Meeting of the Citizens Advisory Committee
Wednesday, January 6, 2021, 9:00 AM

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I. Call to Order & Introductions

II. Public Comment - 3 minutes per speaker, please

III. Approval of Minutes – November 18

IV. Action Items
   A. Election of Officers (Rich Clarendon, MPO staff)
   B. Safety Performance Targets (Johnny Wong, MPO staff)
   C. Fowler Avenue Multimodal Study and Transportation Improvement Program Amendment (Ken Spitz, FDOT & Vishaka Shiva Raman, MPO staff)

V. Status Reports
   A. Attendance Review (Rich Clarendon, MPO staff)

VI. Old Business & New Business
   A. Plant City Transit Plan Follow-Up (Vishaka Shiva Raman, MPO staff)
   B. Nomination to Fill Vacancy for Person Under 30 (Rich Clarendon, MPO staff)
   C. Federal Certification Review Public Comment Period

VII. Adjournment
VIII. **Addendum**

A. MPO Meeting Summary & Committee Report
B. Tentative Work Program Public Hearing Flyer
C. Non-Discrimination Plan Flyer & Survey
D. TD Tampa Bay Service Now Available
E. T4 America Summary of Stimulus Bill

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I. **CALL TO ORDER & INTRODUCTIONS**

Chair Bill Roberts called the virtual meeting to order at 1:30PM. There was a roll call for attendance.

**Members present:** Bill Roberts, Rick Fernandez, Hoyt Prindle, Steven Hollenkamp, David Bailey, Rick Richmond, Barbara Kennedy Gibson, Terrance Trott, Christine Acosta Cliff Reiss, Don Skelton, Jr., Ed Mierzejewski, Vivienne Handy, and Amy Espinosa. Artie Fryer arrived at 2:06pm and Jeff Lucas arrived at 2:46pm.

**Members excused:** Nicole Rice, Camilo Soto, Alexis Boback, Letecia Walker

**Others present:** Rich Clarendon, Cheryl Wilkening, Vishaka Shiva Raman, Wade Reynolds and Lisa Silva

II. **Public Comment**

There were no public comments.

III. **Approval Minutes**

Chairman Roberts sought a Motion to approve the September 9 and October 13, 2020 minutes. Steven Hollenkamp so moved, seconded by Rick Fernandez and motion carried unanimously. Roll Call Vote 13-0.

IV. **Action Items**

A. **Transportation Improvement Program Amendments**

Vishaka Shiva Raman, MPO Staff, presented the TIP Amendments for fiscal years 2020/21 – 2024/25.

Amendment 15 is HART FTA discretionary bus and bus facilities program. The FTA Buses and Bus Facilities Program funds awarded to HART to assist with the purchase of 4 zero-emission electric buses, charging infrastructure. This amendment will add $5,485,350 as capital funds to FY 2021. The local match is being shared by HART and TECO. This project will allow HART to improve access, mobility and service reliability for residents of Tampa and Hillsborough County.

Amendment 16 is I-275, I-75 and I-4 wrong way vehicle detection system at various locations. This project will install WWVDS on the entrance/exit ramps at the following locations, I-4 @ Columbus, I-4 @ US 41 & 50th St, I-75 @ Fowler, I-275 @ Bird St, I-275 @ Busch Blvd, I-275 @ Scott ST, and I-275 @ Ashley Dr. Countermeasure implementation plan for wrong way driver vehicle detection system on entrance and exit ramps. This amendment will add $1,194,789 in construction funds to FT 2021.

Amendment 17 is corridor lighting in Hillsborough County at various locations. This project has identified 5 corridors in Hillsborough County for lighting retrofit of existing FDOT owned poles. The corridors are West Hillsborough Ave from Dale Mabry to I-275, US 301 from Balm Rd to Bloomingdale Ave, SR 674 / College Ave from US 41 to 30th St South East, SR 60 / Brandon Blvd from Falkenburg Rd to S of Rolling Hills Blvd and US 301 from South of Crescent Park Dr to South of East Broadway Ave. This Amendment will add $1.835 million to construction funds in FY 2021.
Amy Espinosa questioned if this included areas of underpass lighting or only corridor lighting. Steven Hollenkamp inquired about the funding and ACSS. Hoyt Prindle inquired about the wrong way driver signs and the use of freeway entrance signs. Rick Richmond stated he has a conflict of interest. Christine Acosta commented on the high-risk corridors and underpass lighting for pedestrians and bicyclist. Vivienne Handy inquired about the fatality statistics for these plans on wrong way drivers and projection on lighting adjustments.

Chairman Roberts sought a motion to approve the Transportation Improvement Program Amendments. Rick Fernandez so moved; Steven Hollenkamp seconded the motion. Motion carried by roll call vote 12-1. Vivienne Handy voted no. Rick Richmond abstained to vote to Amendment 15 but voted yes to other two projects.

B. Plant City Transit

Vishaka Shiva Raman, MPO Staff, provided a Plant City Transit Study Overview. Currently there are over 40,000 residents in Plant City. Plant City is one of the fastest growing areas of Hillsborough County. The study includes Plant City and portions of Unincorporated Hillsborough County. The studies purpose is to explore options for transit in Plant City. These options include transit circulator to serve transit needs within Plant City and express route connecting Plant City to Tampa and potentially Lakeland. They will evaluate alternative routes and service based on costs, potential ridership and other performance measures and then identify areas to serve in the future to meet projected growth. Finally, recommend a set of proposed transit alternatives. Ms. Raman provided a tentative project schedule for the Plant City Transit Master Plan. There was a previous transit service study in Plant City. The previous commuter was the Strawberry connector that had four routes operating weekdays from 9 to 5. It was operated by HART from 2001-2005 and Plant City from 2005-2008. Routes 70 and 71 had highest ridership and approximately 37,392 annual riders. Another previous transit service was 28X County Express. It connected through Brandon before downtown Tampa with two round trips and later one trip a day. It operated between 2010 to 2017 with annual ridership in 2012 of 14,363 and 2017 of 7,474. The results of the studies existing conditions showed 39,156 residents as of 2018, 17,477 jobs as of 2017. The major corridors are Park Rd, S Collins St, Alexander St, Reynolds St and Baker St. and the major employers are South Florida Hospital and around Reynolds St. The average commute time is 23.6 minutes, 18% travel less than 10 minutes to work, 84% of workers drive alone and 1.5% of households in Plant City have no vehicle. Ms. Raman reviewed the Sunshine Line top destinations. The transit Alternative goals are to implement useful and reliable service, use transit to incentivize development downtown and connect Plant City to Tampa and Lakeland. Ms. Raman provided circulator alternative options and a matrix comparing the options. Then is showed a limited stop alternative with a comparison chart showing the limited stop route. There has been two Stakeholder meetings and a public open house. The results of the study showed this would open opportunities for jobs, tourism and growth, reliable service and coverage, commuters agreed transit is a desirable option, current development pattern could support transit, need more frequent trips with Plant City along Redman Plaza and most desired express route is to Tampa Downtown. Recommended action to approve the Plant City Transit study and recommend to the MPO Board.

Ed Mierzejewski inquired about an exit for the park and ride hub. Hoyt Prindle commented on the slide regarding the transit service to Plant City and Route 28x. Steven Hollenkamp thanked Ms. Raman for the presentation and commented on the need for the Plant City/Lakeland route and possibly a route to the Strawberry Festival Grounds possible and use of a van at first then upgrade to a bus. Amy Espinosa inquired about the average participation at the workshop and how many people attended from an area of concern. Rick Fernandez requested clarification of what is being recommended in the Plan. Mr. Fernandez inquired if there is an overlap transit plan with the IOC and this Plant City Transit Plan and if it is tied to the surtax. Mr. Fernandez questioned the transit alternative goals and what is the price point per bus and type of fuel.
Artie Fryer inquired if this plan qualifies for the transportation disadvantaged and if he could receive a full copy of the report. Bill Roberts commented on his support but agreed the sample size is small so not clear on the validity. Rich Clarendon pointed out that HART asked for the analysis and they are asking for the CAC to endorse the finding and not make recommendations.

Mr. Hollenkamp moved to recommend the Plan and forward it to the MPO. Ms. Kennedy-Gibson seconded the motion.

Hoyt Prindle proposed an Amendment to the Motion, to caveat the recommendation that staff will come back with answers to questions raised by the CAC.

Chairman Roberts clarified that the Amendment regarding the Plant City Transit Plan is to ask staff to report on the issues suggested by committee members. Hoyt Prindle so moved; Don Skelton, Jr. seconded the Amendment to Motion. Motion carried by roll call vote 9-5. Bill Roberts, Rick Fernandez, Amy Espinosa, Christine Acosta and Rick Richmond voted No.

Christine Acosta noted a concern about how the plan would incentivize the downtown development and contribute to the land use and community revitalization and proposed another amendment to the original Motion.

Chairman Roberts clarified that her motion would postpone action on the Plan until the Committee hears back about the land use pairing. Christine Acosta made a substitute motion to defer the item for 30 days or until the next meeting; David Bailey seconded the Motion. Motion carried by roll call vote 9-5. Rick Fernandez, Steven Hollenkamp, Hoyt Prindle, Jeff Lucas, and Rick Richmond voted No.

C. Vision Zero Corridor Studies

Lisa Silva and Wade Reynolds, MPO Staff, began the presentation with the Vision Zero Action Plan. It consists of four tracks which include one message, many voices, consistent & fair, paint saves lives and the future will not be like the past. There are two goals of the paint saves lives. Goal one is to raise driver awareness and goal two is to implement low-cost treatments to improve safety of the roadway. The eight most dangerous corridors are Bruce B. Downs Blvd, Fletcher Ave, Lynn-Turner Road, Sheldon Road, Gibsonton Drive, Mango Rd/CR 579, 15th St and 78th Street. They provided system-level crash trends, countermeasures and recommendations for each corridor. The “Paint Saves Lives” is funded by Hillsborough County BOCC and the public outreach approach included online surveys, physical distribution of fact sheets, constant contact e-distribution, Facebook/twitter and September Committee presentations for feedback.

Hoyt Prindle requested clarification of the term buffer bike lanes and if it means a painted stripe or cone. Christine Acosta commented on the buffer bike lane and agreed they really need a physical barrier. Ms. Acosta noted vertical delineators are great, but the city is in need of street sweepers if these are used.

Chairman Roberts sought a motion to approve the Vision Zero Corridor Studies. Terrance Trott so moved; Rick Richmond seconded the motion. Motion passed unanimously 15-0.

D. 2021 Meeting Calendar

Rich Clarendon presented the calendar and noted the meetings are earlier in the month and all will be at 9am except the December Joint TAC and CAC meeting at noon.

Vivienne Handy suggested in the chat box that a later meeting time to avoid adding to the already overwhelming congestion at that time of the morning.
There were no other comments or questions and motion was not needed.

V. **Status Reports**

A. **MPO Non-Discrimination Plan**

Joshua Barber, MPO Staff, provided an update on Title VI Non-discrimination plan. The MPO adopted the last Nondiscrimination plan on March 2018. It is required by Federal Law and must be updated every 3 years. The next update is due in 2021. The Nondiscrimination plan covers identifying underserved communities and where they are located, how we engage those communities and what can be improved, past performance of plans and how we measure progress toward more equitable outcomes, and internal agency procedures, processes and recommendations. The goals of an agencywide nondiscrimination plan is to institutionalize equity as a priority throughout the Hillsborough Metropolitan Organization, Hillsborough County City-County Planning Commission and Hillsborough River Board. Update, improve and expand data tracking and performance measurement of equity conditions and outcomes, improve community engagement and empowerment processes, strategies and data tracking, and improve community representation throughout the agency. Federal law requires agencies receiving federal funds to ensure that the rights of specific historically disadvantaged groups are protected. These groups that have experienced discrimination in the U.S. in the past are identified by sex, gender, sexual orientation, ability, race, ethnicity, color, origin, age, income and limited English Proficiency. Past policies have resulted in Disparate Outcomes so how can we involve the people most impacted by our decisions in our processes and influence policy to have more equitable outcomes in the future. Mr. Barber reviewed the seven tasks of the scope of work, resources and the next steps.

David Bailey thanked Joshua Barber for the presentation. Artie Fryers also thanked Joshua and inquired how are they going to get these ideas to the people who make decisions and what is the action for this analysis. Vivienne Handy commented on the community mapping and the urban sprawl in these areas. Artie Fryer asked if Joshua Barber would keep them updated. David Bailey would like to participate as well.

VI. **Unfinished Business & New Business**

A. **At-Large Seat for person under 30**

Rich Clarendon noted there is a vacant seat for a person under 30. Mr. Clarendon has several applications and would like to send out to the committee members to review before the next meeting and give him the top 3 candidates.

B. **Hillsborough County/School District Coordination**

Rich Clarendon noted this was brought up in last meeting about location of new schools and sufficient transportation facilities, road connections and sidewalks. Mr. Clarendon reached out to Amber Dickerson and her letter is attached for reference. He will continue to reach out to her until they receive a response from the task force.

C. **HART Capital Improvements Program**

Rich Clarendon pointed out the presentation from Johnny Wong on Performance Targets and there were some concerns on not achieving them. The CAC questioned if the surtax funding doesn’t materialize what is plan B? HART has increased the budget in this category, but the issue is still out there. Mr. Clarendon suggested inviting HART back in early 2021.
Mr. Clarendon noted the next CAC meeting is on December 16. It is a Joint meeting with the TAC. It may be a virtual meeting with no votes.

VII. ADJOURNMENT

There being no further business, the meeting adjourned at 4:22 pm.
Board & Committee Agenda Item

Agenda Item
Election of Officers

Presenter
Rich Clarendon, MPO staff

Summary
The MPO By-Laws require that officers are to be elected each year. There are no term limits for officers, therefore they can be re-elected and serve indefinitely. The By-Laws state:

Officers of Standing Committees: The committee shall hold an organizational meeting each year for the purpose of electing a committee chair, a committee vice-chair, and, at the discretion of the committee chair, an officer-at-large. Officers shall be elected by a majority vote of a quorum of the members.

The current CAC officers are:

- Chairman: Bill Roberts
- Vice Chair: Ricardo Fernandez
- Officer-at-large: Steven Hollenkamp

Members can nominate themselves or any other member. No second is needed, and each nomination is voted on individually until one member receives a majority of votes for an officer’s position.

Recommended Action
Hold Election of Officers

Prepared By
Cheryl Wilkening, MPO Staff

Attachments
None
Board & Committee Agenda Item

Agenda Item
2021 Safety Performance Targets

Presenter
Johnny Wong, PhD, MPO Staff

Summary

Under the MAP-21 legislation, the Federal Highway Administration (FHWA) requires state DOTs and MPOs to adopt performance targets for five safety measures. Since 2017, the Florida Department of Transportation (FDOT) has set a statewide target of zero traffic deaths each year. Safety targets must be reviewed and updated every year.

Whereas achieving zero traffic deaths is the long-term aspirational goal of the Hillsborough MPO, the FHWA has encouraged MPOs to select realistic targets based on data analysis. Using a methodology developed for the It’s Time Hillsborough 2045 Long Range Transportation Plan to predict performance based on different investment levels for safety projects, crashes have been projected for calendar year 2021.

For 2021, MPO staff is proposing to set safety performance targets as follows:

- Number of Fatalities (2021 Year-end Total): 190
- Number of Fatalities (Five-year Rolling Average): 194
- Number of Motorcycle Fatalities (Five-year Rolling Average): 35
- Number of Serious Injuries (Five-year Rolling Average): 1,201
- Number of Nonmotorized Fatalities and Serious Injuries (Five-year Rolling Average): 230
- Rate of Fatalities per 100 Million Vehicle Miles Traveled (MVMT) (Five-year Rolling Average): 1.38
- Rate of Serious Injuries per 100 MVMT (Five-year Rolling Average): 8.49

These targets represent five-year rolling averages (2017-2021) with a 0.93% crash reduction factor applied. The 0.93% factor represents the annual reduction achievable given existing funding, as identified in the Vision Zero investment program in the 2045 LRTP.

The MPO Board prioritizes projects for federal and state funding, many of which meet the criteria for safety projects under the Vision Zero program. The 2020-21 Transportation Improvement Program and 2020 & 2021 Transportation Surtax Project Plans have numerous funded projects that enhance the safety of facilities on the high-injury network. Upon implementation, these projects will make progress toward improving safety in future years.
**Recommended Action**
Recommend Approval of 2021 Safety Performance Targets

**Prepared By**
Johnny Wong, PhD, MPO Staff

**Attachments**
None.
Agenda Item
Fowler Ave. Multimodal Study

Presenter
Ken Spitz or FDOT Representative

Summary
The Fowler Ave Multimodal Study evaluated potential corridor improvements along SR 582 (Fowler Avenue) between I-275 and I-75.

The corridor was studied to determine what improvements could be made to bicycle/pedestrian and potential transit facilities to provide better circulation and overall safety to the corridor.

The study evaluated alternatives such as a potential transit envelope and circulation enhancements that will better facilitate access to/from I-275 and I-75, major employment and activity centers, and a future regional intermodal center in the study area.

The study also identified short and long-term improvements to enhance multi-modal safety along the corridor, which could include improvements at signalized intersections, new pedestrian crosswalks, and lighting improvements. A summary of potential recommendations is below:

- **Short Term (within 5 years)**
  - Minor construction without ROW needs
  - Complete required PD&E approvals for the medium-term actions
  - Acquire ROW for medium-term actions

- **Medium Term (within 10 years)**
  - Minor construction that requires ROW and/or change property access
  - Complete required PD&E approvals for long-term actions
  - Acquire ROW for long-term actions

- **Long-Term (10+ years)**
  - Major construction activities that require ROW

Conceptual Design (to be analyzed in PD&E phase)
- BAT Lane (Business Access & Transit Lane allowing non-transit right turns: medium-term)
- Frontage Lane (Access Lane separated from main roadway with curbside bus only lane: medium-term)
o Median Transitway (BRT Lanes/LRT guideway & stations in center separated from roadway: long-term)

**Recommended Action**
None; for information only.

**Prepared By**
Lisa K. Silva, AICP, PLA, MPO Staff

**Attachments**
[Fowler Ave Study Projects website](#)
Board & Committee Agenda Item

Agenda Item
Transportation Improvement Program (TIP) Amendment FPN: 447696 1
Intersection Improvements along SR 582/ Fowler Ave at Nebraska Ave, 15th St, 22nd St, Bruce B Downs Blvd and 56th St.

Presenter
Vishaka Shiva Raman, MPO Staff

Summary
This is an amendment to the Fiscal Year FY 2020/21 - 2024/25 Transportation Improvement Program (TIP). The Florida Department of Transportation (FDOT) has requested this amendment for intersection improvements along SR 582/ Fowler Ave (FPN: 447696 1). This project was identified as a candidate in the FY 2020/21-2024/25 TIP as a priority project for new funding under the Vision Zero category. The amendment will add $1,774,333 as construction funds to FY 2021.

This project includes pedestrian safety improvements to the following signalized intersections:
• Fowler Ave at Nebraska Ave
• Fowler Ave at 15th St
• Fowler Ave at 22nd St
• Fowler Ave at Bruce B Downs Blvd
• Fowler Ave at 56th Street

Improvements will tighten the curb radii at the corners of the intersection, shortening pedestrian crossing distances and promoting lower turning speeds and fewer vehicle/pedestrian conflicts. These improvements were identified based on a short-term safety assessment in conjunction with the larger University Area Multimodal Feasibility study. The Safety Action Plan conducted an in-depth analysis of the pedestrian and bicycle crash and volume data and found concentrations of activity and crashes at these intersections. This project will be constructed using an innovative “design-build” contract mechanism which will expedite the completion of the project.

Recommended Action
Approval of the TIP Amendment for Intersection Improvements along SR 582/ Fowler Ave at Nebraska Ave, 15th St, 22nd St, Bruce B Down Blvd and 56th St.

Prepared By
Vishaka Shiva Raman, MPO Staff

Attachments
TIP Comparative Report
Project Map
### FDOT 5 Year TIP

**Hillsborough County, District 7**

**HIGHWAYS**

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Board & Committee Agenda Item

Agenda Item
2020 Attendance Review & Declaration of Vacant Seats

Presenter
Rich Clarendon, MPO staff

Summary
The MPO By-Laws require that “at a minimum, committee member attendance will be reviewed annually.” The MPO may review and consider rescinding the appointment of any member of any committee who fails to attend three (3) consecutive meetings. Members who have exceeded three absences are contacted to determine their intentions regarding committee membership.

Recommended Action
None, for information only.

Prepared By
Rich Clarendon, AICP

Attachments
2020 Attendance Report
## HILLSBOROUGH MPO
## CITIZENS ADVISORY COMMITTEE

### 2020 ATTENDANCE REPORT

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### Members Present

- **Yes = Attended**
- **No = Did Not Attend**
- **EXC = Excused Absence**
- **VAC = Vacant**
- **DVAC = Seat Declared Vacant**
- **NO = Three (3) or More Consecutive Absences**
- **= Not on Board**
- **~ Term Expired; Member may continue until reappointed or replaced**

The MPO may review & consider rescinding the appointment of any member who fails to attend three (3) consecutive meetings.

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### CAC Membership Less Declared Vacancies

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| Members Present | 15 | 15 | 16 | 17 | 19 | 15 | 17 | 17 | 14 | 16 | 12 |
|------------------|--|--|--|--|--|--|--|--|--|--|--|--|
| Quorum Achieved  | YES| YES| YES| YES| YES| YES| YES| YES| YES| YES| YES| YES| YES| YES| YES| YES| YES| YES| YES| YES| YES| YES|

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Board & Committee Agenda Item

**Agenda Item:**
Plant City Transit Plan Follow-Up

**Presenter:**
Vishaka Shiva Raman, MPO staff

**Summary:**
At the Citizens Advisory Committee’s meeting of November 18th, members asked for more information about the type and cost of vehicles required to implement the Plan. HART staff clarified that the vehicles assumed in the Plan are standard 40-foot buses powered by Compressed Natural Gas (CNG). These typically cost approximately $600,000 each.

If electric buses were used, each would cost approximately $900,000 or more, depending on their specifications. In addition, charging stations would be needed, which range from $65,000 for plug-in to $350,000 online chargers. A suitable location for the buses to park and charge would be required, as well as the cost to construct the necessary infrastructure.

Another question raised by the CAC was how the Plan would help incentivize downtown development and contribute to community revitalization. Attached are City policies and redevelopment initiatives in Downtown and Midtown that the Transit Plan would help further and in turn would help build transit ridership.

**Recommended Action:**
None; for information only

**Prepared By:**
Rich Clarendon, AICP

**Attachments:**
- Supportive Land Use Policies and Initiatives
- Supporting Downtown and Midtown Development with Transit
Plant City Transit Plan
Supportive Land Use Policies and Initiatives.

This study developed three transit alternative goals based on feedback received from the Stakeholder Focus Group meetings and the public open house surveys. The goals are to 1) provide transit access to people who need it the most, 2) help to incentivize downtown development and 3) connect Plant City with Tampa and possibly Lakeland with transit. All these goals can be achieved in the future through coordination between Plant City and HART.

The central business district in Plant City is the focus of the Plant City Community Redevelopment Plan, adopted in 1984. Future development and redevelopment in the downtown area is guided by the Community Redevelopment Agency, which is served by the City Commission. The redevelopment plan focuses on increasing office and commercial activity, establishing new businesses and rehabilitation of existing structures within the downtown central business district, much of which has already been accomplished by 2010. The Plant City Comprehensive Plan has been developed with the consideration to further redevelop Downtown. Both the Community Redevelopment Plan and the Midtown Redevelopment Vision Plan, adopted in 2007, focus on the development of additional residential multi-family uses to support increases in retail, commercial and office space development. The downtown is designed to have an urban character and to have the intensity and density of land use to encourage pedestrian movement within the downtown core. These developments would be coordinated with the objectives of the Community Redevelopment Plan.

Further, the Plant City Comprehensive Plan Land Use Policy has specifically laid out policies that promote downtown redevelopment. Land Use Objective 4.2 states: Continue to implement incentive programs and urban design guidelines that will promote high quality private and public development in Downtown and Midtown.

To accomplish that objective, Policy 4.2.6 is to Promote Downtown and Midtown redevelopment through the use of zoning or other incentives, which will encourage mixed use of residential, office and commercial developments, thereby reducing the number of trips generated through internal capture.

These goals, objectives and policies support Plant City’s desire to offer transit service to provide access to jobs and other destinations for the residents.

Plant City also recognizes that commercial development and redevelopment are emerging issues in the community. Hence, it is important to offer employment opportunities to young adults within Plant City and not to make it as a bedroom community to Tampa and Lakeland. To achieve this, the municipality is also focusing on improving employment opportunities through redevelopment programs in Downtown and Midtown, in addition to the establishment of the Mixed Use Gateway, along James L. Redman Parkway. These are the some of the areas that will be connected through the proposed transit route alternatives.

Alexander Street, Reynolds Street and Baker Street are additional areas of future growth centered around the South Florida Baptist Hospital. There are many commercial uses around this area including doctor’s offices, pharmacies, restaurants, banks. The Plant
City Comprehensive Plan encourages commercial uses supporting the hospital in this area through the South Florida Baptist Hospital Overlay District.

Plant City’s [Midtown Redevelopment Project](#) lays out proposals to focus on development west of Downtown that has historic and commercial importance. The project focuses on improving areas that will provide access to the South Florida Baptist Hospital, Strawberry Festival Grounds along Reynolds St, Walden Lake, Plant City High School along Alexander Street, Plant City Stadium along Park Road and Lakeside Station Logistics Park Industrial Area near County Line Road. The transit alternative options evaluated in this study could provide access to these destinations within Plant City and promote industrial, commercial and economic development.

(December 2020)
Board & Committee Agenda Item

**Agenda Item:**
Nomination to Fill Vacancy for Person Under 30

**Presenter:**
Rich Clarendon, MPO staff

**Summary:**
Under the MPO By-Laws, the Citizens Advisory Committee includes a seat for a person under the age of 30.

This seat has been vacant since August and needs to be filled by having the CAC nominate someone for approval by the MPO board.

Staff posted this vacancy and received several applications from eligible candidates. The applications were distributed to the current CAC members for their review and ranking. The attached applicant was the top-ranked candidate.

**Recommended Action:**
Approve the nomination of Beatriz F. Zafra to serve on the CAC as the person under 30.

**Prepared By:**
Rich Clarendon, AICP

**Attachments:**
Application for Committee Membership
1. Which Board or Committee are you interested in?: Citizens Advisory Committee (CAC)
2. Name: Beatriz F. Zafra
3. Email:
4. Place of Employment: State Senator Janet Cruz, Legislative Assistant

5. Residence: Tampa,
6. Do you prefer to be contacts at your home or work address?: Home
7. Gender: Female
8. Race / Ethnicity: Hispanic
10. Are you a United States citizen?: Yes
11. If you chose "No", please explain:
12. Do you have a disability?: No
13. Have you ever been convicted of any felony or misdemeanor offense? Is so, please explain below. You may omit minor traffic violations and any offense committed as a minor: No
14. Are you a registered voter?: Yes
15. In the past 12 months, did you, and any member of your household, receive: Medicaid benefits; supplemental security income (SSI); or, special supplemental nutrition program for women, infants, and children (WIC) benefits?: No
16. Continuous resident of Hillsborough County since (Hillsborough County residency is not mandatory for all types of appointments.): 1998-08-31
17. Education: Sickles High School, 2016
18. Bachelor of Arts in Political Science
19. Bachelor of Arts in Statistics
20. List all post-secondary educational institutions attended: University of South Florida, Tampa, FL 2016-2020
21. Have you ever held a professional license or certificate?: No
22. If “Yes”, please provide title, issue date, and issuing authority. If any disciplinary action has been taken, please state the type and date of the action taken:
23. State your experience and interest or elements of your personal history that qualify you for appointment: Unfortunately, there wasn't an urban planning program for undergrads at USF, but I still took as many urban planning and GIS classes as possible, because I plan to pursue my master's in URP. Additionally, I interned for a year with County Commissioner Kimberly Overman and was lucky enough to focus a lot of my internship on transportation issues, planning, and land use.
24. If you are appointed, do you know of any reason whatsoever why you will not be able to attend regularly scheduled meetings or otherwise fulfill the duties of the office to which you have been appointed?: No
25. Name any business, professional civic or fraternal organizations of which you are a member, and the dates of your membership:
26. Do you or any member of your family sell goods or services to Hillsborough County, City of Tampa, Plant City or Temple Terrace?: No
27. If "Yes", please explain:
MPO Board Meeting of Tuesday, December 1, 2020

CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

The MPO Vice Chairman, Commissioner Pat Kemp called the meeting to order at 9:05 a.m., led the pledge of allegiance. The regular monthly meeting was held in-person and virtual via Webex.

Vice Chairman Commissioner Pat Kemp welcomed the new members Planning Commission Derek Doughty, Commissioner Harry Cohen and Commissioner Gwen Myers.

The following members were present in person:

Commissioner Pat Kemp, Mayor Andrew Ross, Commissioner Harry Cohen, Councilman Joseph Citro, Charles Klug, Mayor Rick Lott, Commissioner Gwen Myers, Joe Waggoner

Commissioner Kimberly Overman Commissioner Mariella Smith, Councilman Guido Maniscalco, Gina Evans, Melanie Williams, Councilman John Dingfelder and Derek Doughty

A quorum was met in person.

APPROVAL OF MINUTES – November 4, 2020

Vice Chair Commissioner Kemp sought a motion to approve the November 4, 2020 minutes. Councilman Citro so moved; it was seconded by Commissioner Overman. Roll Call vote. 12-0. Motion passes.

PUBLIC COMMENT

There are no public comments.

COMMITTEE REPORTS and Advance Comments

Under Action items, the CAC approved and forwarded to the MPO Board the Transportation Improvement Program Amendments for HART’s FTA Discretionary Bus and Bus Facilities Program, FDOT’s Wrong-Way Driver Vehicle Detection System and Corridor Lighting projects and Vision Zero Corridor Studies. The CAC heard a report on the Plant City Transit Plan, and asked a lot of questions about the express bus connections to Tampa and Lakeland, park & ride locations, vehicle types and surtax funding. Ultimately, we voted to postpone action, pending more information on how the Plan would support downtown development. The CAC also reviewed and concurred with its 2021 Meeting Calendar. The committee heard a status report on the MPO Non Discrimination Plan. Several members expressed their support and asked to be included in the update effort.
Gena Torres provided update of other committees. The BPAC, LRC and TAC approved the Plant City Transit Plan and the Vision Zero Corridor Studies. The TAC additionally approved the TIP Amendments. Gena Torres reviewed the emails received from the Association of Metropolitan Planning Organization for the Working Group Webinar on December 10th and Lena Young thanking Wade Reynolds for submitting the application for the Robert Wood Johnson Foundation. There were no online comments.

**Election of Officers**

Cameron Clark, MPO Attorney, requested nominations for the Chair of the MPO. Charles Klug nominated Commissioner Harry Cohen and Commissioner Mariella Smith nominated Commissioner Pat Kemp. **A roll call vote nominated Commissioner Harry Cohen 9-5. Commissioner Harry Cohen was nominated Chair of the MPO.**

Cameron Clark, MPO Attorney, requested nominations for the Vice Chair of the MPO. Joe Waggoner nominated Councilman Dingfelder and Charles Klug nominated Commissioner Pat Kemp. **A Roll Call Vote for Councilman Dingfelder 2-11. A Roll Call Vote for Commissioner Kemp 13-0. Commissioner Kemp was nominated at Vice Chair.**

Cameron Clark, MPO Attorney, requested a volunteer for the Policy Committee vacant seat. **Commissioner Harry Cohen volunteered to be a member of the Policy Committee.** A volunteer for the TMA Committee was requested. Councilman Dingfelder volunteered to be a member of the TMA Committee. Commissioner Smith agreed to continue to Chair the Transportation Disadvantaged Coordinating Board. Paul Anderson and Charles Klug agreed to continue as alternates for the MPOAC. A volunteer for the Liveable Roadways Committee was requested. **Councilman Citro volunteered to Chair the Liveable Roadways Committee.**

**ACTION ITEMS**

A. Committee Appointments

Rich Clarendon, MPO Staff, presented the committee appointments. The TAC nominated Michelle Jenkins as an alternate for the EPC.

Chair Commissioner Cohen sought a motion to approve the Committee Appointments. Councilman Citro so moved; it was seconded by Commissioner Myers. Roll Call vote 14-0. Motion carries.

B. 2021 Meeting Calendar

Beth Alden, MPO Director, presented the 2021 Meeting Calendar.

Chair Commissioner Cohen sought approval of the 2021 Meeting Calendar. Commissioner Myers made the motion and it was seconded by Commissioner Kemp. Roll Call Vote 15-0. Motion carries.

C. Transportation Improvement Program Amendment

Vishaka Shiva Raman, MPO Staff, presented the TIP Amendments for fiscal years 2020/21 – 2024/25. Amendment 15 is HART FTA discretionary bus and bus facilities program. The FTA Buses and Bus Facilities Program funds awarded to HART to assist with the purchase of 4 zero-emission electric buses, charging infrastructure. This amendment will add $5,485,350 as capital funds to FY 2021. The local match is being shared by HART and TECO. This project will allow HART to improve access, mobility and service
reliability for residents of Tampa and Hillsborough County. Amendment 16 is I-275, I-75 and I-4 wrong way vehicle detection system at various locations. This project will install WWVDS on the entrance/exit ramps at the following locations, I-4 @ Columbus, I-4 @ US 41 & 50th St, I-75 @ Fowler, I-275 @ Bird St, I-275 @ Busch Blvd, I-275 @ Scott ST, and I-275 @ Ashley Dr. Countermeasure implementation plan for wrong way driver vehicle detection system on entrance and exit ramps. This amendment will add $1,194,789 in construction funds to FT 2021. Amendment 17 is corridor lighting in Hillsborough County at various locations. This project has identified 5 corridors in Hillsborough County for lighting retrofit of existing FDOT owned poles. The corridors are W Hillsborough Ave from Dale Mabry to I-275, US 301 from Balm Rd to Bloomingdale Ave, SR 674 / College Ave from US 41 to 30th St SE, SR 60 / Brandon Blvd from Falkenburg Rd to S of Rolling Hills Blvd and US 301 from S of Crescent Park Dr to S of E Broadway Ave. This Amendment will add $1.835 million to construction funds in FY 2021.

Commissioner Kemp inquired if the wrong way driver detection system is on SB exit ramp at Dale Mabry and Secretary David Gwynn noted it is not instrumented with wrong way detection. Commissioner Kemp commented on electric buses. Mayor Ross requested clarification to what happens when a wrong way vehicle is detected. Commissioner Overman inquired about the lights on the ramps and thanked for focusing on the lights in our corridors. Commissioner Myers inquired if they could install something to flatten a tire for wrong way drivers.

Chair Commissioner Cohen sought a motion to approve the Transportation Improvement Program Amendment. Commissioner Kemp so moved; it was seconded by Commissioner Overman. Roll Call Vote 14-0. Motion carries.

D. Plant City Transit Plan

Vishaka Shiva Raman, MPO Staff, provided a Plant City Transit Study Overview. Currently there are over 40,000 residents in Plant City. Plant City is one of the fastest growing areas of Hillsborough County. The study includes Plant City and portions of Unincorporated Hillsborough County. The studies purpose is to explore options for transit in Plant City. These options include transit circulator to serve transit needs within Plant City and express route connecting Plant City to Tampa and potentially Lakeland. They will evaluate alternative routes and service based on costs, potential ridership and other performance measures and then identify areas to serve in the future to meet projected growth. Finally, recommend a set of proposed transit alternatives. Ms. Raman provided a tentative project schedule for the Plant City Transit Master Plan. There was a previous transit service study in Plant City. The previous commuter was the Strawberry connector that had four routes operating weekdays from 9 to 5. It was operated by HART from 2001-2005 and Plant City from 2005-2008. Routes 70 and 71 had highest ridership and approximately 37,392 annual riders. Another previous transit service was 28X County Express. It connected through Brandon before downtown Tampa with two round trips and later one trip a day. It operated between 2010 to 2017 with annual ridership in 2012 of 14,363 and 2017 of 7,474. The results of the studies existing conditions showed 39,156 residents as of 2018, 17,477 jobs as of 2017. The major corridors are Park Rd, S Collins St, Alexander St, Reynolds St and Baker St. and the major employers are South Florida Hospital and around Reynolds St. The average commute time is 23.6 minutes, 18% travel less than 10 minutes to work, 84% of workers drive alone and 1.5% of households in Plant City have no vehicle. Ms. Raman reviewed the Sunshine Line top destinations. The transit Alternative goals are to implement useful and reliable service, use transit to incentivize development downtown and connect Plant City to Tampa and Lakeland. Ms. Raman provided circulator alternative options and a matrix comparing the options. Then is showed a limited stop alternative with a comparison chart showing the limited stop route. There has been two Stakeholder meetings and a public open house. The results of the study showed this would open opportunities for jobs, tourism and growth, reliable service and coverage, commuters agreed transit is a desirable option, current development pattern could support transit, need more frequent trips with Plant City along Redman Plaza and most desired express route is to Tampa Downtown. Recommended action to approve the Plant City Transit study.
Mayor Lott commented on the original bus service funding and this project funding. He pointed out the previous transit service and the big desire to get an express service from downtown Plant City to downtown Tampa. They would like an on demand service the Metropolitan City Limits and a Lakeland connection. Commissioner Overman commented on the ability to connect people and the economical stability. Commissioner Smith agreed they need to make stronger connections to our 3 cities, job centers and commented on the on demand services and funding. Commissioner Kemp commented on the referendums and the ad velorum taxes. Joe Waggoner requested clarification on the on demand service and outsourcing for cost. Councilman Citro will support taking vehicles off the roads into the City of Tampa and supports the CAC but after the presentation he believes there is enough information to go forward. Mayor Ross commented on linking the regional transportation goals.

Chair Commissioner Cohen sought a motion to approve the Plant City Transit Plan. Commissioner Overman so moved; it was seconded by Mayor Ross. Roll Call Vote 15-0. Motion carries.

STATUS REPORT

A. MPO Bylaws Amendment for TDCB

Joshua Barber, MPO Staff, presented the MPO Bylaws Amendment for the Transportation Disadvantaged Coordinating Board. As a result of the non-renewal of the governor’s order suspending the requirement for a quorum to be present in person at public meetings, the TDCB has moved to request the MPO Board amend the bylaws for the TDCB, lowering its quorum to five (5) persons. In addition, the TDCB requests language be added that in order for the TDCB to take action, a simple majority of TDCB members needs to be present either in person, online, or on the phone. The TDCB, which represents many vulnerable groups, makes this request to ensure the safety, health, and overall well-being of TDCB members and the public, and to ensure that the MPO and TDCB are able to continue to conduct business and meet the requirements of the Florida Commission for the Transportation Disadvantaged Planning Grant.

Commissioner Overman requested clarification on quorum of 50% plus one. Commissioner Smith inquired if the quorum could be defined as a certain number of member or providing a policy stating a quorum requirement.

Commissioner Kemp inquired if the board would consider the terms for Chair and Vice Chair for 2 years and change the name to TPO (Transportation Planning Organization).

Chair Commissioner Cohen sought a motion to change the Bylaws to have the terms of Chair and Vice Chair to two years and MPO name to TPO. Commissioner Overman so moved; it was seconded by Mayor Ross. Roll Call Vote 14-0. Motion carries.

Commissioner Overman inquired what are the options to consider the number of voting members. Commissioner Kemp agreed with Overman to bring back ideas with quorum consideration and sunshine requirements. These suggestions will be discussed at the Policy Committee Meeting.

B. Non-Discrimination Plan Update

Joshua Barber, MPO Staff, provided an update on Title VI Nondiscrimination plan. The MPO adopted the last Nondiscrimination plan on March 2018. It is required by Federal Law and must be updated every 3 years. The next update is due in 2021. The Nondiscrimination plan covers identifying underserved communities and where they are located, how we engage those communities and what can be improved, past performance of plans and how we measure progress toward more equitable outcomes, and internal agency procedures, processes and recommendations. The goals of an agencywide nondiscrimination plan is to institutionalize equity as a priority throughout the Hillsborough Metropolitan Organization,
Hillsborough County City-County Planning Commission and Hillsborough River Board, Update, improve and expand data tracking and performance measurement of equity conditions and outcomes, improve community engagement and empowerment processes, strategies and data tracking, and improve community representation throughout the agency. Federal law requires agencies receiving federal funds to ensure that the rights of specific historically disadvantaged groups are protected. These groups that have experienced discrimination in the U.S. in the past are identified by sex, gender, sexual orientation, ability, race, ethnicity, color, origin, age, income and limited English Proficiency. Past policies have resulted in Disparate Outcomes so how can we involve the people most impacted by our decisions in our processes and influence policy to have more equitable outcomes in the future. Mr. Barber reviewed the seven tasks of the scope of work, resources and the next steps.

Commissioner Overman commented on the economic conditions today.

**Executive Director’s Report**

Beth Alden provided an overview of the CCC and TMA Leadership Meeting on November 20th. The CCC discussed the Major Project Priorities, Regional Long Range Transportation Plan and Legislative Update. The TMA discussed the Major Projects Priorities and Finalized the Position Statement on Transit Funding. Ms. Alden will discuss further at the next meeting the Plan Hillsborough Strategic Plan Initiatives. The TMA is planning a workshop with legislative delegates late January.

**OLD & NEW BUSINESS**

There is no old or new business to discuss.

**ADJOURNMENT**

The meeting adjourned at 11:12 a.m.
Committee Reports

**Joint Meeting of the Citizens & Technical Advisory Committee on December 16**
The CAC and TAC heard status reports on:
- Near Road Air Quality
- Tampa Vision Zero Projects and Speed Reduction Program
- Update on the Tampa International Airport Master Plan

**Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on December 9**
The BPAC heard status reports on:
- Bicycle and Pedestrian Facilities Maintenance
- 2020 Construction Projects Highlights

**Meeting of the Livable Roadways Committee (LRC) on December 16**
The LRC heard status reports on:
- Tampa Vision Zero Projects and Speed Reduction Program
- Selmon PD&E Study Advanced Notification
- Update on the Tampa International Airport Master Plan

**Meeting of the Transportation Disadvantaged Committee Board (TDCB) on December 11**
The TDCB heard status reports on:
- UZURV/TBARTA Service and Innovation Grant Update
- TDSP Update Kickoff
- Sunshine Line Update
TENTATIVE FIVE-YEAR WORK PROGRAM ONLINE PUBLIC HEARING
FISCAL YEAR 2022 TO FISCAL YEAR 2026

VISIT D7WPBH.COM BEGINNING JANUARY 11, 2021
PUBLIC COMMENTS DUE BY JANUARY 29, 2021

OPEN HOUSE DATE
JANUARY 14, 2021 FROM 9 AM TO 6 PM
FDOT DISTRICT 7 OFFICES
11201 N. MCKINLEY DR.
TAMPA, FL 33612

Persons wishing to attend the Public Hearing in person are encouraged to wear a mask/face covering consistent with the Safe, Smart Step-by-Step Plan for Florida’s Recovery and practice safe social distancing.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Alex Henry, at (813) 975-6405, (800) 226-7220 or email: D7wpbh@dot.state.fl.us.

Si usted tiene preguntas o comentarios o si simplemente desea mas información sobre este proyecto, favor de ponerse en contacto con el señor Manuel Flores, al teléfono (813) 975-4248 o correo electrónico manuel.flores@dot.state.fl.us.

FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 7 | PROJECTS FUNDED JULY 1, 2021 TO JUNE 30, 2026
VISIT US ONLINE AT D7WPBH.COM BEGINNING JANUARY 11, 2021
Throughout history, discrimination has been evident in community planning. Plan Hillsborough needs your help to understand how community planning has contributed to quality of life differences among Hillsborough County's diverse communities. Our goal is to reshape community planning to improve the lives of underserved people.

Want to help plan for equity?

Take the Community Equity Survey:

www.bit.ly/hcequity

Has being part of any of the following groups* affected your access to safe and healthy places to live, work, or play?

Women and the LGBTQ population
(protected by sex, gender & orientation)

People with physical, intellectual, developmental, and mental disabilities
(protected by disability)

African American, Latinx, Asian, Native American, and other racial and ethnic minority groups
(protected race, ethnicity, color & national origins)

Youth and older adults
(protected by age group)

Unemployed people and people with low and very-low income
(protected income levels)

People who speak English less than “very well”
(protected due to Limited English Proficiency)

*Groups protected under a variety of Federal laws.

For more information, contact:
Dayna Lazarus, Plan Hillsborough Nondiscrimination Plan Project Planner Phone: (813) 582-7383 Email: LazarusD@plancom.org

Sign up to advise Plan Hillsborough's equity work and Nondiscrimination Plan at the project page link below.

www.planhillsborough.org/title-vi-and-nondiscrimination-plan
A lo largo de la historia, la discriminación ha sido evidente en la planificación comunitaria. Necesitamos su ayuda para comprender cómo la planificación comunitaria ha contribuido a las diferencias en la calidad de vida entre las comunidades diversas del condado de Hillsborough. Nuestro objetivo es reorientar la planificación comunitaria para mejorar las vidas de las comunidades históricamente desfavorecidas.

¿Quiere ayudarnos a planificar para la equidad?

Tome la encuesta de alcance sobre la equidad:

www.bit.ly/hcequity

¿El formar parte de alguno de los siguientes grupos* ha afectado su acceso a lugares seguros y saludables para vivir, trabajar o jugar?

Mujeres y la población LGBTQ  
(protegidos por sexo, género y orientación)

Personas discapacidades físicas, intelectuales, de desarrollo y mentales (protegidos por discapacidad)

Afroamericanos, Latinx, Asiáticos, Nativos Americanos y otros grupos raciales y étnicos minoritarios (raza, etnia, color y origen nacional protegidos)

Jóvenes y adultos mayores (protegidos por grupos de edad)

Personas desempleadas y personas con ingresos bajos y muy bajos (niveles de ingresos protegidos)

Personas que no hablan inglés "muy bien" (protegidos debido a su limitado dominio del inglés)

*Grupos protegidos por varias leyes federales.

Para mas información, contacte:

Dayna Lazarus, Planificador de Proyectos  
Teléfono: (813) 582-7383  
Email: LazarusD@plancom.org  
Línea de Ayuda en Español:  
(813) 273-3774 x211

O visite la página del proyecto Plan Hillsborough para leer el Título VI de la Ley de Derechos Civiles y el Plan de No Discriminación enlazado abajo.
Overview
On Sunday, December 20th, Congressional leadership reached an agreement on a FY21 omnibus appropriations bill and additional COVID-19 stimulus. Congress passed this bill on December 21. The president was expected to sign it into law however the president threatened a veto on December 22 for a number of reasons including a desire to increase the size of stimulus payments available to individuals.

The Big Picture
This bill provides relief for public transit, delaying the most immediate and extreme service cuts; however the funding is less than half of the $32 billion needed to sustain public transit services. There is also funding for passenger rail, though not enough to restore jobs and service already cut. In addition to the stimulus, the bill includes the remaining FY21 appropriations bills, including the Transportation, Housing and Urban Development (THUD) bill. The appropriations bill rejects proposed cuts to public transit and Capital Investment Grants (CIG) and invests $1 billion into the BUILD program.

Top line summary of the stimulus
- $900 billion total
- $45 billion for transportation sector, including $14 billion for transit, $1 billion for passenger rail, and $10 billion for state Departments of Transportation (DOTs)

Top line summary of FY21 THUD Appropriations
- $86.7 billion for DOT, $553 million above the 2020 level
- $1 billion for BUILD, equal to the 2020 level
- $49.1 billion for the Federal Highway Administration, $166 million below the 2020 level, including $2 billion for discretionary Highway Infrastructure Programs, $166 million below the 2020 level.
- $2.8 billion for the Federal Railroad Administration, $27 million above the 2020 level, including:
  - $375 million for Consolidated Rail Infrastructure and Safety Improvements, $50 million above the 2020 level
  - $200 million for Federal-State Partnership for State of Good Repair, equal to the 2020 level.
  - $2 billion for Amtrak, equal to the 2020 enacted level, including $700 million for Northeast Corridor Grants and $1.3 billion for National Network Grants.
- $13 billion for the Federal Transit Administration, $47 million above the 2020 level, including:
  - $2 billion for CIG, $36 million above the 2020 level
$516 million for Transit Infrastructure Grants, $6 million above the 2020 level

**Stimulus: detailed summary**

**Transit**

$14 billion in emergency operating support is allocated to public transit. This is a decrease from $15 billion initially proposed (to make funding available for state DOTs) and less than half of the $32 billion requested. $13.27 billion is for urbanized areas through the section 5307 formula in the same ratio as FY 20 funding was distributed between the section 5307 and section 5337 State of good repair program.

- Urbanized areas may not receive more than 75 percent of the 2018 operating costs when combined with CARES Act funding;
- Any funding in excess of the 75 percent for an urbanized area will be redistributed in the same percentages until every urbanized area receives 75 percent of their 2018 operating expenses;
- If any money is left over, it is distributed to those areas between 75 percent and 100 percent of 2018 operating expenses in the proportion that the 2018 operating costs bear to the total operating costs of urbanized areas;
- No urbanized area may receive more than $4 billion when combining funding from this bill and the CARES Act until 75 percent of the monies provided are obligated and only after the recipient certifies that the use of such funds in excess of this amount is necessary to prevent layoffs or furloughs directly related to demonstrated revenue losses directly attributed to COVID-19.

The remaining $738 million would be allocated as follows:

- $50.034 million for section 5310 Elderly and Disabled program
- $678.654 million for section 5311 rural area grants.
  - These funds are capped at 125 percent of the state's combined 2018 rural operating costs;
  - Any funding in excess of the cap area will be redistributed in the same percentages until every state receives 125 percent of their 2018 operating expenses;
  - An analysis of this funding by the Community Transportation Association of America and the Oklahoma Transit Association found that many states already exceed the cap and are not eligible for relief funds.

Funds are available for operating expenses for transit agencies related to COVID-19, reimbursement of operating expenses to maintain services and lost revenue due to COVID-19, including personal protective equipment (PPE), and paying administrative leave of operations or contractor personnel due to reductions of service, unless the recipient certifies that the recipient has not furloughed any employees. The monies may be provided up to 100 percent of the share of the costs.
Highways
$10 billion is provided to state DOTs for federal aid highways, of which $9.84b is for eligible projects under the surface transportation block grant program (an extremely flexible program that can fund all modes), $114.5m is for the tribal transportation program, $35.8m is for the Puerto Rico Highway Program, and $9.5m is for the Territorial Highway Program. These funds are apportioned using existing formulas, must be suballocated where appropriate, and must be allocated within 30 days of enactment.

Funds can be used for “preventive maintenance, routine maintenance, operations, personnel, including salaries of employees (including those employees who have been placed on administrative leave), or contractors, debt service payments, availability payments, and coverage for other revenue losses.” Funds may be transferred to public tolling agencies for the same.

There is a 100 percent federal share and the funds do not need to be included in a state or metropolitan transportation plan.

These funds were added to the bill at the last minute. To accommodate these additional funds and maintain the overall cost of the bill, funding for public transit was reduced by $1 billion and funding for other transportation sectors was also reduced.

Rail
$1 billion is provided for passenger rail, of which $655 million is for the Northeast Corridor and $344.5 million is for the national network. Amtrak is required not to make further cuts to long distance service or staff and to offer furloughed employees their jobs back as service is restored.

- Northeast Corridor - Of the northeast corridor funds, $109.8 million is for use in lieu of capital and commuter rail payments from states and commuter rail operators. Funds may be used for any expense to “prevent, prepare for, and respond to coronavirus”.
- National Network - Of the national network funds, $174.8 million is in lieu of state payments for state-supported routes. Funds may be used for any expense to “prevent, prepare for, and respond to coronavirus”.

FY21 appropriations: detailed summary

**Capital Investment Grants (CIG)**
$2.014 billion is provided for CIG and is allocated as follows:
- $1.169 billion for New Fixed Guideway Grants
- $525 million for Core Capacity Improvement Projects
- $200 million for Small Starts
- $100 million for expedited project delivery

The bill directs any money not obligated by September 30, 2024 to be directed to any eligible CIG project. None of the funds shall be used to impede or hinder project advancement or approval for any project seeking a federal contribution greater than 40 percent of the projects. Nor may funds be used to implement any policy that requires a CIG project to receive a medium or higher rating before finalizing an environmental impact statement.

**Transit Formula Grants**
$10.8 billion is available for transit formula programs under the Mass Transit account. The bill also provides an additional $516 million for transit infrastructure grants, from the general fund, which are allocated as follows:
- Bus and Bus Facilities: $243,000,000, of which $118,000,000 is for formula grants and $125,000,000 is for competitive grants
- Low or No Emission Grants: $125,000,000, with a $750,000 minimum award
- Formula Grants for Rural Areas: $40,000,000
- High Density State Apportionments: $40,000,000
- State of Good Repair: $40,000,000
- Ferry Boats: $8,000,000, half of which is for low or zero-emission ferries and the infrastructure to support such ferries
- Bus Testing Facilities: $2,000,000
- Competitive Grants for planning, engineering, or development of technical or financing plans for transit projects in areas of persistent poverty: $16,220,000
  - State DOTs may apply on behalf of eligible entities in a state;
  - Grantees are encouraged to work with nonprofits to develop their plans and to make projects no-emission;
  - There is a 90 percent federal share.
- Innovative Mobility Solutions: $1,000,000
  - These funds are for competitive grants for software development for on demand public transit service
- Accelerating Innovative Mobility Initiative: $1,000,000

The bill also blocks the Rostenkowski Test to prevent a $6 billion (or 60 percent)
across-the-board cut of FY 2021 transit formula funds (a policy already enacted in the FY21 CR).

**Better Utilizing Investments to Leverage Development (BUILD) Grants**

The bill directs $1 billion to the BUILD grant program. This is the same level as the FY20 appropriations and the president's budget request. The bill includes the following policies:

- Continues to require the use of the selection criteria in the 2017 Notice of Funding Opportunity (NOFO), which are safety, state of repair, economic development, quality of life and environmental sustainability;
- Requires the Secretary to award at least $30 million for planning grants, of which $10 million must be for projects in areas of persistent poverty. There is no minimum grant;
- “Areas of persistent poverty” is defined as:
  - “any county that has consistently had 20 percent or more of the population living in poverty during the 30-year period preceding the date of enactment of this Act, as measured by the 1990 and 2000 decennial census and the most recent annual Small Area Income and Poverty Estimates as estimated by the Bureau of the Census or any census tract with a poverty rate of at least 20 percent as measured by the 2014-2018 5-year data series available from the American Community Survey of the Bureau of the Census; or any territory or possession of the United States”;
- Makes 20 percent of BUILD funds to be used for the subsidy and administrative costs of federal credit assistance programs and prohibits DOT from hiring additional personnel with administrative funds for this program;
- The bill continues to require a balance of urban and rural awards and investment in multiple modes, though the bill also splits funding evenly between urban and rural awards (the last several rounds under the Trump administration have trended toward awarding a majority of the funds to rural road projects);
- A project located within or on the boundary of an Urbanized Area (UA), as designated by the Bureau of the Census, that had a population greater than 200,000 in the 2010 decennial census is designated an urban award, while all others are considered to be rural;
- The overall minimum grant is $5 million ($1 million for rural grants) and the maximum is $25 million;
- Not more than 10 percent of funds may be awarded to a single state;
- The federal share is 80 percent, though the Secretary has discretion to increase this for rural projects and projects in areas of persistent poverty;
- Application deadlines:
  - The Secretary has to issue a NOFO 120 days after enactment;
  - Applications are due 90 days following the NOFO;
  - The Secretary must make awards no later than 330 days after enactment
- Continues a prohibition on using the federal share or an applicant's ability to
generate non federal revenue as a selection criteria.

On the last point, requiring projects to demonstrate how they would raise new non-federal revenue was proposed by the administration in the FY2018 BUILD NOFO. It was very controversial at the time and led to this prohibition being included in past appropriations bills. Many Senators and Representatives, most noticeably Senate THUD Chairwoman Susan Collins and Ranking Member Jack Reed, were very vocal about their dislike for this provision stating it was very tough for rural projects in particular to show how they would raise new revenue.

**Rail**
Federal State Partnership for State of Good Repair - The bill provides $200 million for this program and allows applicants to apply for funding for any stage of a project, the same policy T4A has previously supported in the CRISI program.

Consolidated Rail Infrastructure and Safety Improvements (CRISI) program - The bill provides $375 million, less than the $500 million provided by the House. Of this, $75 million is for capital projects for new routes with a preference for pre-construction and $25 million is for projects targeting trespassing with a preference for projects in counties with the most trespasser casualties.

The bill continues language from FY20 which appears to make commuter rail projects eligible by stating “projects selected for commuter rail passenger transportation may be transferred by the Secretary, after selection, to the appropriate agencies to be administered”. The bill also continues policy T4A has supported, allowing the Secretary to award funding for projects for any design or construction status. After six years, any unobligated balances may be transferred to other eligible projects.

Restoration and Enhancement - The bill provides $4.720 million that is available until expended.

**Amtrak**
Overall, $2 billion is provided to Amtrak allocated as follows:
- **Northeast Corridor** - $700 million is provided, below the $750 million provided by the House. Of this, $75 million is required for making Amtrak facilities compliant with the American with Disabilities Act and $100 million shall be for the replacement of railcars on all Amtrak routes.
- **National Network** – $1.3 billion is provided for the national network. Of this, $50 million must be for safety technology including PTC. The bill includes language stating that none of the funds can be used to discontinue service along routes FRA has ruled that PTC is not required.

The bill also includes other Amtrak provisions including:
Overtime limitations - Funds may not be used to provide more than $35,000 in overtime for any individual employee except if the President of Amtrak determines a safety risk necessitates an override and the Amtrak president is required to provide Congress with a summary of overtime payments for FY17-FY20.

Amtrak police limitations - Amtrak is prohibited from reducing the police force below the staffing level of May 1, 2019

A sense of Congress that long distance routes should be sustained to ensure connectivity

**Highway programs**

The bill provides $47.1 billion for programs funded by the highway trust fund and an additional $2 billion for discretionary highway infrastructure programs. The highway infrastructure programs funding is allocated to:

- Surface Transportation Block Grant Program, for charging infrastructure: $640,650,000
- Puerto Rico Highway Program: $2,700,000
- Territorial Highway Program: $650,000
- Nationally significant Federal lands and tribal projects program: $100,000,000
- Bridge Replacement and Rehabilitation: $1,080,000,000
  - A qualifying State includes “any State in which the percentage of total deck area of bridges classified as in poor condition is at least 5 percent or in which the percentage of total bridges classified as in poor condition is at least 5 percent;
  - $6 million is reserved for each State that is not a qualifying State and no state will receive less than $6 million;
  - After reserving $6 million for each state that is not a qualifying state, any remaining funds must be distributed “by the proportion that the percentage of total deck area of bridges classified as in poor condition bears to the sum of the percentages of total deck area of bridges classified as in poor condition in all qualifying States;
  - No qualifying State may receive more than $60 million;
  - After funds are distributed, any amount above $60 million shall be redistributed equally among each State that does not meet the definition of a qualifying State;
  - Funds must be used for projects on public roads;
  - The Secretary is required to calculate the percentages of total deck area of bridges (including the percentages of total deck area classified as in poor condition) based on the National Bridge Inventory as of December 31, 2018;
- Appalachian Development Highway System: $100,000,000
- National scenic byways program: $16,000,000
- Railway-Highway Grade Crossing: $50,000,000
  - These funds are specified for commuter authorities “that experienced at
least one accident investigated by the National Transportation Safety Board between January 1, 2008 and December 31, 2018 and for which the National Transportation Safety Board issued an accident report; 

- Regional Infrastructure Accelerator Demonstration Program: $5,000,000
- National Road Network Pilot Program for the Federal Highway Administration to create a national level, geo-spatial dataset: $5,000,000

The bill allows any state to use any earmark for projects eligible under the Surface Transportation Block Grant program or the Territorial and Puerto Rico Highway Program if the state provides written notification to the Secretary and submits a quarterly report identifying the projects on which the funds will be spent. Funds will remain available for three fiscal years after the Secretary is notified. This authority is available only for projects or activities that have “obligated less than 10 percent of the amount made available for obligation as of October 1 of the current fiscal year, and shall be applied to projects within the same general geographic area within 25 miles for which the funding was designated.

Looking ahead: FY22 and additional stimulus

The government is now funded through the remainder of FY21 and the stimulus has provided several months of support for transit and passenger rail. Congressional leaders and the president-elect have indicated they may consider additional stimulus in the first quarter of 2021. The FY22 appropriations process will begin when the president submits his FY22 budget in the spring.

Comparison between previous fiscal years and president’s budget

Below are three charts comparing the FY21 bill with previous fiscal year appropriations.

<table>
<thead>
<tr>
<th>Transit programs</th>
<th>Funds by Program</th>
<th>FY19 enacted</th>
<th>FY20 enacted</th>
<th>FY21 House THUD</th>
<th>Emergenc y Supplemental House THUD</th>
<th>FY21 Senate THUD</th>
<th>FY21 enacted</th>
<th>Stimulus</th>
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<tbody>
<tr>
<td>Formula funds (Mass Transit)</td>
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<td>Account</td>
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<td>FY21 House THUD</td>
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<td>Supplemental grants (general fund)</td>
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**Rail programs**

<table>
<thead>
<tr>
<th>Funds by Program</th>
<th>FY19 enacted</th>
<th>FY20 enacted</th>
<th>FY21 House THUD</th>
<th>Emergency Supplemental House THUD</th>
<th>FY21 Senate THUD</th>
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<tr>
<td>Amtrak (Northeast Corridor)</td>
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### Consolidated Rail Infrastructure & Safety Improvement Grants

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<th>FY19 enacted</th>
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### Restoration & Enhancement Grants

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### Other programs

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<th>Funds by Program</th>
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<th>FY20 enacted</th>
<th>FY21 House THUD</th>
<th>Emergence Supplemental House THUD</th>
<th>FY21 Senate THUD</th>
<th>FY21 enacted</th>
<th>Stimulus</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway formula (from Highway Trust Fund)</td>
<td>$45,268</td>
<td>$46,300</td>
<td>$61,900</td>
<td>$0</td>
<td>$47,100</td>
<td>$47,100</td>
<td>$10,000</td>
</tr>
<tr>
<td>Highway supplemental appropriation (from general fund)</td>
<td>$3,300</td>
<td>$2,200</td>
<td>$1,000</td>
<td>$0</td>
<td>$2,365</td>
<td>$2,000</td>
<td>$0</td>
</tr>
<tr>
<td>BUILD (formerly TIGER)</td>
<td>$900</td>
<td>$1,000</td>
<td>$1,000</td>
<td>$3,000</td>
<td>$1,000</td>
<td>$1,000</td>
<td>$0</td>
</tr>
</tbody>
</table>

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