Meeting of the Bicycle Pedestrian Advisory Committee
Wednesday, January 13, 2021, 5:30 – 7:30 p.m.

The County Center and Plan Hillsborough offices are closed to the public in response to the COVID-19 pandemic. Members of the public may access this meeting and participate via the GoToWebinar link below, or by phoning in.

Technical support during the meeting may be obtained by contacting Chris English at (813) 836-7380.

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Public comments are welcome and may be given in person at this teleconference meeting, by logging into the website above and clicking the “raise hand” button.

Comments may also be provided before the start of the meeting by e-mail to reynoldsw@plancom.org

Written comments will be read into the record, if brief, and provided in full to the Committee members.

I. Call to Order

II. Public Comment - 3 minutes per speaker, please

III. Approval of Minutes – December 9, 2020

IV. Discussion Items
   A. 2021 Safety Performance Targets (Johnny Wong, MPO)
   B. Tentative Work Program Highlights & MPO Comments (FDOT)
   C. Review of attendance and declaration of vacant seats (Wade Reynolds, MPO)

V. Status Reports
   A. HART TOD Pilot Project Update (Nicole McCleary, HART)

VI. Old Business & New Business
   A. In Person Meetings

VII. Adjournment

VIII. Addendum
   A. MPO Meeting Summary & Committee Report
   B. Tentative Five-Year Work Program Online Public Hearing flyer
   C. Federal Certification Review Public Comment Period
D. Non-Discrimination Plan
   Survey

E. TD Tampa Bay

F. T4A Summary of Stimulus Bill

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

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I. **Call to Order**

Chair Forbes called the meeting to order at 5:30 p.m. The meeting was held via GoToWebinar and a quorum was present.

**Members present:** Karla Price, John Marsh, Stephen Benson, Peter Davitt, Jason Jackman, Katrina Corcoran, Jim Shirk, Jonathan Forbes, Faye Miller, Sally Thompson, Diana Ramirez, Jonathan Kubicki, Richard Ranck, Nicole Sutton

II. **Public Comments**

There were no public comments.

III. **Discussion Items**

A. **2020 Construction Projects Highlights (Wade Reynolds, MPO)**

Mr. Reynolds gave a presentation on construction projects that occurred during the 2020 calendar year. He started with a project at Big Bend Rd. and Covington Garden Dr. It gave a better connection to the south of Big Bend Rd. He continued onto another project located on Big Bend Rd. further east where a sidewalk connection was made with Heritage Greens Pkwy. Mr. Reynolds mentioned that the US 301 side path near Wimauma has made tremendous progress. The next project that Mr. Reynolds spoke about was a mid-block crossing at Hillsborough Ave. and Macdill Ave. built by FDOT. Another project by FDOT was the Busch Blvd. pedestrian hybrid beacons. In Downtown Tampa they built a bike parking station and on Ashley Dr., they have cones to reduce the crossing distance for pedestrians. Mr. Reynolds talked about the Green Spine cycle track and stated that the project was almost complete as it progresses towards Howard Ave. and Armenia Ave. The next project mentioned was at Himes Ave. located near the Selmon Expressway. The City of Tampa repaved and put in the buffered bike lanes.

Chair Forbes commended Mr. Reynolds on the presentation. Chair Forbes inquired about immediate and future projects. Mr. Reynolds mentioned a couple of PD&E studies that are ongoing, including the bypass canal. Mr. Reynolds inquired about a Gunn Hwy. project that is currently underway. Mr. Ranck stated that he was not sure of the status of that project. Mr. Ranck mentioned that ELAPP recently acquired some land along the part of the Upper Tampa Bay Trail near the Citrus Park area. They are looking to put in additional amenities for the trail. Mr. Ranck said he would provide further details as he receives them.

B. **Bicycle and Pedestrian Facilities Maintenance (Wade Reynolds, MPO)**

Mr. Reynolds gave a presentation of the importance of bicycle and pedestrian facilities maintenance and why it is important to have these types of amenities for local communities. Mr. Reynolds gave reasons of why communities should invest in it, such as an increase the value of nearby properties. Additionally, trails attract business activity as multi-use (transportation, recreation, destination) facilities. Mr. Reynolds also stated that having these trails can increase local tax revenues and can provide a better quality of life for residents.
For examples on maintain bike lanes, Mr. Reynolds used a case study from Madison, WI. In the case study, Mr. Reynolds stated that the City of Madison focuses on coordination among agencies, as well as engagement from citizens by them reporting problems on the city’s website. Another case study that Mr. Reynolds used was from San Francisco. In San Francisco, the city purchased 3 “Vision Zero” street sweepers to help maintain 15 miles of protected bike lanes. These sweepers spray water on the street and suck it back up into a tank where the water will later be disposed of. The sweepers get their water from fire hydrants. The lanes are maintained weekly, but depending on certain circumstances, they can be swept up to 3 times a week. An additional case study provided by Mr. Reynolds was from Salt Lake City. The city uses a ‘stadium-style’ sweeper, that is a little smaller than a traditional sweeper making it easier and safer to deploy. Like the San Francisco sweeper, the cleaning is done weekly. Mr. Reynolds stated that currently in Tampa, there are 7 street sweepers that help prevent discharge into the city’s waterways. Last year alone, over 5,700 tons of pollutants were removed. Mr. Reynolds mentioned that only streets that have curb and gutters are scheduled for sweeping services. The county and city both have resources where any complaints may be reported.

Chair Forbes asked about the reporting website for the county. Specifically, he asked Mr. Reynolds that if the service request is not for a county owned road will the county redirect the request to the appropriate resource. Mr. Reynolds is not aware if that is the case or not. County staff confirmed that they are reported to the correct agency if not on a county owned road. Chair Forbes referred to the graph in the presentation regarding the street sweeping and asked Mr. Reynolds if the 60-day goal listed on the graph is what the city would like to maintain or if it can change. Mr. Benson said ultimately it would be up to advisory committees like this one to suggest achievable goals and how they can improve. Mr. Kubicki stated that he thinks the 60-day target is reasonable but would like for the city to be flexible incase there are areas that need more attention. Additionally, Mr. Kubicki made a comment regarding the curbs and gutters vs shoulders. Mr. Kubicki stated that it is important for maintenance crews to maintain the edge of the shoulder and that if overgrowth occurs and encroaches into the shoulder, it can potentially cause safety issues for cyclists. Mr. Reynolds gave a brief overview of the reporting websites and how they work. Mr. Davitt chimed in on the reporting website, specifically for the county. He reported a request in September and as of the meeting, nothing or slow progress has been done. The county communicated at the beginning but it seemed to die off after some time.

C. Other Items of Interest

Chair Forbes asked the committee if there are any items they would like to mention. Ms. Ramirez stated that there is an ongoing virtual community engagement project for Safe Routes to School. There are currently 3 schools that are participating (Leto high school, Pierce middle school, and Alexander elementary). Ms. Ramirez asked the committee that if anyone knows family or friends near those neighborhoods to have them give feedback on the county website link she provided.

IV. Adjournment

There being no further business, the meeting adjourned at 6:05 p.m.
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): 35.00
- 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.
Board & Committee Agenda Item

Agenda Item
Florida Department of Transportation (FDOT) Tentative Work Program: Letter of Comment & Virtual Open House

Presenter
FDOT Staff Representative

Summary
In preparation of the Fiscal Year (FY) 2022-2026 Transportation Improvement Program (TIP) development, FDOT staff will present the Tentative Work Program Highlights. The FDOT Tentative Work Program is the main component of the TIP and lists all projects by phase and year funded. The highlights focus on what projects are proposed to be funded in the FDOT Tentative Work Program through FY 2026.

Some of the project highlights include:

- Tampa Streetcar Extension
- Fowler Ave improvements
- Twiggs Street improvements
- HART Bus Replacements and Bus Stop Capital
- TBARTA Vanpool Support
- And various resurfacing, drainage, lighting, and bridge repair

MPO staff will draft a letter of comment regarding the proposed Tentative Work Program. This presentation is the first opportunity to provide comments towards preparation of the FY 2022-2026 TIP, which will be adopted at a public hearing in June of 2021.

Recommended Action
Motion to provide comments on the FY 2022-2026 Tentative Work Program for inclusion in the MPO Letter of Comment.

Prepared By
Sarah McKinley, MPO Staff

Attachments
DRAFT Tentative Work Program Highlights
Project Website: https://www.d7wpph.com/
## Hillsborough MPO Project Highlights
### DRAFT Tentative Work Program FY 2022-2026

**11/30/2020**

<table>
<thead>
<tr>
<th></th>
<th>FPN</th>
<th>Phase</th>
<th>Description</th>
<th>Work Mix</th>
<th>Project Comments</th>
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<td>P</td>
<td>433535-7</td>
<td>DSB</td>
<td>I-275/SR93 FM S OF SR60 TO S OF LOIS,SR60 FM S OF I-275 TO N OF MEMORIAL</td>
<td>ADD LANES &amp; RECONSTRUCT</td>
<td>Deferred DSB from 2024 to 2026, SIS</td>
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<td>P</td>
<td>434045-2</td>
<td>DSB</td>
<td>I-275 (SR 93) FROM S OF LOIS AVE TO N OF HOWARD AVE</td>
<td>ADD LANES &amp; REHABILITATE PVMNT</td>
<td>Deferred DSB from 2024 to 2028, SIS</td>
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<td>P</td>
<td>439476-3</td>
<td>CST</td>
<td>E/W GREEN SPINE CYCLE TRACK - PH 3B FROM 7TH AVE TO 13TH AVE</td>
<td>BIKE PATH/TRAIl</td>
<td>Advanced CST from 2024 to 2022, TA</td>
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<td>P</td>
<td>439476-5</td>
<td>CST</td>
<td>E/W GREEN SPINE CYCLE TRACK - PH 2A FROM HOWARD AVE TO WILLOW AVE</td>
<td>BIKE PATH/TRAIl</td>
<td>Deferred CST from 2022 to 2025; TA; Local Agency request (schedule)</td>
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<td>1</td>
<td>439336-5</td>
<td>Planning</td>
<td>HILLSBOROUGH COUNTY FY 2024-2025-2025/2026 UPWP</td>
<td>TRANSPORTATION PLANNING</td>
<td>Added $600k to 2026; SU</td>
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<td>2</td>
<td>414963-2</td>
<td>Transit</td>
<td>HART - FHWA SURFACE TRANSPORTATION PROGRAM</td>
<td>PURCHASE VEHICLES/EQUIPMENT</td>
<td>Added $2M to 2026; SU</td>
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<td>2</td>
<td>443852-1</td>
<td>Transit</td>
<td>HART BUS STOP CAPITAL REPAIRS</td>
<td>PUBLIC TRANSPORTATION SHELTER</td>
<td>Added $1M to 2026; SU</td>
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<td>3</td>
<td>430175-1</td>
<td>Transit</td>
<td>TBARTA - FHWA SURFACE TRANSPORTATION PROGRAM</td>
<td>COMMUTER TRANS. ASSISTANCE</td>
<td>Added $100,000 to 2026; SU</td>
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<td>448507-1</td>
<td>Study</td>
<td>SR 574 (MLK BLVD) FROM US 301 TO TURKEY CREEK</td>
<td>PD&amp;E/EMO STUDY</td>
<td>Added Study to 2023</td>
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<td>443491-1</td>
<td>Planning</td>
<td>SR 574/W MLK JR BLVD FROM N DALE MABRY HWY TO 40TH AVE</td>
<td>CORRIDOR/SUBAREA PLANNING</td>
<td>Added Planning in 2026; SU</td>
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<td>6</td>
<td>435908-2</td>
<td>ROW</td>
<td>SR 580/W BUSCH BLVD FROM N DALE MABRY HWY TO N NEBRASKA</td>
<td>URBAN CORRIDOR IMPROVEMENTS</td>
<td>Added $1.1M SU for advanced Acquisition ROW in FY 2025</td>
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<td>448505-1</td>
<td>PDE</td>
<td>SR 582/FOWLER AVE FROM I-275 TO I-75</td>
<td>PD&amp;E/EMO STUDY</td>
<td>Added PDE to 2022</td>
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<td>445652-1</td>
<td>PE/CST</td>
<td>SR 582/FOWLER AVE FROM FLORIDA AVENUE TO 50TH STREET</td>
<td>URBAN CORRIDOR IMPROVEMENTS</td>
<td>Advanced PE from 2025 to 2024; added CST in 2026; SU/DDR/LF</td>
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<td>11</td>
<td>448508-1</td>
<td>PE/CST</td>
<td>TWINNERS ST FROM NEBRASKA AVE TO ASHLEY DRIVE</td>
<td>URBAN CORRIDOR IMPROVEMENTS</td>
<td>Added PE to 2024, CST to 2026; CIGP</td>
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<td>12</td>
<td>440511-2</td>
<td>CST</td>
<td>US 41B/N TAMPA ST &amp; N FLORIDA AVE FROM E TYLER TO COLUMBUS DR</td>
<td>URBAN CORRIDOR IMPROVEMENTS</td>
<td>Deferred CST from 2024 to 2025; SU (Split out 1/2 of project move to 440511-7)</td>
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<td>440511-7</td>
<td>5-2</td>
<td>US 41B/N TAMPA ST &amp; N FLORIDA AVE FROM COLUMBUS DR MLK JR BLVD</td>
<td>URBAN CORRIDOR IMPROVEMENTS</td>
<td>Added CST to 2026; SU (Split out 1/2 of project move from 440511-2)</td>
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<td>12</td>
<td>440511-3</td>
<td>PE/CST</td>
<td>TAMPA ST/HIGHLAND AVE &amp; FLORIDA AVE FROM MLK BLVD TO 5 OF WATERS</td>
<td>URBAN CORRIDOR IMPROVEMENTS</td>
<td>Deferred PE and CST to outside the TWP; locals not ready for project at this time</td>
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<td>12</td>
<td>440511-4</td>
<td>CST</td>
<td>N HIGHLAND AVE FROM WEST VIOLET STREET TO SR 574/HILLSBOROUGH AVENUE</td>
<td>URBAN CORRIDOR IMPROVEMENTS</td>
<td>Deferred CST from 2025 to 2027; SU</td>
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<td>448506-1</td>
<td>PE/ROW/CST</td>
<td>PALM RIVER RD AT US 41/SOOTH ST</td>
<td>INTERSECTION IMPROVEMENT</td>
<td>Added PE in 2022 (LFP), ROW in 2023 (LFP), CST in 2025 (CIGP/LFP)</td>
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<td>22</td>
<td>440734-1</td>
<td>PE</td>
<td>PARK RD INTERSECTION AT CORONET RD AND E ALSOBRIDGE ST</td>
<td>ADD LEFT TURN LANE(S)</td>
<td>Deferred PE from 2022 to 2025; SU</td>
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<td>22</td>
<td>440736-1</td>
<td>PE</td>
<td>E ALEXANDER ST AT JIM JOHNSON RD</td>
<td>ADD LEFT TURN LANE(S)</td>
<td>Deferred PE from 2022 to 2025; SU</td>
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<td>29</td>
<td>439482-2</td>
<td>PE</td>
<td>TAMPA BYPASS CANAL TRAIL FROM N 34TH ST TO SR 581 (BRUCE B DOWNS)</td>
<td>BIKE PATH/TRAIl</td>
<td>Deferred PE from 2022 to 2025; TA; Local Agency request (schedule)</td>
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<td>36</td>
<td>437608-2</td>
<td>Transit</td>
<td>CITY OF TAMPA - DOWNTOWN STREETCAR EXTENSION</td>
<td>CONSTRUCT TRANSIT FACILITY</td>
<td>Added FTA/NSTP/LF to 2022</td>
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<td>430337-1</td>
<td>ROW/CST</td>
<td>I-4/SR 400 WB FM W OF ORIENT RD TO WEST OF I-75 (SR 93A)</td>
<td>ADD AUXILIARY LANE(S)</td>
<td>Deferred ROW from 2026 to 2028, CST from 2028 to 2031; SIS</td>
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<td>Phase</td>
<td>Description</td>
<td>Work Mix</td>
<td>Project Comments</td>
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<td>255893-4</td>
<td>CST</td>
<td>SR 574 (MLK BLVD) FROM EAST OF KINGSWAY RD TO E OF MCINTOSH RD</td>
<td>ADD LANES &amp; RECONSTRUCT</td>
<td>Deferred CST from 2023 to 2025</td>
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<td>447615-1</td>
<td>ROW/CST</td>
<td>REO STREET FROM GRAY STREET TO CYPRESS STREET</td>
<td>ADD LANES &amp; RECONSTRUCT</td>
<td>Added ROW to 2022 (LFP), CST to 2023; CIGP</td>
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<td>437645-2</td>
<td>CST</td>
<td>SR 60/KENNEDY BLVD FROM WOODYLYNE AVE TO N BREVARD AVE</td>
<td>URBAN CORRIDOR IMPROVEMENTS</td>
<td>Dropped CST project from 2023, work to be completed under 436489-1 in 2023</td>
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<td>437650-1</td>
<td>CST</td>
<td>GIBSONTON DR EB FROM NB ON RAMP TO I-75</td>
<td>ADD TURN LANE(S)</td>
<td>Dropped CST project from 2024, work to be completed under 437650-2</td>
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<td>441663-1</td>
<td>PE/CST</td>
<td>SR 60 FROM E OF US 41/SR 599/N 50TH ST TO E OF US 301/SR 43</td>
<td>RESURFACING</td>
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<td>PE/CST</td>
<td>SR 60 FROM E OF US 41/SR 599/N 50TH ST TO E OF US 301/SR 43</td>
<td>INTERSECTION IMPROVEMENT</td>
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<td>446273-1</td>
<td>PE/CST</td>
<td>US 301/SR 41 FROM N OF CHERRY TREE LN TO N OF HILLSBOROUGH RIVER BRDG</td>
<td>RESURFACING</td>
<td>Added PE to 2022, CST to 2024</td>
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<td>PE/CST</td>
<td>US 301/SR 41 FROM N OF CHERRY TREE LN TO N OF HILLSBOROUGH RIVER BRDG</td>
<td>INTERSECTION IMPROVEMENT</td>
<td>Added PE to 2022, CST to 2024</td>
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<td>PE/CST</td>
<td>US 301/SR 43 FROM N OF BLOOMINGDALE AVE TO MLK BLVD</td>
<td>RESURFACING</td>
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<td>445920-2</td>
<td>PE/CST</td>
<td>US 301/SR 43 FROM N OF BLOOMINGDALE AVE TO MLK BLVD</td>
<td>INTERSECTION IMPROVEMENT</td>
<td>Added PE to 2023 (in-house), CST to 2024</td>
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<td>443665-1</td>
<td>PE/CST</td>
<td>USB 41/SR 685 FROM USB41/SR 685/FLORIDA AVE TO SR 60 E JACKSON</td>
<td>RESURFACING</td>
<td>Added PE to 2022, CST to 2024</td>
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<td>PE/CST</td>
<td>USB 41/SR 685 FROM USB41/SR 685/FLORIDA AVE TO SR 60 E JACKSON</td>
<td>URBAN CORRIDOR IMPROVEMENTS</td>
<td>Added PE to 2022, CST to 2024</td>
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<tr>
<td>444246-1</td>
<td>PE</td>
<td>GEORGE ROAD FROM DANA SHORES DR TO TOWN N COUNTRY GREENWAY</td>
<td>URBAN CORRIDOR IMPROVEMENTS</td>
<td>Deferred PE from 2022 to 2025; SU</td>
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<td>443320-1</td>
<td>CST</td>
<td>I-4/SR 400 FROM EAST OF MANGO RD TO W OF WB WEIGH STATION ON-RAMP</td>
<td>ADD AUXILIARY LANE(S)</td>
<td>Advanced CST from 2023 to 2022; SIS</td>
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<td>446131-1</td>
<td>PE</td>
<td>I-4 WB AUXILIARY LANE FROM E OF 50TH ST T W OF MLK JR BLVD</td>
<td>ADD AUXILIARY LANE(S)</td>
<td>Advanced PE to 2022; Freight</td>
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<td>44613-2</td>
<td>PE/CST</td>
<td>I-4 EB EXIT RAMP TO I-75 FROM E OF TAMPA BYPASS CANAL TO W OF I-75</td>
<td>ADD AUXILIARY LANE(S)</td>
<td>Added PE to 2023, CST to 2026; Freight</td>
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<td>443426-2</td>
<td>PE/CST</td>
<td>SR 60 FROM W OF SR 39 TO W OF CLARENCE GORDON JR RD</td>
<td>ADD LEFT TURN LANE(S)</td>
<td>Added PE in 2022 (in-house) and CST in 2024</td>
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<td>443630-1</td>
<td>CST</td>
<td>I-75/SR 93A FROM S OF PROGRESS BLVD TO N OF WOODBERRY RD</td>
<td>RIGID PAVEMENT REHABILITATION</td>
<td>Deferred CST from 2023 to 2024; SIS</td>
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<td>447235-1</td>
<td>PE/CST</td>
<td>SR 39 FROM S OF RAYBURN ROAD TO N OF GOLDEN RULE LANE</td>
<td>RIGID PAVEMENT RECONSTRUCTION</td>
<td>Added PE to 2024, CST to 2026; Concrete</td>
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<td>445551-1</td>
<td>PE/CST</td>
<td>SR 582/FOWLER AVE FROM N NEBRASKA AVE TO MORRIS BRIDGE RD</td>
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<td>Dropped PE from 2022; advanced CST from 2024 to 2022</td>
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<td>PE/CST</td>
<td>SR 45/NEBRASKA AVE FROM FOWLER AVE TO FLORIDA AVE</td>
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<td>445559-1</td>
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<td>US 41 FROM 14TH AVE SW TO 19TH AVE NE</td>
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<td>437789-1</td>
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<td>I-75 (SR93A) AND I-4/SR 600 HILLSBOROUGH COUNTY VARIOUS LOCATIONS</td>
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<td>447012-1</td>
<td>CST</td>
<td>I-4 FRAME/SR 60 FROM CHANNELSIDE DR TO DOVER RD</td>
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<td>CST</td>
<td>I-4 FRAME/SR 400 FROM DOWNTOWN TAMPA TO POLK COUNTY LINE (CAV)</td>
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<td>I-75/SR93A FR S END OF OFF RAMP NB REST AREA TO N END OF ON RAMP SB</td>
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<td>CST</td>
<td>SR 685/SR 60/SR 45 FROM W OF MACDILL AVE TO HILLSBOROUGH RIVER</td>
<td>DRAINAGE IMPROVEMENTS</td>
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<td>Description</td>
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<td>HART - SERVICE DEVELOPMENT ROUTE 11 - WESTSHORE AREA</td>
<td>OPERATING FOR FIXED ROUTE</td>
<td>Added Operating phase in 2022 (DPTO/LF)</td>
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<td>SEAPORT CAPACITY PROJECT</td>
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<td>AVIATION SAFETY PROJECT</td>
<td>Dropped from 2022 to move funds to 4368341.</td>
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<td>AVIATION PRESERVATION PROJECT</td>
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Board & Committee Agenda Item

**Agenda Item**
2020 Attendance Review & Declaration of Vacant Seats

**Presenter**
Wade Reynolds, 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.

If a seat has been unoccupied for an extended period, then the committee may declare it vacant so that it will not be counted in determining a quorum. (However, if the appointing entity appoints someone to fill the vacancy in the future, then the seat will be considered filled and count towards a quorum.)

**Recommended Action**
As deemed appropriate by the committee.

**Prepared By**
Wade Reynolds, MPO Staff

**Attachments**
2020 Attendance Report
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<th>2020 BPAC MEMBER</th>
<th>Representing</th>
<th>JAN</th>
<th>FEB</th>
<th>MAR</th>
<th>APR</th>
<th>MAY</th>
<th>JUN</th>
<th>JULY- WORKS HOP</th>
<th>AUG</th>
<th>SEP</th>
<th>OCT</th>
<th>NOV</th>
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Board & Committee Agenda Item

**Agenda Item:**
HART Transit Oriented Development (TOD) Pilot Project

**Presenter:**
Nicole McCleary, HART Staff

**Summary:**
In March, HART, with the City of Tampa, Planning Commission, and MPO staff kicked-off a Federal Transit Administration (FTA) sponsored study to review and update the City's TOD related policies. The study focuses on the Florida Avenue corridor, in coordination with the HART BRT Study and the Tampa Streetcar Extension, to look at Comprehensive Plan Policies to promote and incentivize TOD. The study will conclude in new policies that will be applied to the corridor and throughout the City and Hillsborough County.

**Recommended Action:**
None, information only.

**Prepared By:**
Sarah McKinley, MPO Staff

**Attachments:**
Project Website: [https://goharttod.org/](https://goharttod.org/)
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.

Commissioner Kemp welcomed the new members: Planning Commissioner 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

The following members were present via teleconference:

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 were no public comments.

COMMITTEE REPORTS and ADVANCE COMMENTS

CAC Chair Bill Roberts reported that the CAC approved and forwarded to the MPO Board the Transportation Improvement Program Amendments for HART’s FTA Discretionary Bus and Bus Facilities Program and FDOT’s Wrong-Way Driver Vehicle Detection System and Corridor Lighting projects. They also approved the 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, they 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 updates 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 also reviewed the emails received during the last month, including from the Association of Metropolitan Planning Organizations thanking our staff for the Working Group Webinar on December 10th and Lena Young Green thanking Wade Reynolds for submitting the application for the Robert Wood Johnson Foundation award. 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. Commissioner Mariella Smith nominated Commissioner Pat Kemp. **By roll-call vote, 9-5, Commissioner Cohen was elected Chair.**

Mr. Clark requested nominations for the Vice Chair of the MPO. Joe Waggoner nominated Councilman Dingfelder. Charles Klug nominated Commissioner Kemp. **The roll-call vote for Councilman Dingfelder was not approved, 2-11. The roll-call vote for Commissioner Kemp was approved, 13-0, and Commissioner Kemp was elected 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 Leadership Group was requested. **Councilman Dingfelder volunteered, and was appointed.**

**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 to chair the Livable Roadways Committee was requested. **Councilman Citro volunteered to Chair the Livable 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 Cohen sought a motion to approve the Committee Appointments. **Councilman Citro so moved; it was seconded by Commissioner Myers. On a roll-call vote of 14-0, the motion was approved.**

**B. 2021 Meeting Calendar**

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

**Chair Cohen sought approval of the 2021 Meeting Calendar. Commissioner Myers made the motion and it was seconded by Commissioner Kemp. On a roll-call vote of 15-0, the motion was approved.**
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 Bus and Bus Facilities Program funds are to be 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 FY 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 the southbound 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 Cohen sought a motion to approve the Transportation Improvement Program Amendment. Commissioner Kemp so moved; it was seconded by Commissioner Overman. On a roll-call vote of 14-0, the motion was approved.

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 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 options and a matrix comparing the options. Then she showed a limited stop alternative with a comparison chart showing the limited stop route. There have been two public meetings for stakeholders 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 the most desired express route is to Tampa Downtown. The staff recommended action is 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 also like an on-demand service in the City Limits and a Lakeland connection. Commissioner Overman commented on the ability to connect people, and economic stability. Commissioner Smith agreed they need to make stronger connections to our 3 cities and to job centers, and commented on the on-demand services and funding. Commissioner Kemp commented on the referenda and the ad valorem 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 Cohen sought a motion to approve the Plant City Transit Plan. Commissioner Overman so moved; it was seconded by Mayor Ross. On a roll-call vote of 15-0, the motion was approved.

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 Cohen sought a motion directing staff to prepare a Bylaws amendment to have the terms of Chair and Vice Chair set at two years and to change the MPO name to TPO. Commissioner Overman so moved; it was seconded by Mayor Ross. On a roll-call vote of 14-0, the motion was approved.
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 goal 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. The TMA is planning a workshop with legislative delegates in late January. Ms. Alden will discuss further at our next meeting about the Plan Hillsborough Strategic Plan Initiatives.

OLD & NEW BUSINESS

There is no old or new business to discuss.

ADJOURNMENT

The meeting adjourned at 11:12 a.m.
COMMITTEE REPORTS
The Citizens, Technical, Bike/Ped, and Livable Roadways committees approved and forward to you the following action items on your agenda this morning:

✓ Transportation Improvement Program Amendments, and the
✓ 2021 Meeting Calendar

The committees, with the exception of the CAC, approved:

✓ The Plant City Transit Plan

The CAC postponed taking action pending more information on how the plan supports downtown development.

✓ Although not on your agenda for action this month due to needing time to fully address county staff comments, all committees approved the Vision Zero Corridor Studies which will be presented to you in January.

Status reports were heard on the MPO Non Discrimination Plan. Several members asked to be included in the process. And the TAC heard a status report on the TBARTA/NASA/MPO Vertiport Pilot Project.

PUBLIC COMMENT
There were no FB comments received

The following emails were received:

- Lena Young sent an email thanking Wade Reynolds for submitting a Robert Wood Johnson Culture of Health application to continue the work of Garden Steps. Although not chosen, Lena appreciated the MPO’s continued support. Wade is currently at the opening of the new garden at 22nd and Chelsea Street.
- The Association of Metropolitan Planning Organizations sent an email announcing the kick off its new Active Transportation Working Group by hosting a webinar on Dec. 10th from 2pm-3:15pm. I’ll be on of 5 speakers who make up the leadership team for this new group.
TENTATIVE FIVE-YEAR WORK PROGRAM ONLINE PUBLIC HEARING
FISCAL YEAR 2022 TO FISCAL YEAR 2026

VISIT D7WPFP.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: D7wpfp@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 D7WPFP.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.
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 más información, contacte:

Dayna Lazarus, Planificadora 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 $9.84 billion is for eligible projects under the surface transportation block grant program (an extremely flexible program that can fund all modes), $114.5 million is for the tribal transportation program, $35.8 million is for the Puerto Rico Highway Program, and $9.5 million 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 and
- 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.

Transit 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>
<th>FY21 enacted</th>
<th>Stimulus</th>
</tr>
</thead>
<tbody>
<tr>
<td>Formula funds (Mass Transit)</td>
<td>$9,900</td>
<td>$10,800</td>
<td>$15,900</td>
<td>$0</td>
<td>$10,080</td>
<td>$10,800</td>
<td>$14,000</td>
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</tbody>
</table>
## 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>
<th>FY21 enacted</th>
<th>Stimulus</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amtrak (Northeast Corridor)</td>
<td>$650</td>
<td>$700</td>
<td>$750</td>
<td>$5,000</td>
<td>$680</td>
<td>$700</td>
<td>$655</td>
</tr>
<tr>
<td>Amtrak (national network)</td>
<td>$1,291</td>
<td>$1,300</td>
<td>$1,300</td>
<td>$3,000</td>
<td>$1,320</td>
<td>$1,300</td>
<td>$344.5</td>
</tr>
<tr>
<td>Federal-State Partnership for State of Good Repair</td>
<td>$400</td>
<td>$200</td>
<td>$200</td>
<td>$0</td>
<td>$225</td>
<td>$200</td>
<td>$0</td>
</tr>
<tr>
<td>Consolidated Rail Infrastructure &amp; Safety Improvement Grants</td>
<td>$255</td>
<td>$325</td>
<td>$500</td>
<td>$5,000</td>
<td>$340</td>
<td>$375</td>
<td>$0</td>
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<tr>
<td>-------------------------------------------------------------</td>
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<td>------</td>
<td>--------</td>
<td>------</td>
<td>------</td>
<td>----</td>
</tr>
<tr>
<td>Restoration &amp; Enhancement Grants</td>
<td>$5</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$2.7</td>
<td>$4.72</td>
<td>$0</td>
</tr>
</tbody>
</table>

**Other programs**

<table>
<thead>
<tr>
<th>Funds by Program</th>
<th>FY19 enacted</th>
<th>FY20 enacted</th>
<th>FY21 House THUD</th>
<th>Emergen cy 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>
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<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.