of 2020/21 – 2024/25. The TIP document includes projects programmed by the Florida Department of Transportation (FDOT) based on priorities that were be adopted by the MPO on June 11, 2019. These priorities were based on the adopted 2045 Long Range Transportation Plan. There are several considerations in approving this document, which will be discussed step by step.

**Projects Funded in FY 2020/21 – 2024/25:**
The TIP document shows funding amount and source, fiscal year, and project location and phase for projects funded with state and federal dollars in Hillsborough County during the next five fiscal years. The TIP document will be effective October 1, 2020 – September 30, 2021 and funding in the first year cannot be changed without a TIP amendment, years two-four can be adjusted through future TIP adoptions. The TIP is coordinated and consistent with FDOT’s Work Program.

Over the past year, FDOT has added funding to its Work Program for a number of projects that were on the MPO Board’s list of priority projects. With this update, the Hillsborough TIP document will now include those funded projects.

*The TIP also lists significant transportation projects drawn from the capital improvement programs of local governments and agencies. These are shown for public information and coordination.*

**List of Priority Projects for Future Funding:**
This item also seeks approval to update the MPO Priorities for FY2022-2026, shown in Tables 1 & 2, and was last updated June 2019. The priorities are grouped based on the programs within the 2045 Long Range Transportation Plan (LRTP) and then ranked based on objective criteria in each program. This update adds new projects to the priority list, based on coordination with the local governments and transportation agencies. The projects that have been funded but not yet built can be found in Table 1, where they will continue to be listed until completion. The projects for which funding is needed can be found in Table 2 of the TIP document.

Good Repair and Resilience, including projects such as:
1. Bridge repair & replacement
2. Road resurfacing
3. Transit vehicle replacement
4. Recovery time & economic impacts from flooding or major storm surge

Vision Zero, including safety projects evaluated by the 5-year history of:
1. Crashes with fatalities or incapacitating injuries, per centerline mile

Smart Cities, including intersection, signalization, freeway incident management and ITS projects, evaluated by their impact on:
1. Travel time reliability on heavily congested arterials
2. Peak period V/C ratio

Real Choices When Not Driving, including alternatives such as transit, multi-use trails and services for the transportation disadvantaged, evaluated by:
1. Density of jobs and population in 2045 within ¼ mile of proposed transit service
2. Density of jobs and population in 2045 within ¼ mile of proposed trail/side path

Major Projects, including road and transit capacity projects for economic growth:
1. Key economic spaces (job clusters > 5,000)
2. 2045 jobs served per mile of improvement
3. 2045 delay reduced per mile of improvement

The TIP must be submitted to the Florida Department of Transportation by July 15, 2020. The current schedule calls for a public hearing and adoption of the TIP at the MPO meeting on June 30, 2020.

**Recommended Action**
Recommend approval of the TIP for FY2020/21 – 2024/25

**Prepared By**
Sarah McKinley, MPO Staff

**Attachments**
- Link to Draft 2020/2021 Transportation Improvement Program
- [Link to presentation slides](#)
- [Link to Table 2: List of Priority Projects – Candidates for New Funding](#)
- Priority request letters from local governments and agencies
March 2, 2020

Beth Alden, AICP, Executive Director
Hillsborough County Metropolitan Planning Organization
601 East Kennedy Boulevard, 18th Floor
Tampa, Florida 33602

SUBJECT: Transportation Improvement Program Priorities (FY2021/22 – 2025/26)

Dear Ms. Alden:

The City of Tampa thanks the Hillsborough MPO for working with us to secure critical dollars for the following transportation projects:

- **Green Spine Cycle Track**
  - Phase 3a – Nuccio Parkway from Nebraska Ave to 7th Ave (FPID 439476-2)
  - Phase 3b – Nuccio Parkway from 7th Ave to 13th Ave (FPID 439476-3)
- **34th Street** – from Columbus Drive to Hillsborough Ave (FPID 437648-1)
- **Columbus Drive** – from Nebraska Ave to 14th Street (FPID 436639-1)
- **46th Street** – from Busch Boulevard to Fowler Ave (FPID 437246-1)
- **Floribraska Ave** – from Tampa Street to 9th Street (FPID 436640-1)
- **Sulphur Springs K-8 Various Locations - Safe Routes to School Project** (FPID 443582-1)
- **El Prado Boulevard Sidewalks**
  - Phase 1 – from Omar Ave to S. Lois Ave (FPID 443516-1)
  - Phase 2 – from S. Lois Ave to Bayshore Boulevard (FPID 443516-2)
- **Platt Street at Fremont Ave Traffic Signal** (FPID 443711-1)
- **Cleveland Street at Rome Ave Traffic Signal** (FPID 443711-2)
- **Doyle Carlton Drive at Laurel Street Intersection Improvement** (FPID 443968-1)
- **Citywide Advanced Traffic Management Systems (ATMS)**
  - Phase 2 – Downtown Tampa ATMS (FPID 424213-3)
  - Phase 3 – Kennedy Blvd / Hyde Park Ave / Dale Mabry Hwy ATMS (424213-4)
  - Phase 4 – University of South Florida Area / Busch Blvd ATMS (424213-6)

The City of Tampa respectfully submits the following projects for the FY 2021/22 – 2025/26 Transportation Improvement Program (TIP). This list reflects new requests and outstanding requests from prior cycles. This list also includes projects within the City of Tampa led by other agencies.
Safety/Vision Zero:

- N 50th Street from SR 60 to SR 574/ E. Dr. Martin Luther King, Jr. Blvd. (FDOT)
- Heights Mobility Study program of projects (FPIDs 440511-1, 440511-2, 440511-3, 440511-4, 440511-5 443492-1, 443583-2) (FDOT)
- SR 574/E. Dr. Martin Luther King, Jr. Blvd. from 40th St to I-4 (FPID 435911-2) (FDOT)
- SR 580/W. Busch Blvd from Dale Mabry Hwy to N 56th St (FPIDs 435908-2, 441098-1, 441098-2) (FDOT)
- SR 574/W. Dr. Martin Luther King, Jr. Blvd. from Dale Mabry Hwy to 40th St (FPID 436419-2 & Safety Corridor Study) (FDOT)
- SR 60/Kennedy Blvd from Hoover Blvd to Brevard Ave (FPIDs 441110-1, 437644-1, 437645-1, 437645-2 & Corridor Study from Hoover Blvd to West Shore Blvd) (FDOT)
- Dale Mabry Hwy at Spruce St – Intersection Safety Improvements (FDOT)
- Green Spine Cycle Track
  - Phase 2a - Cass St from Howard Ave to Willow Ave
  - Phase 3c - 15th St from 13th Ave to 21st Ave
- Walk/Bike Safety Outreach and Education Programs (FPID 254647-3)
- SR 60/Adamo Dr at 26th St – New Traffic Signal
- Spruce St/Boy Scout Blvd at Manhattan Ave – New Traffic Signal

Real Choices When Not Driving

- Tampa Streetcar Extension Phase 4 Feasibility Study
- West River Greenway (Stewart Connector)
- I-275 Greenway from West Shore Blvd to Hillsborough River (including walk/bike overpass at Dale Mabry Hwy)
- West Shore Blvd Complete Street PD&E (Hillsborough County)
- Adamo Drive Greenway Gap from 22nd Street to 34th Street (FDOT)
- Howard Frankland Bridge Trail Connections (FDOT)

Major Projects for Economic Growth

- Tampa Streetcar Phase 3 Extension & Modernization (InVision: Tampa Streetcar)

Major Regional Trail Projects

- West River Greenway-Stewart Connector – from Stewart Middle School to Willow Ave
- South Tampa Greenway – from Picnic Island Park to Manhattan Ave

Unified Planning Work Program – Requests for Planning Studies:

- Comprehensive School Safety Study for 5 schools in the City of Tampa
- Speed Management Program Before & After Studies
- Vision Zero Corridor Studies and Roadway Safety Assessments (RSA) for the following County Roads within City Limits:
1. Waters Ave  
2. North Armenia Ave (north of Tampa Bay Blvd)  
3. Sligh Ave  
4. Gandy Blvd

- Research & Best Practices Report – This would provide an overview of eco-friendly strategies for urban street retrofit projects, including street trees and other green infrastructure measures.
- Transportation Innovation Speaker Series – This program would bring experts from around the world to Tampa to present innovative topics in transportation to help educate practitioners, inform advocates and shape policy.
- Advanced Parking Management System (APMS) Feasibility Study – This study would develop recommendations for integrating parking services and infrastructure with other elements of the transportation system, using traditional Intelligent Transportation System (ITS) tools and emerging technologies.

For additional information regarding these UPWP study requests, and for coordination during the scoping of transportation studies in the City of Tampa, please work with Danni Jorgenson, P.E., Chief Planning Engineer. She can be reached at (813) 274-3279 or danni.jorgenson@tampagov.net.

Thank you for your consideration of these important requests. If you have any questions, or for additional information please feel free to contact me directly at (813) 274-8066 or via email at vik.bhide@tampagov.net.

Sincerely,

Vik Bhide, Director  
City of Tampa Transportation and Stormwater Services Department

vb/sll
cc: Jean Duncan, Administrator, Infrastructure and Mobility  
Paul Dial, Parks and Recreation Department Director  
Milton Martinez, P.E., Chief Transportation Engineer  
Brandon Campbell, Smart Mobility Project Manager  
Calvin Hardie, P.E., Capital Projects Manager  
Danni Jorgenson, P.E., Chief Planning Engineer  
Stephen Benson, AICP, Planning & Policy Coordinator  
Karla Price, Landscape Architect, Parks and Recreation Department  
File (2037-20-VB.LET)
March 12, 2020

Beth Alden, AICP
Executive Director
Hillsborough County Metropolitan Planning Organization
601 East Kennedy Blvd., 18th Floor
Tampa, FL 33602

RE: TRANSPORTATION IMPROVEMENT PROGRAM PRIORITIES FY 2026 - HART

Dear Beth:

HART is seeking funding support from the Hillsborough County Metropolitan Planning Organization (MPO) for the following projects in FY 2026. The projects are listed in priority order.

<table>
<thead>
<tr>
<th>Priority</th>
<th>LRTP Performance Area</th>
<th>Project Cost (millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus Replacements</td>
<td>Preserve the System</td>
<td>$33.00</td>
</tr>
<tr>
<td>CAD/AVL System Replacement</td>
<td>Preserve the System</td>
<td>$5.00</td>
</tr>
<tr>
<td>HM Building (expansion of existing or construction of new maintenance facility and stormwater improvements and pavement rehabilitation at HART administration and maintenance facility)</td>
<td>Preserve the System</td>
<td>$65.00</td>
</tr>
<tr>
<td>N/S MetroRapid Construction</td>
<td>Real Choices When Not Driving</td>
<td>$30.00</td>
</tr>
<tr>
<td>Fiber Optic Ring Between Jurisdictions</td>
<td>Preserve the System</td>
<td>$1.00</td>
</tr>
<tr>
<td>Scheduling Software</td>
<td>Preserve the System</td>
<td>$0.50</td>
</tr>
<tr>
<td>Bus Stop Capital Improvements</td>
<td>Preserve the System</td>
<td>$5.00</td>
</tr>
<tr>
<td>Satellite Maintenance Facility</td>
<td>Preserve the System</td>
<td>$20.00</td>
</tr>
<tr>
<td>CNG Compressor</td>
<td>Preserve the System</td>
<td>$0.58</td>
</tr>
<tr>
<td>Automated Vehicle Facilities/Infrastructure</td>
<td>Real Choices When Not Driving</td>
<td>$5.00</td>
</tr>
<tr>
<td>Electric Bus &amp; Electric Bus Infrastructure</td>
<td>Preserve the System</td>
<td>$25.00</td>
</tr>
<tr>
<td>Modern Streetcars</td>
<td>Preserve the System</td>
<td>$50.00</td>
</tr>
<tr>
<td>CSX Study</td>
<td>Real Choices When Not Driving</td>
<td>$3.50</td>
</tr>
<tr>
<td>Real Estate Acquisition</td>
<td>Real Choices When Not Driving</td>
<td>$20.00</td>
</tr>
</tbody>
</table>

The projects support key 2045 MPO Long Range Transportation Plan Goals, including goals related to energy conservation and environmental protection, accessibility and mobility improvements, transit supportive development patterns, as well as transportation system preservation. If funding were to become available prior to FY 2026, HART requests funding consideration for the projects.

Thank you for considering our request. Please feel free to contact me if you require additional information.

Sincerely,

Carolyn House Stewart
Interim Chief Executive Officer
February 27, 2020

Ms. Beth Alden
Executive Director
Hillsborough Metropolitan Planning Organization
601 E. Kennedy Blvd. 18th Floor
Tampa, FL 33602

Re: FDOT Projects for consideration

Dear Ms. Alden:

In order to deliver a singular voice from FDOT District 7 has prepared the following letter for your consideration while assembling the list of priority projects. We support all FDOT projects currently on the priority list, however we would like to highlight the following projects for consideration to be prioritized higher:

- **US 92 from I-4 to Polk County Line to include the stretch from Maryland Ave to County Line Rd**
  a. 447157-1/447158-1: US 92 at McIntosh Rd Intersection Improvements
  b. 447159-1/447160-2: US 92 at Forbes Rd Intersection Improvements
  c. 447155-1/477156-1: US 92 at Mango Rd Intersection Improvements
  d. 447165-1: US 92 at Park Rd Intersection Improvements
  e. 438998-1: US 92 widening from I-4 to Polk County Line

- **437650-2: I-75 at Gibsonton Dr Interchange**
  a. Redesign and reconstruction of the I-75 at Gibsonton Dr interchange.

- **Integrated Corridor Management Systems, various locations**
  a. 443445-4: US 92/Hillsborough Ave from Veterans Expwy to I-275
  b. 443445-5: SR 616/Spruce St/Boy Scout Blvd from Airport Service Rd to Dale Mabry Hwy
  c. 443444-3: US 41/Nebraska Ave from Kennedy Blvd to Bearss Ave

- **430056-2: US 41 from Pendola Point to south of Causeway**
  a. Intersection operational and safety improvement

In addition, the following are planning/PD&E projects that we would like to be added to the priority list:

- **SR 583/50th/56th St from US 41/Melbourne Ave to Sligh Ave PD&E**
  a. Widening, bike/ped improvements, intersection operational considerations

- **SR 574 from US 301 to Turkey Creek Rd Safety Improvements**
  a. Multimodal safety improvements including raised medians, bike lane connections, closing sidewalk gaps, and ADA improvements

www.fdot.gov
b. Innovative intersections
  • SR 60 from East of Dover Rd to Polk County Line Intersection Improvements
  a. Intersection improvements and safety upgrades

FDOT appreciates your consideration and looks forward to continued coordination between the agencies.

Sincerely,

[Signature]

Richard Moss, P.E.
Director of Transportation Development
February 28, 2020

Sarah McKinley
Principal Planner
Hillsborough County Metropolitan Planning Organization
601 East Kennedy Boulevard, 18th Floor
P.O. Box 1110
Tampa, Florida 33601

RE: Port Tampa Bay Capital Improvement Program and Project Priorities

Dear Ms. McKinley,

Thank you for the opportunity to participate in the development of the FY 2020/2021 Transportation Improvement Program (TIP). I have enclosed the Port’s Capital Improvement Program (CIP) containing priority seaport infrastructure projects and transportation project priorities for inclusion in the TIP. There are several on-port priority transportation investments that are critical to port operations:

- Container facility gate complex and access road on Hooker’s Point
- Access road on South Bay and traffic signalization at US 41
- Rail and road improvements on Port Redwing
- Roadway infrastructure and intermodal terminal at Channelside

Additionally, there are several off-port priority transportation investments in the corridors that serve the port. These projects would be implemented by partner agencies include redesigning Channelside Drive as a Complete Street, capacity improvements along Madison Avenue and US 41, and managed lanes in the I-4 corridor.

We look forward to continued collaboration to develop and implement a transportation strategy that supports the economic growth of the region, particularly as it relates to improved accessibility for freight transport to Port Tampa Bay facilities. Please do not hesitate to contact me if you would like to discuss further.

Sincerely,

Ram Kancharla
Vice President of Planning and Development
Port Tampa Bay
February 25, 2020

Ms. Beth Alden, AICP
Executive Director
Hillsborough Metropolitan Planning Organization
601 E. Kennedy Blvd., 18th Floor
Tampa, FL 33602

RE: Surface Transportation Block Program (SU Funds) Request

Dear Ms. Alden:

With this letter, the Tampa Bay Area Regional Transit Authority (TBARTA) is requesting the Hillsborough MPO to prioritize $800,000 in FY 2026 SU funds for the TBARTA Regional Vanpool Program. The amount requested is based on previous awards of SU funds from the Hillsborough MPO.

TBARTA provides a $400 monthly subsidy to each vanpool, which is used to cover a portion of the capital costs of the lease. The SU funds that are being requested would be applied only to vanpools with an origin or destination inside Hillsborough County. As of December 2019, 143 of the 163 total vanpools (88%) had origins or destinations within Hillsborough County. The average round trip length of the vanpools across the entire program was 88 miles. That equated to 28,577 trips eliminated and 871,335 miles saved. Some of the major Hillsborough employers served (or soon to be served) by the Regional Vanpool Program include:

- MacDill Air Force Base
- James A Haley VA Hospital
- Transportation Security Administration (TSA) at Tampa International Airport
- Tampa General Hospital (pending)
- Verizon (pending)

TBARTA will submit its application by the requested March 20, 2020 deadline. Thank you for your consideration of this important commuter service.

David Green
Executive Director
March 25, 2020

Ms. Beth Alden
Executive Director
Hillsborough Metropolitan Planning Organization
601 E. Kennedy, Blvd., 18th Floor
Tampa, FL 33602

Re: Transportation Priorities of the City of Temple Terrace for FY 2020/2021-2024/2025

Dear Ms. Alden,

The City of Temple Terrace is pleased to present our FY20/21 recommended transportation priorities for the MPO’s consideration with respect to the upcoming Transportation Improvement Plan. City staff has provided five new items for FY20/21, which are not referenced on the MPO Priority Projects list (2, 3, 5, 6 and 7).

- Bullard Pkwy/Temple Terrace Hwy from Glen Arven Ave to 78th St. – Complete Streets Ongoing.
  a. Temple Terrace Priority # 1; MPO Priority #52
     As identified in the 2017 Bullard Pkwy Complete Streets Study.

- Davis Rd from Morris Bridge Rd to Temple Terrace Hwy -- Sidewalk and bicycle lane improvements, including repairs of existing sidewalks.
  a. Temple Terrace Priority # 2; MPO Priority # not listed

- Multi-use trail along west side of Morris Bridge Rd from Davis Rd to Fletcher Ave.
  a. Temple Terrace Priority # 3; MPO Priority # not listed
     This project is programmed through FDOT, D7.

- Shared-Use path to connect Temple Terrace to USF.
  a. Temple Terrace Priority # 4; MPO Priority #89
     The City is requesting a planning study to evaluate the alignment of a shared use path to connect Temple Terrace to USF along Fowler Avenue or alternatively along an existing TECO easement between Temple Terrace City Hall and the Museum of Science and Industry (MOSI). The City requests that this study be included in the MPO Unified Planning Work Program.

- Fowler Ave at Raintree Blvd Golf Cart Crossing (Underpass) PD&E.
  a. Temple Terrace Priority # 5; MPO Priority # not listed
     In association with the 2019 Low Speed Electric Vehicle Study, staff is requesting this PD&E be included in the MPOs Unified Planning Work Program for the
evaluation of a subsurface crossing (underpass) at the Fowler Ave/Raintree Blvd intersection.

- Whiteway Drive - Light Vehicle/Footbridge over Hillsborough River.
  a. Temple Terrace Priority # 6; MPO Priority # not listed

- City of Temple Terrace Mobility Fee Study.
  a. Temple Terrace Priority # 7; MPO Priority # not listed
  The City is requesting an evaluation of our mobility fee to ensure it adequately reflects proposed improvements to our transportation infrastructure.

For those projects that are eligible for and receive federal and/or state funds that require Local Agency Program (LAP) certification, we are requesting they be sponsored and managed by Hillsborough County in cooperation with the Florida Department of Transportation. All the proposed projects are consistent with the Imagine 2040: Temple Terrace Comprehensive Plan. We appreciate your cooperation in this matter. If you have any questions, please feel free to contact me at 813-506-6400.

Sincerely,

Charles W. Stephenson
City Manager
Fact Sheet

The Investing in a New Vision for the Environment and Surface Transportation in America (INVEST in America) Act is a 5-year, $494 billion investment to get our existing infrastructure working again and fund new, transformative projects that will create millions of jobs and support American manufacturing and ingenuity while reducing carbon pollution, dramatically improving safety, and spurring economic activity. It's investing in infrastructure that is smarter, safer, and made to last.

**Highways Investments: $319 Billion**

- Delivers better roads and bridges faster by prioritizing fixing the broken, outdated infrastructure we already have, including 47,000 structurally deficient bridges, before building new highway capacity.
- Modernizes our infrastructure with bold new funding for addressing gridlock and the most impactful projects and bottlenecks that affect local regions and the national transportation network.
- Measures state-by-state greenhouse gas emissions, with incentives for best performers in carbon pollution reduction, and a new program to fund resilient infrastructure that can withstand the impacts of climate change.
- Dramatically increases funding for development of charging stations and other alternative fueling options for electric and zero-emissions vehicles.
- Addresses rising rates of pedestrian and bicyclist deaths by requiring States with the highest rates to set aside funding to tackle the problem, codifies and expands eligibility for safe routes to school, provides funding to develop active transportation networks, and strengthens emphasis on high risk rural roads.
- Doubles funding for technology deployment to increase innovation and creates new program to fund green materials research and to deploy green construction materials and practices to create smarter, more efficient transportation systems.

**Transit Investments: $105 Billion**

- Increases funding for transit agencies to add new routes and provide more reliable service, encouraging viable public transit options and fewer single-occupant cars clogging highways.
- Creates a Mobility Innovation program to permit transit agencies to collaborate on mobility on demand services.
- Strengthens Buy America provisions to boost domestic jobs in rail and bus manufacturing.
- Increases investment in zero-emission buses to reduce carbon pollution.
Streamlines project delivery by reforming the Capital Investment Grants program so that our investments get shovels in the ground quicker and commuters see results faster.

- Provides the investments needed to address the growing backlog of transit maintenance needs, making public transit safer and more reliable.

## Passenger Vehicle and Commercial Motor Vehicle Safety Investments: $10 billion

- Boosts funding for highway safety programs under the National Highway Traffic Safety Administration, providing $5.3 billion over five years.
- Increases funding for truck and bus safety programs under the Federal Motor Carrier Safety Administration, providing $4.6 billion over five years.

## Rail Investments: $60 Billion

- Triples funding for Amtrak to $29 billion over five years, allowing for improvement and expansion of the Nation’s passenger rail network, including the Northeast Corridor (NEC) and the National Network, giving travelers a reliable, low-carbon option to travel both short and long distances, including to regions that lack frequent or affordable airport service.
- Invests in Amtrak stations, facilities, services, and modernization of its equipment, while continuing Amtrak’s legacy of serving long-distance, state-supported, and Northeast Corridor passengers and ensuring a skilled Amtrak workforce.
- Creates a new $19 billion program, the Passenger Rail Improvement, Modernization and Expansion (PRIME) grant program, devoted entirely to passenger rail improvements and expansion, performance optimization, and intercity passenger rail transportation expansion.
- Dramatically increases funding for the Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant program to $7 billion to fund passenger and freight rail projects. Expands program eligibilities and allows commuter rail authorities to compete for funds.
- Helps communities improve safety at rail crossings with a new $2.5 billion grade separation grant program.
- Addresses “long trains,” trains longer than 7,500 feet, as well as train crossings that are blocked more than 10 minutes, which impact local traffic and emergency response times.
- Prohibits U.S. DOT from allowing the transport of liquified natural gas by rail tank car until extensive safety analysis is performed and additional conditions are met.
T4America member summary of House Transportation & Infrastructure Committee (T&I) surface transportation authorization: “Investing In A New Vision For The Environment and Surface Transportation (INVEST) in America Act”

Overview
On Wednesday, June 3, the Transportation & Infrastructure Committee released its draft surface transportation authorization proposal (which can be found here), titled “Investing in a New Vision For The Environment and Surface Transportation (INVEST) in America Act”.

The Big Picture
This bill addresses T4America’s maintenance, access, and safety principles through substantial reforms to highway, transit and rail programs, as well as the planning process. On maintenance: there is language pushing transportation agencies to prioritize maintenance over expansion, and transit receives substantial new investments to support needed repairs and replacements. The bill addresses safety by requiring complete and context sensitive designs and holding states accountable for reducing roadway fatalities, especially for bicyclists and pedestrians. Finally, the bill establishes a new access performance measure, which will orient planning and investments around projects which will improve access to jobs and services for drivers and nondrivers alike.

In addition, the bill includes new highway formula and competitive programs to reduce greenhouse gas emissions, and bolster local control and investment decision making.

Public transit and passenger rail would receive substantial new funding, and policy reforms would enable local communities to leverage the new funds and truly make these services a priority.

While this is a five year bill, policy reforms begin in year two (FY22). The first year (FY21) includes an extension of current law as a bridge to implementing the new programs. During year one, the difference in funding between current law and this new authorization will be available for emergency operating support to respond to the COVID-19 crisis.

Background
The current surface transportation authorization, the FAST Act, expires in September 2020. Congressional leaders and the President have expressed support for a new authorization which will invest in infrastructure. There are four Senate Committees and three House Committees with jurisdiction over infrastructure. In the Senate, those Committees are: Environment and Public Works (also known as EPW, this committee covers the highway portion), Commerce (rail and automated vehicles), Banking (public transit), and Finance (funding). In the House, the Transportation and Infrastructure Committee has jurisdiction over transportation policy, the Committee on Science has jurisdiction over research, and the Ways and Means Committee has jurisdiction over funding. This bill is the second authorization proposal to be produced by any of the Committees. The Senate EPW Committee approved a highways bill in 2019.

Transportation for America (T4America) is an advocacy organization made up of local, regional and state leaders who envision a transportation system that safely, affordably and conveniently connects people of all means and ability to jobs, services, and opportunity through multiple modes of travel. t4america.org
The T&I Committee has scheduled a Markup for June 17, and the bill is expected to be considered by the full House as soon as July 1.

Because the Senate EPW bill is incomplete, and varies substantially from this House bill, and because the presidential election is now approaching hampering legislation, we are unlikely to see a final reauthorization law signed in 2020. This legislation is critical however, in establishing a baseline for what will eventually be adopted, probably in 2021.

**Short Summary**

**Maintenance**
The bill has substantial funding increases for transit and rail maintenance programs, while also including improvements that push transportation agencies to prioritize maintenance across highways, transit, and rail. The bill would require the state departments of transportation (DOTs) to show progress on repairing their system and analyze operational improvements and transit alternatives before building new highway capacity. How well it works will depend on how strictly the U.S. Department of Transportation (USDOT) interprets progress on repair and whether states are required to use models that have a record of accuracy as a basis for their analysis. Additionally, even if they fulfill these conditions above to add new capacity, there’s no language requiring the project sponsor to prove they can maintain the asset they are building, like we require transit project sponsors to do. That’s a big miss.

**Safety**
The bill includes numerous reforms to highway programs which require accountability for safety improvements. State DOTs and MPOs would not be able to set targets to perform worse on safety. It dedicates more funding to protect vulnerable users and make communities more welcoming to pedestrians and bicyclists through complete and context sensitive designs, and requires updates to how speed limits are set to prioritize safety, and funds Complete Streets and Vision Zero plans.

**Connecting People to Jobs and Services**
This bill includes a new access to jobs and services performance measure, requiring investments to improve access by all modes, and a penalty for failure to improve access. Connecting people to jobs and important destinations should be the goal of our transportation system, and we should measure the success of our system based on whether it, and any new investment, improve connections by all modes of travel. We are extremely happy to see this performance measure included.

**Climate Change**
Responding to climate change is embedded throughout this bill, which creates new highway formula programs to reduce greenhouse gas (GHG) emissions and improve resiliency, new competitive programs to reduce emissions, and reforms the state and metropolitan planning process to prioritize reducing GHG emissions. By including an access performance measure, the
bill will support fewer and shorter car trips, further reducing emissions. Finally, by better integrating land use and housing into infrastructure decision making, and making safety and complete streets a priority, the bill will make it safer and more convenient to walk, bike, and take transit.

Passenger Rail
The bill, through its rail title, the TRAIN Act, recognizes the critical role of passenger rail in our national transportation system. It authorizes $60 billion total for passenger rail over five years, while making existing programs more effective and usable, and establishing new programs to help fund capital improvements. The bill also restores the balance across passenger rail sectors among the Northeast Corridor, Long Distance, and State Supported services.

Detailed Overview

FY21 & COVID-19 Emergency response

While this is a five year bill, the first year (FY21) primarily consists of a one year extension of current (FAST Act) policy across all modes. An additional $21.944 billion is available for emergency operations expenses, with a 100 percent federal share (TIFIA and INFRA are exempt from the 100 percent federal share). This emergency operations funding is a welcome investment which will help support critical transportation programs during this crisis. However, the bill provides $5.79 billion for emergency public transit operations, significantly less than the $32 billion level requested by T4America. The additional funds are allocated accordingly:

- Highways: $14.742 billion, distributed according to existing formulas and FY20 suballocation. Funds may be used for construction and administrative expenses.
  - Any obligation authority that remains available at the end of the fiscal year will be redistributed to the States in August
- Transit
  - Formulas: $5.79 billion - These funds are distributed through the 5307, 5310, and 5311, 5336, and 5340 programs in the same ratio as such funds were provided in FY20. Funds may be used for both capital and operating expenses, including the purchase of personal protective equipment and paying for administrative leave costs due to reductions in service. Funds must be used “to the maximum extent possible” for payroll and provision of public transit service.
  - Operating expenses need not be in a TIP or STIP or long range plan
  - Waives the application of the Rostenkowski test to the Mass Transit Account for FY21, preventing automatic cuts.
  - Capital Investment Grants - Increases the base authorization for the Capital Investment Grants (CIG) program by $958 million above FY20 levels and provides an additional authorization for such sums as may be necessary through an emergency CIG authorization to allow project sponsors to increase their Federal share, by 30 percent at the request of the project sponsor for
engineering, project development, and FFGAs after 1/1/2017 to account for lost local revenue sources due to COVID-19. Provides authority for CIG project sponsors to defer to later years their local share payments. All additional support is 100% federal.

- National Highway Traffic Safety Administration - $244.5 million
- Federal Motor Carrier Safety Administration - $209.9 million

Nationally Significant Freight and Highway Projects (INFRA) program - The bill requires the Secretary to create a public evaluation and rating process, be transparent about project rankings based on this process, and award grants only to projects rated highly. It further requires that the Secretary provide briefings to applicants who applied, but did not receive funding, in FY19 and FY20, and allows applicants to apply with a supplementary appendix to address the requirements in the new evaluation and ratings process.

**FY22 and later years**

**Highways** - The bill authorizes $257.4 billion in contract authority for FY22 through FY25 according to the following annual allocations:

**Authorization levels:**
- $55,022,048,429 for fiscal year 2022;
- $55,980,646,776 for fiscal year 2023;
- $57,095,359,712 for fiscal year 2024;
- $58,118,666,186 for fiscal year 2025.

**Highway Formula Programs**

**National Highway Performance Program (NHPP)**

The NHPP is the largest of the core highway programs. As described above, the reforms made to this program are a welcome improvement, and we hope, despite significant new money for highways, that the language included in this proposal would lead to that money being spent in a different way. Reforms to this program include:

- Amending the purpose of the program to include, among other issues, maintenance and achievement of performance targets and adding “transportation system access”, “environmental sustainability”, and “combating climate change” to the list of eligible projects.
- The bill requires that state performance plans include lifecycle and risk management analyses which consider climate change and resilience.

**Fix it First:** New capacity construction would be eligible only if a state has:

- demonstrated progress in achieving a state of good repair on the NHS
- demonstrated that a project will support meeting a performance target
- Found, using a benefit cost analysis, that a project is more cost effective than:
  - an operational improvement on a facility or corridor
construction of a transit project
○ construction of a non-sov project that improves freight movement
● Twenty percent of NHPP & STP (see full STP section below) funds must be obligated for bridge repair, and funds may be used in any combination between the programs and for project bundles.

These reforms will only work if they are matched with a strong standard to determine what defines “progress on repair” as well as a requirement that DOTs base their decisions and cost-effectiveness calculation on transportation models with a strong history of accuracy—and most currently do not. Additionally, even if they fulfill these conditions above to add new capacity, there’s no language requiring the project sponsor to prove they can maintain the asset they are building, like we require transit project sponsors to do. That’s a big miss.

**Surface Transportation Program (STP)**
The Surface Transportation Block Grant (STBG) program is regiven its original name, “Surface Transportation Program”. Numerous reforms are made to prioritize safety, increase local control and decision making, and support maintenance of bridges.

Under this bill, eligible projects are expanded to include:
● Protective features, including natural infrastructure
● Projects to reduce GHG emissions, including EV charging infrastructure
● Projects and strategies to reduce vehicle and wildlife interactions and restore and maintain habitat connectivity

**Suballocation & local control** - Fifty five percent of funds are to be sub allocated according to the following four population bands: 200,000 and above; 50,000-200,000; 50,000-5,000; and under 5,000, in coordination with appropriate metropolitan and regional planning organizations. A 1 percent set aside supports a requirement that states and metropolitan planning organizations in an urbanized area of greater than 200,000 in population provide technical assistance to improve project delivery, including at least one full time state employee.

**Maintenance** - Twenty percent of funds must be set aside for off-system bridge repair. Amounts expended under the off-system bridge set-aside can be used to meet a State’s minimum bridge investment requirement.

Further, as mentioned above, twenty percent of NHPP & STP (see full NHPP section above) funds must be obligated for bridge repair, and funds may be used in any combination between the programs and for project bundles.

**Transportation Alternatives Program (TAP)**
This program is a 10 percent set aside within the STP program, and the share of the program’s funds that must be suballocated based on population is increased from 50 percent to 66 percent, and a State may suballocate up to 100 percent of its TAP funding if certain conditions
are met and upon approval of the Secretary. Conditions include a plan describing:

- How funds will be made available to metropolitan planning organizations, regional transportation planning organizations, counties, or other regional transportation authorities;
- how these entities shall select projects and report selected projects to the State;
- the legal, financial, and technical capacity of such entities; and
- the procedures in place to ensure such entities comply with the requirements of this title.

The bill adds furthering a vulnerable road user assessment (more on this assessment is below) as an eligible use of TAP funds and codifies the eligible uses.

Funds must be allocated through a competitive process, and eligible entities are expanded to include MPOs serving an urbanized area with a population fewer than 200,000.

States may use up to 5 percent of TAP funds to provide technical assistance or hire full-time staff to expedite and improve project delivery. Allows a State DOT to carry out TAP projects at the request of any other eligible applicant.

Additional flexibility is provided by allowing the non-Federal share for a TAP project to be calculated on a project, multiple project, or program basis. The federal share of an individual project may be 100 percent, and the aggregate non-federal share (only for those states for which the DOT has certified there are appropriate financial controls) must be 80 percent. Further, Highway Safety Improvement Program funds may be used to cover the non-federal share.

States and Metropolitan Planning Organizations serving populations greater than 200,000 are authorized to use up to 50 percent of funds for any eligible project if they certify that a competition was held and technical assistance was offered, however there were not sufficient suitable applications to use the funds. Detailed, public, annual reports are required, describing the project application and selection process.

**Highway Safety Improvement Program (HSIP)**

This section contains additional reforms to further and complement the safety reforms in the STP program and elsewhere in the bill.

The bill adds the development of a vulnerable road user safety assessment or a vision zero plan, safe routes to school projects, and leading pedestrian intervals as eligible projects.

**Vulnerable Road User Safety Assessment** - The bill requires each State, in consultation with appropriate regional and local entities, to establish a vulnerable road user safety assessment as part of its strategic highway safety plan, as well as a “safe system approach” to roadway design that incorporates the likelihood of human error in order to prevent fatalities. The assessment,
based on the last five years of data, must include:

- a description of the location of each vulnerable road user fatality and serious injury and the design speed of the roadway at any such location;
- a description of any corridors identified by a State that pose a high risk of a vulnerable road user fatality or serious injury and the design speeds of such corridors; and
- a program of projects or strategies to reduce safety risks to vulnerable road users in corridors identified under subparagraph

Requiring safety investments - States with high levels of non motorist serious injuries and fatalities per capita—on rural roads, and for vulnerable road users—over the most recent two year period, will be required to undertake projects, from their STP funds, to improve safety, and any projects must not degrade transportation system access for vulnerable road users.

Up to 10 percent of funds may be used for non-infrastructure public awareness, education, and other projects.

Congestion mitigation and air quality (CMAQ) improvement program.
The bill expands the list of eligible projects to include shared micromobility, including bikeshare and scooters, projects which mitigate seasonal or temporary congestion from long-haul travel or tourism, and hydrogen fueling stations.

The bill expands the use of these funds for operating assistance, including to any public transit system or state-supported Amtrak route with a cost-sharing agreement, for up to three years. The Secretary may extend this authority annually for projects which demonstrate continued net air quality benefits.

National Highway Freight Program
The bill adds environmental and equity considerations to the program’s goals, allows for additional urban and rural freight corridor mileage, and removes the cap on funding multimodal freight projects.

Carbon Pollution Reduction Program
The bill creates a new carbon pollution reduction program. Eligible projects must
- Significantly reduce GHG emissions from the surface transportation system;
- Help States meet the GHG performance targets established by the bill;
- Be eligible for funding under title 23 or 49 (public transit and highways);
- Be an intercity passenger rail project which will reduce GHG emissions;

Up to 10 percent of funds can be used for public transit, passenger rail, or transportation systems management operating expenses. No funds may be used for the construction of new highway capacity for single occupancy vehicles, unless the project includes an HOV facility.

The Secretary is required to annually evaluate, and rank, state performance in meeting the
goals of this program. High performance states (those which rank in the top 15 for GHG reductions) may use these funds for the non-federal share of a project under this program or may flex up to 50 percent of program funds for any eligible project under the STP. This applies to any year for which a state is designated a high performance state.

For the 15 lowest ranked states, 10 percent of STP funds (not including suballocated funds) will be transferred into this program for projects which reduce GHG emissions. This applies following the creation of the GHG performance measure created by the bill.

The Secretary must issue a report providing information on projects expected to provide significant GHG reductions, and those not expected to provide significant GHG reductions.

**New Pre-disaster mitigation program:**

Eligible activities include:

- Increase resilience (over the service life of an asset) of infrastructure to withstand a covered event
  - A covered event is defined as “a climate change effect (including sea level rise), an extreme event, seismic activity, or any other natural disaster (including a wildfire).
- Relocate or provide an alternative to a repeatedly damaged facility
- For an evacuation route identified in a vulnerability assessment to include:
  - improve the capacity of such a route
  - improving the communications and intelligent transportation systems
  - relocate or provide a reasonable alternative to such a route

Projects must be included in a metropolitan or statewide planning process. Projects in a flood plain must include climate science and future land use changes in the assessment.

Using guidance from the Secretary, States are required to develop a process to prioritize projects which must include whether the project would:

- Be cost effective
- Reduce the risk of disruption to population centers, freight movement, economic activity, evacuation, recovery, or national security
- Ease burdens on low income and transit reliant populations.

Metropolitan and Statewide highway and transit planning processes are required to:

- Assess strategies to reduce the climate change impacts of the surface transportation and conduct a vulnerability assessment to identify opportunities to enhance resilience and ensure the efficient use of federal resources;
- Assess climate change mitigation and impacts through changes to long range planning:
  - Identify investments and strategies to reduce transportation GHG per capita;
  - Identify investments and strategies to manage transportation demand and increase public transportation ridership, walking, bicycling, and carpools; and
  - Recommend zoning and other land use policies that would support infill, transit-oriented development, and mixed use development.
Undertake a vulnerability assessment, in consultation with relevant state, local, and tribal entities, which:

○ Includes a risk-based assessment of vulnerabilities of critical transportation assets and systems to covered events;
○ Includes asset management plans and analysis of repeatedly damaged facilities;
○ Identifies evacuation routes, and necessary improvements to such routes;
○ Describes the planning organization's resilience strategies;
○ Is consistent with, and complimentary to, state and local mitigation plans;

The TIP is required to identify projects which address vulnerabilities identified in the assessment and describe how each project would improve resiliency.

**Railway Crossing Safety**
This program furthers efforts to improve safety. The bill establishes an independent railway crossing program. Projects under this program are determined to be a benefit to the railway, and the Secretary is given increased discretion to determine the railroad’s share of the total project cost. The total authorized amount for this section is $245 million annually.

Program eligibility includes eliminating hazards, construction of protective devices, projects and strategies to reduce suicide, bicycle and pedestrian improvements, mitigating degradation of access as a result of a safety project. A state which has demonstrated it has met its needs for grade crossing improvements may use these funds for other highway safety improvement program purposes.

Projects under this program will have a 90 percent federal share. Within two years after enactment, and every two years thereafter, states must submit a report detailing progress on implementing the program. After receiving State reports, the US DOT must publicly report on progress of implementing this program. 50 percent of funds are allocated according to the existing formula and 50 percent according to “the ratio that total public railway-highway crossings in each State bears to the total of such crossings in all States.”

The bill, in section 9553, prohibits trains from blocking railroad crossings for more than 10 minutes, unless conditions like an accident or obstruction are present.

**Other Highway Programs**

**Projects of National and Regional Significance**
The bill creates a new Projects of National and Regional Significance program for multi-year highway, transit, passenger and freight rail projects which reduce congestion and cannot easily be funded elsewhere. Grants must be for at least $25 million and, for "large projects" of $500 million or more, grants must be sufficient to fully fund the project in combination with other funding sources. Large projects are eligible for multi-year grants. Passenger rail and transit projects are eligible only if they will “make a significant improvement in mobility on public roads”. Grants are available for project development and construction. The following merit
criteria must be met to receive a grant:
- The extent to which a project supports achieving a state of good repair;
- The benefits which include
  - Costs avoided from maintenance and asset closure;
  - Safety;
  - Improved person or freight throughput;
  - National or regional economic benefits;
  - Resilience and environmental benefits;
  - Benefits for all road users;
- Comparison of the costs and benefits;
- The average number of people, or freight volumes, supported by the project.

The Secretary must also consider whether a project serves an area of persistent poverty, whether the project uses innovative technologies and designs, and whether the project improves connectivity between modes, people, or regions. An area of persistent poverty is defined as:

- Any county that has had 20 percent or more of the population of such county living in poverty over the past 30 years, as measured by the 1990 and 2000 decennial censuses and the most recent Small Area Income and Poverty Estimates; and
- Any census tract with a poverty rate of at least 20 percent, as measured by the most recent 5-year data series available from the American Community Survey of the Bureau of the Census.”

The Secretary must ensure geographic diversity, and a “balance” between urban and rural communities. The federal share is up to 60 percent. While other federal funds may be used to match a grant under this section, the overall federal share cannot exceed 80 percent. Finally, grants may also be used to pay the subsidy and administrative costs for credit assistance through the TIFIA program.

Eligible entities include states, local governments, planning organizations, public authorities with a transportation function, and others. The following funds are authorized:

- $2,200,000,000 for fiscal year 2022;
- $2,200,000,000 for fiscal year 2023;
- $2,300,000,000 for fiscal year 2024;
- $2,350,000,000 for fiscal year 2025.

Community Transportation Investment Program
The bill authorizes $600 million per year for competitive grants to localities and agencies for projects which improve safety, state of good repair, access to jobs and services, and the environment by reducing GHG emissions. The maximum grant amount is $25 million. Twenty five percent of funds are for projects in rural communities, which is defined as all areas of a state not in an urbanized area. Excess rural funds may be used for any qualified project if the
Secretary certifies there are not enough qualified applicants. Grants may be used for project development and construction.

The Secretary is required to develop a system to objectively evaluate projects on program criteria, and develop a rating system which can be used to compare the benefits and costs of each application. Only highly ranked applications may be eligible. The Secretary may develop weighting criteria, based on project type and populations served, and other considerations, subject to limitations. Eligible projects include any highway or public transit project. Eligible entities include:

- Metropolitan planning organization;
- Units of local government;
- Transit agencies;
- Tribal Governments or a consortium of tribal governments;
- Multijurisdictional group of entities described in this paragraph; or
- A State that applies for a grant under this section jointly with another eligible entity.

**Community Climate Innovation Grants**
The bill creates a new Community Climate Innovation Grant program, and authorizes $250 million annually for competitive grants to localities, planning organizations, and agencies, for projects which will “yield a significant reduction in greenhouse gas emissions from the surface transportation system”. Eligible projects include any highway or transit projects and intercity passenger rail projects which will improve mobility on public roads. Grants are eligible for project development and construction and the maximum grant award is $25 million.

In addition to reducing GHG emissions, the Secretary must consider the extent to which a project is cost effective, reduces dependence on single occupancy vehicle trips, improves connectivity for public transit, biking, and walking, environmental justice and equity, geographic diversity among grant recipients, whether a project serves low income communities and areas of persistent poverty, and whether a project uses materials which would reduce GHG emissions. Funds cannot be used to construct single occupancy vehicle capacity unless the project includes an HOV facility.

**Metro Performance Program**
The bill creates a new program to provide direct allocations to “high-performing” MPOs for locally-selected projects. $250 million is provided annually. The Secretary is provided with specific criteria for determining whether an MPO has the capacity to manage federal grants and is therefore high performing. The Secretary must publish a notice in the federal register by April 1, 2022 soliciting applications for this designation, with determinations made by June 1, 2022. Eligible projects include any STP project.

Funds are apportioned based on “the proportion of the population (as determined by data collected by the Bureau of the Census) of the urbanized area represented by any direct recipient bears to the total population of all of urbanized areas represented by all direct
recipients“, with amounts varying from a minimum of $10 and a maximum of $50 million. Excess funds are distributed to states based on a formula.

Projects must be selected in consultation with affected agencies, including State DOTs and local transit agencies and must be included in the transportation improvement plan. Recipients must report annually on its implementation of the program, and the Secretary must report to Congress on the program, including recommendations for improvement.

**Gridlock Reduction Grant Program**

The bill includes a new, competitive, Gridlock Reduction Grant program, and authorizes $250 million for FY22. Eligible applicants include an MPO, local government, a multi jurisdictional group of MPOs and localities, and states in partnership with the above, representing urbanized areas of at least 1 million in population. Eligible projects include 1 or more of the following and must address a high degree of recurring congestion:

- Transportation systems management and operations;
- Intelligent transportation systems;
- Real-time traveler information;
- Traffic incident management;
- Active traffic management;
- Traffic signal timing;
- Multimodal travel payment systems;
- Transportation demand management, including employer-based commuting programs such as carpool, vanpool, transit benefit, parking cashout, shuttle, or telework programs;
- A project to provide transportation options to reduce traffic congestion, including a public transit, bike, or pedestrian project.

The Secretary must also consider whether projects will reduce congestion, will mitigate the impacts of congestion, will maximize existing capacity, and which are innovative. The federal share is up to 60 percent. While other federal funds may be used to match a grant under this section, the overall federal share cannot exceed 80 percent. Grants may be used for project development and construction. The minimum award is set at $10 million, and the maximum at $50 million. There is a 50 percent set aside for freight projects and refined eligible use criteria including intelligent transportation, real-time freight parking and routing, first and last-mile delivery solutions, reducing GHG emissions, curb space management, and others.

**Rebuild Rural Grant Program**

The bill includes a new Rebuild Rural Grant program, to improve safety, state of good repair, and connectivity in rural communities, and authorizes $250 million for FY22. The maximum award is $25 million, and the federal share is 80 percent, while other federal funds may be used to reach a maximum federal share of 100 percent.

**Active Transportation Connectivity Grant Program**

The bill authorizes $250 million in FY24 for a new Active Transportation Connectivity Grant
program, for connected active transportation networks. Grants may be used for construction and planning, including complete streets planning for projects with a maximum cost of $15 million, with a maximum planning grant of $100,000. Ten percent is set aside for planning grants. The federal share is 80 percent, while other federal funds may be used to reach a maximum federal share of 100 percent. The Secretary must consider whether projects will provide substantial additional opportunities for walking and biking, whether environmental justice and equity impacts have been adequately considered, whether a project will improve safety, and whether a project integrates with public transportation.

Performance Measures & Planning

This section includes one of T4America’s top priorities—an access to jobs and services performance measure, which meets our principle of organizing the transportation system around what really matters: providing access to jobs and services.

The bill creates two new performance measures, for GHG emissions and access to jobs and services. Further, the bill aligns the metropolitan and statewide planning processes to prioritize access and emissions reductions.

**GHG performance measure** - The bill makes reducing GHG emissions a national goal and requires the Secretary to set targets for GHG emissions on public roads. The measure would take effect within one year of enactment. The bill prohibits regressive targets for the GHG and safety performance measures. Regressive target is defined as a target which fails to demonstrate constant or improved performance. The Secretary must issue regulations to carry out this measure within one year of enactment.

**Transportation system access** - The bill creates a new performance measure, requiring states to improve access to employment and services, and so doing consider various modes of travel, connections between modes, and the level of access for economically disadvantaged communities. Services are defined broadly to include health and childcare, education and workforce training, food sources, banking and financial institutions, and other retail establishments.

The metropolitan and statewide planning processes are amended to require the TIP and STIP to describe how they will achieve performance targets and improve transportation system access. A TIP or STIP would not be approved unless it improves the level of transportation system access pursuant to the performance measure. Finally, biannual reports are required describing progress towards developing targets, whether targets are meaningful or regressive, and progress in implementing the access performance measure.

Within 120 days, the Secretary must create a working group to make recommendations for establishing the access measure. The working group must include the US and state DOTs, MPOs local governments, public transit agencies, transportation and safety non-profits, experts in this field, and other stakeholders as determined by the Secretary. The working group must submit a report within one year. The Secretary must issue regulations to enact the access
measure within two years of receiving the report. The Secretary must also develop or procure the necessary data sets and analytical tools to implement the access measure.

**Transparency**
The bill includes new, detailed, reporting requirements to improve transparency of federal investments in highway projects. This includes the creation, within 120 days after a fiscal year, a user friendly data set and interactive map which provides (by each project in a state) the location including in which congressional districts, the total cost and amount of federal funding obligated, the programs from which federal funds have been obligated, and the type of urbanized area in a state where the project is located. Projects must be categorized according to whether they are road or bridge reconstruction, a new road or bridge, bridge replacement, functional classification, and estimated costs.

Detailed State level data must also be provided, including the amount of funding available for obligation by at the start of the fiscal year, the amount of funding obligated by the State per fiscal year, the amount of funding remaining available for obligation by the State at the end of the fiscal year; and changes in the obligated, unexpended balance for the State, as well as other data.

The bill ensures that major projects carried out through a public private partnership conduct an analysis demonstrating that the procurement process provides the best value for money. Further, the bill establishes additional oversight of “megaprojects” with a cost of over $2 billion, including the establishment of an independent peer review group to monitor the progress of the project and provide project reports to the Secretary.

**Complete and Context Sensitive Design**
This section includes important reforms to improve safety.

The bill reforms section 109 to make ‘complete and context sensitive’ street designs a priority and design for consideration of all users of the transportation facility, including pedestrians, bicyclists, public transit users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.

Eliminates the requirement to design for planned future traffic, and instead prioritizes operational performance.

Requires the Secretary, in consultation with AASHTO, to approve design standards for the National Highway System (NHS) that take into consideration context sensitive design principles and authorizes design flexibility for local governments for Federal-aid projects off the NHS.

Requires within 120 days, the Secretary to publish guidance outlining context sensitive design, including:

- Procedures for
  - Identifying the needs of users of all ages and abilities of a particular roadway;
Identifying the types and designs of facilities needed to serve each class of users;

Safety and other benefits provided by carrying out context sensitive design principles;

Common barriers to, and procedures for overcoming such barriers, carrying out context sensitive design principles;

Procedures for

- identifying the costs associated with carrying out context sensitive design principles;
- maximizing local cooperation in the introduction of context sensitive design principles and carrying out those principles; and
- assessing and modifying the facilities and operational characteristics of existing roadways to improve consistency with context sensitive design principles.

Section 104 Metropolitan planning funds and Section 505 state planning & research funds may be used to implement context sensitive design.

**Vision Zero Planning & Speed Limits**

The bill makes STP and HSIP funds eligible for the creation of vision zero plans, to reduce traffic fatalities with a maximum of a twenty year period, and which may include complete streets prioritization plans which support meeting the access performance target. The vision zero plan must ensure equitable investment across low income and minority communities.

The bill further requires an update to the Manual on Uniform Traffic Control Devices to require a ‘safe systems’ approach to setting speed limits. This would require speed limits to be set with a consideration of the community surrounding the corridor, the number of bicyclists and pedestrians, and crash statistics (as opposed to just traffic conditions). Right now, speed limits are set by how people behave; so if you build a wide street and people drive too fast, the speed limit is often *raised* to accommodate the rule breakers.

**Tolling and Congestion Pricing**

Requires that tolling make free access available to public transit and busses, as well as create regional electronic tolling interoperability. The Secretary must also certify that planning for the tolled asset included adequate consideration of:

- Congestion impacts on the facility and corridor;
- Air quality;
- Public transit or other non-tolled alternatives in the corridor;
- Environmental justice and equity;
- Freight;
- Economic impacts.

**Congestion Pricing**

Conversion of non-tolled lanes to variable priced lanes is authorized, in consultation with the relevant MPO, if the Secretary ensures that the “toll facility and the planned investments to improve public transportation or other non-tolled alternatives in the corridor are reasonably
expected to improve the operation of the cordon or corridor."

A public authority operating a congestion pricing initiative must create a performance monitoring program to regularly evaluate and report on the impact of the initiative on the tolled facility and the corridor or cordon. An annual report must be submitted to the Secretary. If the facility or corridor or cordon becomes degraded, an annual report on remedial actions is required. And, within 180 days of being declared degraded, the local entity must submit a plan describing how it will improve the facility, corridor, or cordon, and the Secretary will have 60 days to approve or deny the plan. Degraded is defined as:

- The operation of a toll facility shall be considered to be degraded if vehicles operating on the facility are failing to maintain a minimum average operating speed 90 percent of the time over a consecutive 180-day period during morning or evening weekday peak hour periods (or both).
  - Minimum operating speed is defined as: “45 miles per hour, in the case of a toll facility with a speed limit of 50 miles per hour or greater and not more than 25 miles per hour below the speed limit, in the case of a toll facility with a speed limit of less than 50 miles per hour.”

- A corridor or cordon shall be considered to be degraded if the initiative has not resulted in:
  - an increase in person or freight throughput in the corridor or cordon; and
  - a reduction in person hours of delay in the corridor or cordon, as determined by the Secretary.

The bill ensures that any additional funds must be used within the corridor to improve operations or capacity of public transportation, operational improvements, or other alternatives to the tolled facility. Allows toll revenues to be used to fund toll rebate programs for commuters with no reasonable alternative to the toll facility. Toll revenues may only be invested outside the corridor if all the needs of both the facility and the corridor have been met.

**Public Transit**

This bill includes not only additional funding for public transit, but policy which will further support transit maintenance and incentivize more more frequent and reliable service. The bill also includes reform and funding for the Capital Investment Grant (CIG) program, along the lines of what T4America has proposed, to remove barriers to utilizing the program and further support local community efforts to build and expand public transit.

Public transit formula and discretionary funds are substantially increased. Overall, transit formula funds receive the following allocations by fiscal year:

- FY22: $16,185,800,000;
- FY23: $16,437,600,000;
- FY24: $16,700,600,000;
- FY25: $16,963,600,000;
State of Good Repair (5337) program
This program is authorized to receive:
- FY22: $4,192,573,361;
- FY23: $4,266,448,314;
- FY24: $4,344,093,870;
- FY25: $4,422,314,724.

5307 Urbanized area formula
This program is authorized to receive:
- FY22: $7,505,830,848;
- FY23: $7,622,921,809;
- FY24: $7,744,888,558;
- FY25: $7,866,483,309.

Incentivizing service in urban and rural communities

Urban Formula: Beginning in FY23, a portion of the urban formula is replaced with an incentive based on vehicles per hour during peak service in the highest 25 percent of routes by ridership, instead of lower operating costs. This change occurs in FY23 to provide time to collect data and improve frequency on high ridership routes.

- The low-income set aside is increased to 6 percent, and includes an emphasis on populations with a poverty rate of twenty percent.

Rural Formula: In addition, the rural formula is amended to incentivize providing service, and provide flexibility for areas transitioning from rural to urban after a new census designation. Additional flexibility is also provided to fund bus service across state lines.

Multi-jurisdictional bus frequency and ridership competitive grants (new section 5308)
The bill creates a new competitive program, to increase bus frequency, ridership and total person throughput through street design. Grant applications must be solicited within 90 days of apportionment, for capital projects which increase bus frequency, ridership, person throughput and are consistent with NACTO street design guides. Grants must be awarded within 120 days after the solicitation. In addition to program criteria, the Secretary must also consider regional collaboration when awarding grants, in order to require partnership between transit agencies and the roadway owner. The federal share for this program is 80 percent. Any eligible recipient of 5307 transit funding, with a population over 500,000 is eligible to participate in the program.

The following funds are allocated towards the program:
- $101,510,000 for fiscal year 2022;
- $103,093,556 for fiscal year 2023;
- $104,743,053 for fiscal year 2024;
- $106,387,519 for fiscal year 2025;
Seniors and People with Disabilities
The 5310 formula program is authorized to provide the following amounts:

- FY22: $434,830,298;
- FY23: $441,613,651;
- FY24: $448,679,469;
- FY25: $455,723,737

The 5310 program is amended to add a competitive program to support flexibility in paratransit by allowing 'one-stop' trips, such as dropping children off at daycare, or going to the bank. Detailed reporting is required to examine the benefits and costs of such a program.

Rural Transit
The 5311 program is authorized to provide the following amounts:

- FY22: $1,025,199,724
- FY23: $1,041,192,839
- FY24: $1,057,851,925
- FY25: $1,074,460,200

The program is further amended to include a persistent poverty formula, setting aside $50 million annually for rural areas with persistent poverty counties. These are defined as: “any county with a poverty rate of at least 20 percent as determined in each of the 1990 and 2000 decennial censuses, in the Small Area Income and Poverty Estimates of the Bureau of the Census for the most recent year for which the estimates are available, and has at least 25 percent of its population in rural areas.”

Innovation & reduced fare demonstration
The 5312 public transportation innovation program is amended to provide demonstration grants for providing reduced fares. Grants, to be known as “Access to Jobs Grants”, must be awarded within 300 days of enactment, and applications must be available within 180 days of enactment. Applications must include a description of how the agency plans to implement reduced fares, consult with the local community, a description of the agency's fare evasion policies and how the reduced fare program will reduce fare evasion, and an estimate of additional costs incurred as a result of reduced fares. Grants will be for two years, and up to 20 percent may be awarded in rural areas. Overall, the program is authorized to provide the following:

- FY22: $33,498,300;
- FY23: $34,020,873;
- FY24: $34,565,207;

Transit Supportive Communities
This program supports efforts to build transit oriented development, leveraging investments in transit. The bill creates a new Office of Transit-Supportive Communities within the Federal Transit Administration to provide funding, technical assistance, and coordination of transit and housing projects within the USDOT and across the federal government.

Grants - The office may make grants under a new Transit Oriented Development Planning grant program, for eligible grantees (state or local authority) who are designing or building or serving a fixed guideway transit line, a station that is part of a fixed guideway transit system, or the immediate corridor surrounding a high-frequency transit line. Grants must enhance economic development and ridership, facilitate multimodal connections, increase access for pedestrian and cyclists, enable mixed use development and include the private sector. The federal share is 80 percent with the exception for projects that include an affordable housing component, which may be 90 percent.

Technical Assistance - The office shall offer technical assistance with transit oriented development, including siting, planning, and financing projects, applying for relevant federal funding, housing feasibility assessments, promoting ridership, value capture, and model contracts. Such assistance must include strategies to improve equity and serve underrepresented communities.

The program is authorized to receive the following funding:

- FY22: $30,453,000;
- FY23: $30,928,067;
- FY24: $31,422,916;
- FY25: $31,916,256

Finally, the Secretary is required to assess all policies to support transit oriented development, and report on whether such policies align with program goals.

**Bus grants**

*Bus Investments* - The bill provides nearly $5 billion in formula bus grants, including supplemental rural bus funding. The amounts authorized are:

- FY22: $1,240,328,213;
- FY23: $1,259,667,334;
- FY24: $1,279,832,171;
- FY25: $1,299,925,536

**State of Good Repair** - Of these funds, 15 percent are for state of good repair formula grants. According to the committee, this “provides an increase in funding for transit agencies with the oldest buses. As these buses are replaced, the formula will automatically allocate funds to the agencies with the next oldest buses, creating a rolling funding increase that targets the agencies with the oldest buses.” The Secretary must determine, by September 1 each year, a list of the
eligible agencies based on the National Transit Database.

**Bus Facilities** - The competitive bus program is amended to provide $1.6 billion over the life of the bill for one-time needs for bus garages, bus stations, and fleet expansions. The Secretary may only consider age and condition of facilities, resilience, and multimodal connections at stations when awarding grants. The amounts authorized are:

- FY22: $437,080,000;
- FY23: $424,748,448;
- FY24: $387,944,423;
- FY25: $351,100,151

**Zero Emission Busses** - The “Low or No Emission” grants program is renamed the “Zero Emission Grants” program. $1.7 billion is provided, approximately 500% over FAST Act levels, for the purchase of zero emission bus fleets and necessary charging infrastructure. Agencies are required to establish a plan to transition to zero emission busses. Priority is given to areas with the greatest need to achieve clean air targets. The amounts authorized are:

- FY22: $375,000,000;
- FY23: $400,000,000
- FY24: $450,000,000
- FY25: $500,000,000

**Mobility Innovation**

The bill authorizes transit agencies to 5307 (urban), 5310 (rural), and 5311 (seniors) funds to finance mobility on demand and mobility as a service projects at an 80 percent federal share, subject to certain limitations. Within 90 days of enactment, the Secretary must develop an open data standard and application programming interface sufficient to support the program criteria. The standard must foster efficient use of system capacity, enable innovative planning and single payment systems across providers, provide anonymized data for planning and operations, and protect cybersecurity, confidential business information, and personally identifiable information. The Secretary will have 18 months to issue regulations.

The Mobility On Demand Innovation Sandbox program is authorized, and may make grants for research on projects under this section.

**Capital Investment Grants (CIG)**

The program is authorized at the following levels:
- FY22 - $3.5 billion
- FY23 - $4.25 billion
- FY24 - $5.0 billion
- FY25 - $5.5 billion

This compares to approximately $2.302 in FY20.
Encouraging TOD within the CIG program - The bill provides multiple incentives in the CIG ratings process to incentivize affordable housing near the project. It further allows Economic Development Administration Public Works grants and Department of Housing and Urban Development Community Development Block Grants to be counted as part of the local share, if funds are used in conjunction with an affordable housing development.

Reforms and Streamlining provisions - The bill includes several provisions to strengthen the CIG program and reduce burdens to constructing new public transit, including:

- Setting the federal share at 80 percent, with a Core Capacity project set at 80 percent of the net capital costs of the incremental cost to increase capacity.
- Reforming Small Starts to increase the local match from $100 million to $320 million and increase the total project cost from $300 million to $400 million.
- Expands Core Capacity to include “expanding station capacity”, and allows planning to begin 10 years prior to reaching capacity.
- Supporting the Project Development phase for New Starts and Core Capacity by increasing the time from two years to three years and preventing the FTA from requiring a risk assessment be performed during this phase.
- Incentivizing a federal share less than 60 percent by:
  - Allowing the local sponsor to choose the project cost contingency and certify that local resources are available to maintain current services;
  - Allows an FFGA to be signed with only 75 percent of the non-federal match, with the remaining monies able to be budgeted but not yet committed
- Expanded incentives (warrants) for projects with a total cost of $1 billion and expands authority to include projects that seek less than 80% federal share.

The bill improves transparency and the ability or project sponsors to seek clarification of what FTA requires to advance a project. The Secretary must respond to written requests from an applicant within 30 days and create a public dashboard, updated monthly, describing the detailed status of each project.

Finally, the bill allows a CIG project rating to improve for interrelated Projects which will have a NEPA determination and which are found to boost ridership on the underlying project.

Rail

Capital Investment

Safety - $5.2 billion is provided annually for rail capital improvements. Section 9103 improves the current Consolidated Rail Infrastructure and Safety Improvement grant program (CRISI), and would be authorized at $1.4 billion annually to continue its mission of rehabilitating the nation’s rail network, particularly in places where passenger trains coexist with freights. The bill also amends the CRISI program to eliminate the preference for projects with a larger share of local funding.
Service expansion - The bill, in section 9102, also establishes a new grant program called Passenger Rail Improvement, Modernization, and Expansion (PRIME). Authorized funding for PRIME would be $3.8 billion annually for projects that improve, expand, or repair existing passenger rail services. PRIME grants would be split with 40 percent dedicated to the Northeast Corridor (NEC), and another 40 percent for existing services on Amtrak's National Network. Importantly, the federal share of PRIME program grants is 90 percent.

Railroad Rehabilitation and Investment Financing loan program (RRIF) reform - The bill, in section 9104, also reforms the RRIF program. It authorizes $30 million annually to repay credit risk premiums charged to borrowers, including $25 million reserved for passenger rail projects, which should make the loan program far more appealing and successful.

Operating Support
The bill authorizes the Restoration and Enhancement grant program (R&E) program at $20 million annually. REG is a competitive grant program that provides a share of operating support for new or expanded passenger train services. Eligible services are those where federal law requires states to provide operating support instead of the federal government.

The bill, in section 1210, modifies the Congestion Mitigation and Air Quality program (CMAQ) to allow local governments to pay for operating support on transportation networks that improve air quality. Eligible recipients specifically include operating support for state supported Amtrak routes.

Amtrak
The bill, in section 9101, authorizes $5.8 billion annually for Amtrak. This includes, on average, $2.6 billion for the NEC, and $3.25 billion for the National Network. From the National Network authorization, $400 million annually would be set aside to offset certain system-wide costs that are currently attributed at least in part to state-supported corridors.

Amtrak Reform - Amtrak’s mission would be reformed to provide reliable national intercity passenger rail service, while meeting the needs of all passengers and the national workforce (Section 9201).

Amtrak Board Reform - Along with reforming Amtrak’s mission, the bill would reform the railroad’s board of directors (Section 9203). Among the eight presidential appointees two seats would be reserved for mayors and governors from cities along the NEC, and the National Network. One would be reserved for a representative from Amtrak labor, and two would be reserved for members with a history of regular Amtrak ridership and understanding of passenger rail service.

Right to enforce preference - The bill, in section 9204, recognizes that Amtrak’s known right of access and preference over freight were fundamental to the railroad’s creation, and to its continued viability as a national passenger carrier. Because preference is so critical to Amtrak’s
viability, the bill empowers Amtrak to seek relief in the federal court system when host railroads delay its trains. For instances when Amtrak seeks to operate new trains or more trains over a route owned by a freight railroad, the bill provides an expedited process, in section 9205, to provide a timeline and a presumption that restoring a recently-suspended train would not cause unreasonable impairment of freight operations.

Food and Beverage - Many Amtrak trains operate overnight and cover long distances. Access to healthful and quality food is important. The bill, in section 9211, requires that Amtrak make all food available to all passengers, regardless of accommodation or ticket class, on long distance trains. The bill would still allow meals to be included in the cost of a sleeping car fare, but ensures other passengers the right to purchase the food that is currently only available to sleeping car passengers. The bill also recognizes that food and beverage service may not make a profit on its own, but contributes to the overall viability of the service, and removes legislative language that had required Amtrak to minimize losses directly associated with food and beverage service on its trains.

Other Rail Reforms
The freight railroad industry has made fundamental changes to the way individual railroads schedule train movements on their networks. Since the mid 2010’s, Precision Scheduled Railroading (PSR) has been adopted by multiple carriers. PSR has impacts on firms that ship materials by train, people who travel by train over both short and long distances, and has reshaped the lives of many railroad employees. The bill, in section 9502, directs the Government Accountability Office (GAO) to study the impacts of PSR on the key stakeholder groups mentioned above. The GAO study will particularly focus on the impacts of longer freight trains on operational flexibility, and on-time performance of passenger trains.

The bill, in section 9501, also directs the National Academies to study the safety impacts of freight trains longer than 7,500 feet, and issue a report to Congress on their findings within 18 months of enactment.

Other
The following are additional provisions which may be of interest. The bill:

- Allows only low emission single occupancy vehicles to utilize HOV lanes;
- Clarifies that emergency funds cannot be used for regular bridge maintenance
- Codifies the Safe Routes to School Program, expands eligibility to include high schools, and removes non-infrastructure cap.
- Clarifies that electronic micromobility devices, including scooters, can be used on a bicycle transportation facility similar to electric bicycles and tricycles, subject to State and local safety regulations.
- Creates a “National highly automated vehicle and mobility innovation clearinghouse” similar to what T4America has proposed and which would research the impacts of highly automated vehicles and mobility innovation (Mobility on Demand and Mobility as a Service) on land use, urban design, transportation, real estate, accessibility, municipal budgets, social equity, and the environment.
● Requires a study on safe interactions between automated vehicles and road users, and directs the U.S. DOT to study how automated vehicles will safely interact with general road users, including vulnerable road users such as bicyclists and pedestrians.

● Reforms the ATCMTD program by renaming it the Safe, Efficient Mobility through Advanced Technology (SEMAT) Program, increasing funding, and focusing the program on mobility, safety, and greenhouse gas emissions reduction.

● Creates new State and National vehicle miles traveled (VMT) pilot programs

● Includes a study on transportation demand data to improve forecasting, transportation demand management strategies, carbon and congestion reduction.

● Includes limited exemptions to the charter service rule to provide flexibility to rural public transit agencies.

● Restores the ability to incorporate art into transit facilities

● Authorizes bikeshare as an associated transit improvement.

● Creates a transit workforce training center to address any skills-gaps among the frontline workforce

● Includes a prohibition on using federal funds to deploy an automated vehicle that duplicates, eliminates, or reduces the frequency of existing public transportation service. Requires transit agencies considering transit automated vehicles to develop a workforce development plan describing how the automated vehicle will affect transit workers.

● Allows federal property to be transferred to local or other entities, for transit oriented development, if 15 percent of housing units in a project are for affordable housing.

● Streamlines the Transportation Infrastructure Finance and Innovation Act (TIFIA) - by raising the threshold above which projects are required to secure multiple credit rating agency opinions and clarifying that loan funds shall be considered part of the non-Federal share of a project if the loan is repayable from non-Federal funds, requiring the DOT to issue public monthly status reports on TIFIA applications and projects, and other reforms.
  ○ The TIFIA program is authorized at $300 million annually.

● Allowing additional flexibility for the sale of assets beyond their useful life, authorizing an agency to retain the proceeds from the sale of an asset of above $5,000.

For questions or more information, please contact Scott Goldstein at scott.goldstein@t4america.org or 202-971-3911.
POLICY

Effective: May 7, 2020
Office: Engineering and Operations
Topic No.: 000-525-045

MANAGED LANES POLICY

In support of the Department of Transportation’s (Department) vision of providing a safe and congestion free transportation network, the policy of the Department is to employ managed lanes on appropriate facilities that currently, or are expected in the future, to experience significant congestion. Because, every corridor or facility is different with its own unique operating characteristics, the Department will operate managed lanes in a manner individually designed to maximize throughput on the specific facility. The Department will prioritize congestion management and maximize throughput on these key facilities through managed lane vehicle eligibility standards, access control, pricing, incentives and other available techniques.

This is a key policy used to achieve one of the vital few principles of the Department’s mission.

Kevin J. Thibault, P.E.
Secretary
May 6, 2020

Secretary Elaine Chao
1200 New Jersey Ave, SE
Washington, DC 20590

RE: BUILD Grant for I-75 Big Bend Road Interchange, Hillsborough County, Florida

Dear Secretary Chao:

This letter expresses our support of the proposed improvements to the interchange of I-75 at Big Bend Road and the associated widening of Big Bend Road at the interchange.

The proposed improvements are prioritized for funding in the It’s TIME 2045 Long Range Transportation Plan and in the shorter-term priority list for the Hillsborough MPO Transportation Improvement Program. Both Hillsborough County and the State of Florida have committed funding towards this project: $57 million in design-build for the ultimate buildout of the interchange. Additional funding from the BUILD program would allow the full package of needed improvements to be completed all at once, with greater efficiency, rather than being phased over multiple years.

Big Bend Road is a priority because it is the major east-west connection between I-75 and two other federal highways, US 41 and US 301. It is also the primary route to I-75 from a major freight facility owned by Port Tampa Bay, and is the spine of one of Hillsborough County’s key economic spaces containing more than 5,000 jobs. For these reasons, Big Bend Road is identified as a Florida Strategic Intermodal System Connector, and improvements to it are recommended in the MPO’s Freight Logistics Zone Strategic Plan for economic growth.

Improving the I-75 Big Bend Road interchange is essential because of the rapid growth and development in historically rural southern Hillsborough County. The resulting, escalating traffic congestion has resulted in daily bottlenecks at the interchange and dangerous back-ups on I-75. In fact, Big Bend Road has been identified as a Top 20 Severe Crash Corridor in our countywide Vision Zero initiative. The proposed improvements will reduce delay and increase safety on both I-75 and Big Bend Road, incorporating innovative concepts such as advanced traffic management systems, and complete street design features such as multi-use paths and buffered bike lanes.

We urge US DOT to join with our county and state to address this challenge now.

Sincerely,

Beth Alden, AICP
Executive Director
June 17, 2020

David Green, Executive Director
Tampa Bay Area Regional Transit Authority
4350 West Cypress Street, Suite 700
Tampa, FL 33607

RE: Envision 2030 Regional Transit Development Plan

Dear David –

Planning, developing, and funding the transit network in the Tampa Bay region is a necessarily collaborative process. It takes different partners working together to overcome decades of missed opportunities, false starts, siloed responsibilities, and unfulfilled expectations. Transit agencies depend on strong partnerships with the federal, state, and local government for financial assistance and complementary land development activities. Regional support is also critical. The role of metropolitan planning organizations (MPOs) is essential for transit projects to receive federal and state funding by establishing transportation spending priorities and ensuring a well-connected multimodal network is in place to support transit investments.

Serving on TBARTA’s Transit Advisory Group as a staff representative of the West Central Florida MPO Chairs Coordinating Committee (CCC), I offer the following comments on behalf of the six MPOs in the region.

The Envision 2030 Regional TDP is a thorough, well-organized planning document that builds upon prior plans to define a series of transit improvements to better connect our rapidly growing region. The plan recognizes a regional transit role in supporting economic opportunity, access to education and health care, and fostering a cleaner environment. TBARTA has an important, evolving role to play in an expanded regional transit network that uses traditional and new forms of mobility to connect with local transit services in each county, the foundation of the Tampa Bay area’s public transportation network.

More importantly, Envision 2030 advances the important conversation in our growing region about transportation funding, particularly by examining alternatives to the transit status quo. Transit is an underrated, undervalued, and underfunded part of how we connect people to places. That situation makes each transit agency protective of the limited funding streams that sustain existing operations. We understand that TBARTA is prepared to adopt the “Status Quo” financial scenario for the Regional TDP, but that is not a sustainable strategy for TBARTA or any of the public transportation providers in Tampa Bay. For instance, the annual legislative earmarks to TBARTA harm existing transit agencies because those funds are re-allocated from current projects; it isn’t new money into the system.
The MPOs in the region emphatically support expanding the region’s public transportation network. Doing that requires a commitment to growing the share of transportation funding that goes to worthy transit projects and recognizing the tremendous unmet capital and operating needs of current operators primarily serving each county. We encourage TBARTA to join us in the mission to grow the funding “pie” for transit rather than cut it into smaller slices. Some examples where we could work together include the topic of eligibility for programs like the Strategic Intermodal System (SIS) and other FDOT funding categories, as well as the use of toll revenues collected on the region’s highways. We believe funds should be allocated to the best solution among all modes of transportation, and that state spending priorities should be re-evaluated in urban areas where regional transit authorities like TBARTA and cooperative metropolitan planning processes like the CCC exist to clearly define priorities. Legislative action may be needed in some cases, and TBARTA's participation in a regional advocacy coalition would be very welcome.

The Tampa Bay Partnership’s 2019 Regional Economic Competitiveness Report illustrates that a lack of transit access to employment opportunities is a critical weakness that holds down household incomes in the Tampa Bay region. Particularly for lower income households and people of color, poorly funded and inaccessible public transportation hinders economic opportunity. To illustrate, the Pinellas County Equity Profile published in 2019 documented more than $3 billion lost to the county’s economy due to racial economic disparities. A lack of transportation options is a key factor. Underfunded and nonexistent transit service – at both the local and regional levels – is a significant equity issue for the entire region.

The COVID-19 pandemic has forced everyone to adapt. The next 12-18 months will reveal how profound those impacts will be in the longer term to the office, retail, agriculture, tourism and transit markets, and which responses will be successful. The MPO staff directors encourage the TBARTA board to take a truly collaborative approach to work in partnership with local, regional and state organizations to find viable, long-term solutions to transit funding in Tampa Bay.

Please let me know if you have questions or would like to discuss these comments further. Thank you for your consideration, ongoing collaboration, and leadership.

Sincerely,

Whit Blanton, FAICP
Executive Director

Enclosure

cc:   Beth Alden, AICP, Hillsborough MPO
      Ronnie Blackshear, Pasco MPO
      Dave Hutchinson, Sarasota/Manatee MPO
      Steve Diez, Citrus-Hernando MPO
      Chandra Frederick, AICP, Polk TPO
      Justin Hall, Florida Department of Transportation District 7
      Wayne Gaither, Florida Department of Transportation District 1
June 9, 2020

Dear Tampa Bay Area Transit Operators:

We sincerely appreciate your participation on the Technical Advisory Group/Transit Management Committee (TAG/TMC) for TBARTA’s Envision 2030 Regional Transit Development Plan (RTDP) and the additional feedback and discussion in recent weeks regarding the draft plan published in early March.

TBARTA’s vision is a world-class regional transit system that connects and moves the Tampa Bay region. To achieve this, we are charged with planning, developing, funding, implementing, and operating a regional system that will connect Hernando, Hillsborough, Manatee, Pasco, and Pinellas counties. Consistent with enabling legislation, TBARTA must prepare an RTDP and submit it to the Florida Legislature by July 1, 2020.

The first of its kind in the Tampa Bay area, Envision 2030 was developed based on extensive direction from the TBARTA Board (via a workshop, one-on-one meetings, and presentations), guidance from the TBARTA TAG/TMC and the TBARTA Citizens Advisory Committee, and extensive engagement with citizens, stakeholders, and local partners throughout the region.

Since the draft Envision 2030 plan was published in early March, we have heard concerns from many local partners in the Tampa Bay region. This letter responds to these concerns from a high-level perspective and communicates how we are addressing them in the final Envision 2030 plan that will be presented to the TBARTA Board for adoption:

- TBARTA’s top two priorities are (1) increasing total transit funding that comes to the Tampa Bay region in support of improved and expanded regional and local transit services and (2) building region-wide consensus regarding how TBARTA can best support incremental progress toward the regional transit vision.

- Scenarios and concepts for advancing the regional transit vision are documented in Envision 2030 based on best practices applied throughout the US, including Atlanta, Minneapolis, Phoenix, San Diego, Seattle, and South Florida, among others. Historically, these regions have demonstrated greater success than the Tampa Bay area in securing Federal funding for major transit projects.

- Envision 2030 illustrates an unconstrained regional transit vision network, summarizes three investment scenarios for the next 10 years (one cost-feasible and two unfunded), and outlines potential actions for the TBARTA Board to consider in collaboration with local partners. None of these actions will move forward without significant further discussion and consensus with the local transit operators in the Tampa Bay region.

- In response to comments and concerns from our local partners, Envision 2030 is being revised to more clearly reflect the desire of the TBARTA Board to collaborate with local partners on the best approach for TBARTA to fulfill its mission in a manner that makes this a “win-win” opportunity for regional and local transit priorities. The final Envision 2030 plan to be presented to the TBARTA Board for adoption includes the following notable changes that directly address the concerns of our local partners:
o Removal of the assumption that TBARTA will take on operations of any existing regional services unless mutually agreed-upon with the local operator. The 10-year plan will include costs for improving the highest-priority existing regional routes, funds for which TBARTA would then provide to the local operating agency if available in the future.

o Removal of the assumption to redirect any State grant funds to support TBARTA’s operation of existing regional routes or reallocate any percentage of the population portion of regional Block Grant funds to TBARTA. Any such changes will require significant further discussion and consensus with the local transit operators.

o Inclusion of only existing revenue sources in the 10-year financial plan. All costs for regional transit improvements identified in both the Low-Impact and High-Impact scenarios are shown as unfunded.

- At its June 22, 2020, meeting, the TBARTA Board will be asked to adopt the Envision 2030 RTDP. TBARTA staff are requesting the following:
  o Adoption of the unfunded Regional Transit Vision
  o Adoption of the Status Quo Scenario (funded with existing revenue sources)
  o Support for continued evaluation of potential actions for the TBARTA Board to consider in collaboration with local partners

The benefits of a regional transit approach are undeniable—providing more mobility options, increasing regional access to jobs, attracting more business and talent, stimulating economic development, and enhancing life experiences of citizens and visitors. I am committed to working diligently with each of you to communicate this message in the coming months and years.

Thanks again for your participation in the Envision 2030 planning process. We look forward to working with each of you to make the regional transit vision become a reality.

Sincerely,

David Green
Executive Director

cc: Carolyn House Stewart, Hillsborough Area Regional Transit
    Bill Steele, Manatee County Area Transit
    Kurt Scheible, Pasco County Public Transportation
    Brad Miller, Pinellas Suncoast Transit Authority
    Jannina Stampfli, THEBus
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 Edith Wong at (813)975-6256 or Edith.wong@dot.state.fl.us. Please note the word “here” is hyperlinked to District Seven’s Innovation Share Point Site.

April 28, 2020

Name Withheld: *Due to Florida Statute 316.066 (2)(d): A pedestrian was walking westbound, crossing the travel lanes of US 19 near the intersection of Arcola Avenue, when they were struck by an oncoming vehicle. The pedestrian died at the scene of the crash. The pedestrian is survived by their family and friends.

May 2, 2020

Name Withheld: *Due to Florida Statute 316.066 (2)(d): A bicyclist was riding southbound on Trinity Lakes Drive, north of Sun City Blvd., when they entered an intersection under a red light and collided with an eastbound vehicle. The bicyclist was transported to an area hospital, where they later died due to injuries sustained during the crash. The bicyclist is survived by his family and friends.

May 3, 2020

Name Withheld: *Due to Florida Statute 316.066 (2)(d): A motorist was traveling westbound on West Pine Ridge Blvd., just west of North Elkcam Boulevard, when, for unknown reasons, they lost control of their vehicle. The vehicle departed the roadway and collided with a tree and the motorist was ejected from the vehicle. The motorist died at the scene of the crash. The motorist is survived by their family and friends.

Name Withheld: *Due to Florida Statute 316.066 (2)(d): A motorist was traveling on the overpass of northbound US 19 near 66th Street, when a Wrong Way Driver driving the wrong-way entered their path and collided with them nearly head-on. The motorist died at the scene of the crash. The motorist is survived by their friends and family.

May 4, 2020

Name Withheld: *Due to Florida Statute 316.066 (2)(d): A motorist was traveling northbound on Broad Street, west of Old Church Road, when they failed to negotiate a curve in the roadway and lost control of the vehicle. The vehicle entered the southbound travel lane and collided head-on with an oncoming vehicle. Post impact, the first vehicle crossed a sidewalk and struck a concrete wall. The motorist died at the scene of the crash. She is survived by her family and friends.
Safety in Seven

Name Withheld: *Due to Florida Statute 316.066 (2)(d): A motorist and their passenger were driving west on East Stage Coach Trail when they failed to negotiate a curve near Trail 11B of the Withlacoochee State Forest. The vehicle left the roadway, spun, overturned, and ejected the motorist and their passenger. The motorist and their passenger died at the scene of the crash. The driver is survived by his family and friends. The passenger is survived by her family and friends.

Name Withheld: *Due to Florida Statute 316.066 (2)(d): A motorcycle with two riders was heading northbound on Turkey Creek Road near the intersection of Griffin Road, when a motorist heading southbound made a left turn in front of them. The two riders were ejected from their motorcycle. The passenger on the motorcycle died at the scene of the crash. The motorcyclist is survived by their family and friends.

Name Withheld: *Due to Florida Statute 316.066 (2)(d): A motorist was traveling north on N. Dale Mabry Hwy. near the intersection of Osborne Avenue when another motorist struck them from behind. The motorist was taken to a local hospital where they later died due to injuries sustained in the crash. The motorist is survived by their family and friends.

May 7, 2020

Name Withheld: *Due to Florida Statute 316.066 (2)(d): An adult male pedestrian and two children were walking westbound across Seven Springs Blvd. near the intersection of Perrine Ranch Road when they were struck by an oncoming vehicle. They were taken to local area hospitals and the adult male pedestrian later died due to injuries sustained in the crash. The adult male pedestrian is survived by his family and friends.

May 8, 2020

Name Withheld: *Due to Florida Statute 316.066 (2)(d): A motorist was traveling westbound on I-4, west of I-75, when, for unknown reasons, she lost control of her vehicle. The vehicle departed the roadway and collided with a roadway sign support pole. The motorist died at the scene of the crash. The motorist is survived by her family and friends.
In the past two weeks we have had ten crashes involving (11) fatalities on our roadways of which five (5) involved our vulnerable road users (1 bicyclist, 2 pedestrians, 2 motorcyclists).

Due to a change in FHP policy, we are unable to provide personal details for those that lost their lives in recent crashes because of Marsy’s Law. This law protects victims by keeping their information private. Law enforcement, the media and the Department of Transportation respects same and thus the reason for many crashes reporting: “Name Withheld Due to Florida Statute 316.066 (2)(d)”.

For more information on Marsy’s Law for Florida, visit www.marsyslawforfl.com or see attached file.

The genesis of Safety in Seven was not only to bring an awareness of the number of crashes occurring on our roadways but also to personalize each victim so each and every one of us can relate and perhaps associate similarly with a friend, family member or loved one. Our efforts to recognize the lives lost and bring forth a personal touch provide us with a strong purpose for the work we all do - each and every day. Although, we may not always be able to share a name, or a contagious smile with a picture, please know that each life lost is tragic and our ultimate goal is to eventually reach Zero fatalities on our roadways.

I personally thank each of you for working tirelessly to help us reach this goal and for being flexible in the manner of maintaining our productivity and results during this period of recovery especially considering all the innovative ways and means to forge forward to our New Norm!

Reminder of May’s Safety Campaigns:

- National Youth Traffic Safety Month
- Motorcycle Safety Awareness Month
- National Bicycle Safety Month
- National Mental Health Awareness Month

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