Hybrid Virtual & In-Person Meeting of the Citizens Advisory Committee
Wednesday, February 3, 2021, 9:00 AM

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I. Call to Order & Introductions

II. Chairman’s Request: Per the MPO Bylaws, all speakers are asked to address only the presiding Chair for recognition; confine their remarks to the question under debate; and avoid personalities or indecorous language or behavior.

III. Public Comment - 3 minutes per speaker, please
Public comments are welcome, and may be given at this virtual meeting by logging into the website above and clicking the “raise hand” button. Staff will unmute you when the chair recognizes you.

IV. Members’ Interests

V. Approval of Minutes – December 16, 2020 & January 6, 2021

VI. Action Items
A. Review and Send Letter of Comments on FDOT Tentative Work Program (FDOT Representative) 9:20
B. Unified Planning Work Program & Transportation Improvement Program Amendment (Allison Yeh, MPO Staff) 9:40

VII. Status Reports
A. School Siting Coordination in South Hillsborough County (Amber Dickerson, Hillsborough County School District) 9:55
B. Port Tampa Bay General Update (Matt Floyd, Port Tampa Bay) 10:30
C. HART Transit Oriented Development Study (Nicole McCleary, HART) 10:50
D. CAC Vacancies for Hispanic and Business Representatives (Rich Clarendon) 11:15

VIII. Old Business & New Business 11:30
E. Fowler Avenue TIP Amendment Follow-Up (Vishaka Shiva Raman, MPO staff)
F. TBARTA CAC Report (Rick Richmond)

G. Next Meeting: March 3rd at 9 AM

IX. Adjournment

X. Addendum

H. MPO Meeting Summary & Committee Reports
I. Florida Transportation Plan: Policy and Performance Elements
J. MPOAC Legislative News

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

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DECEMBER 16, 2020 – JOINT MEETING WITH THE METROPOLITAN PLANNING ORGANIZATION
CITIZENS ADVISORY AND TECHNICAL ADVISORY COMMITTEES

The Metropolitan Planning Organization (MPO) Technical Advisory Committee (TAC), Hillsborough County, Florida, and the MPO Citizens Advisory Committee (CAC), met in Joint Meeting, scheduled for Wednesday, December 16, 2020, at 12:00 p.m., held telephonically.

The following MPO TAC members were present:

Jeffrey Sims, Chairman
Michael English
Daniel Valentine for Gina Evans
Robert Frey
Mark Hudson for Julie Ham
Danni Jorgenson (arrived at 2:14 p.m.)
Nicole McCleary
Brian Pessaro
Matthew Pleasant
Jonathan Scott
Nicole Sutton
Michael Williams

The following MPO TAC members were absent:

Jay Collins
Leland Dicus
Anthony Garcia
Troy Tinch

The following MPO CAC members were present:

William Roberts, Chairman
Christine Acosta
Alexis Boback
Amy Espinosa
Artie Fryer (arrived at 1:49 p.m.)
Steven Hollenkamp
Edward Mierzejewski

Environmental Protection Commission (EPC)
Tampa Historic Streetcar Incorporated
Hillsborough County Aviation Authority
Tampa-Hillsborough Expressway Authority
City of Plant City
City of Tampa (Tampa)
HART
Tampa Bay Area Regional Transit Authority
Hillsborough County School District
Tampa
Florida Department of Health
Hillsborough County
Planning Commission (PC)
Hillsborough County Development Services
PC
City of Temple Terrace

Hoyt Prindle
Cliff Reiss
Nicole Rice
Richard Richmond
Don Skelton, Jr.
Terrance Trott
The following MPO CAC members were absent:

David Bailey    Jeff Lucas
Ricardo Fernandez Camilo Soto
Barbara Kennedy Gibson Leticia Walker
Vivienne Handy

I. CALL TO ORDER AND INTRODUCTIONS

► Cochairman Sims called the meeting to order at 1:00 p.m. ► Mr. Richard Clarendon, MPO, asked members to introduce themselves.

II. PUBLIC COMMENT – ► None.

III. REVIEW AND APPROVAL OF MINUTES (BY CONSENSUS)

A. November 18, 2020, CAC Meeting

► Regarding the minutes of the November 18, 2020, MPO CAC meeting, CAC members offered no comments.

B. November 23, 2020, TAC Meeting

► Regarding the minutes of the November 23, 2020, MPO TAC minutes, TAC members had no corrections.

IV. STATUS REPORTS

A. Near Road Air Quality

► Cochairman Sims; Mr. Jason Waters, EPC; and ► Dr. Amy Stuart, University of South Florida, shared a presentation. ► Ms. Acosta inquired about a study regarding the accumulation of pollutants at signalized intersections. Ms. McCleary made appreciative remarks. ► Cochairman Sims asked if the committees were in agreement that the presentation should be given to the MPO Board. Mr. Clarendon recommended a motion be taken up at the next MPO TAC meeting. Dialogue ensued. ► Ms. Rice suggested the data include the date standards were introduced/international standards and believed the data in the presentation was confusing without supplemental information. Discussion continued. Ms. Sutton asserted Dr. Stuart should present first if the item was taken to the MPO Board.
B. Tampa Vision Zero Projects and Speed Reduction Program

Mr. Calvin Hardie and Ms. Karla Price, Tampa, shared a presentation. Ms. Acosta inquired about micromobility geoblocking and wondered if Tampa had the opportunity to do economic studies regarding the impact of road diets. Mr. Hollenkamp questioned how Tampa was updating the Land Development Code to reflect Vision Zero principles and invited opinions on the transportation problems in the County. Mr. Trott hoped to see Vision Zero philosophies implemented throughout the County. Attorney Prindle asked about the cost of specialized street sweepers for bike lanes.

C. Update on the Tampa International Airport (TIA) Master Plan

Mr. Valentine presented the item. Ms. Acosta asked about airport employment and stated the TIA was the only designated bicycle-friendly airport in the country. Mr. Pessaro inquired if the master plan update gave any consideration to urban air mobility.

V. UNFINISHED BUSINESS AND NEW BUSINESS

A. Plant City Transit Plan Follow-Up

Cochairman Sims announced the item would be continued to the next MPO CAC meeting.

B. Under 30 CAC Representative

Mr. Clarendon touched on the item.

C. Next Meetings: TAC – January 4, 2021 at 1:30 p.m., CAC – January 6, 2021, at 9:00 a.m.

Mr. Clarendon announced the upcoming meeting dates.

VI. ADDENDUM

A. MPO Meeting Summary and Committee Report
VIII. ADJOURNMENT

There being no further business, the meeting was adjourned at 3:28 p.m.

READ AND APPROVED: ____________________________

CHAIRMAN

ATTEST:
PAT FRANK, CLERK

By: ____________________________

Deputy Clerk

ag
HILLSBOROUGH METROPOLITAN PLANNING ORGANIZATION

Virtual Meeting of the Citizens Advisory Committee

Wednesday, January 6th, 2021

I. CALL TO ORDER & INTRODUCTIONS

Bill Roberts called the virtual meeting to order at 9:05 a.m. After roll call by the Clerk, there was a quorum virtually present of 17 board members, seven in-person.

Members present in-person were Bill Roberts, Amy Espinosa, Don Skelton, Jr., Hoyt Prindle, Nicole Rice, Barbara Kennedy Gibson, Steven Hollenkamp and David Bailey (present after roll call).

Members present virtually were Ricardo Fernandez, Rick Richmond, Edward Mierzejewski, Christine Acosta, Vivienne Handy, Cliff Reiss, Alexis Boback, Artie Fryer, Jeff Lucas, Terrance Trott (present after roll call).

Members absent: Letecia Walker, Camillo Soto

Others virtually present: Rich Clarendon, Beth Alden, Cheryl Wilkening, Johnny Wong, Ken Spitz, Vishaka Shiva Raman, Alex Henry, and Debbie Guest, Clerk

II. PUBLIC COMMENT

There were no public comments.

III. APPROVAL OF MINUTES

Chairman Roberts sought a motion to approve the November 18th, 2020 minutes. Ricardo Fernandez asked for a clarification on the minutes for the at-large seat for a person under 30, noting the committee was to get a list of the top three candidates after input from the committee. Rich Clarendon clarified he asked the committee to rank their top three candidates, which he did receive, and sent out the application for the top-ranked candidate.

David Bailey so moved, seconded by Steven Hollenkamp, and the motion carried unanimously with a roll call vote: 17-0. Ed Mierzejewski was not present at this time.
IV. ACTION ITEMS

A. Election of Officers

Following an explanation of the process, Rich Clarendon opened the floor for nominations for Chair. Ricardo Fernandez nominated Bill Roberts.

Hearing no other nominations, Rich Clarendon closed the nominations, and Bill Roberts was elected as Chair by acclamation.

Before Rich Clarendon opened the floor for nominations for Vice-Chair, Ricardo Fernandez brought forward a point of order. Regarding Vice-Chair, Ricardo Fernandez stated he was appointed to the committee by Commissioner Les Miller, who has now retired, and questioned whether he still has a place on the committee in his absence. Rich Clarendon stated he may continue to serve until he is replaced by Commissioner Miller's replacement and let him know that it is up to him to seek to continue as Vice-Chair. Ricardo Fernandez stated that he would like to continue serving as Vice-Chair and hoped to secure a nomination from the group.

Nicole Rice nominated Rick Fernandez. Ed Mierzejewski nominated Terrance Trott, who had just signed into the meeting. With no other nominations, Rich Clarendon closed the nominations and proceeded to explain the first candidate to get a majority of yea votes is elected.

There was a roll call vote for Ricardo Fernandez as Vice-Chair. There were 14 yeas and 4 nays, constituting a majority, and Ricardo Fernandez was reelected as Vice-Chair.

Rich Clarendon opened the floor to nominations for Officer At-Large. Amy Espinosa nominated Terrance Trott. Nicole Rice nominated Steven Hollenkamp. Hearing no other nominations, Rich Clarendon closed the floor for nominations and proceeded to a majority vote, starting with Terrance Trott.

There was a roll call vote for Terrance Trott as Officer At-Large. There were 9 yeas and 9 nays. Rich Clarendon proceeded to the second nomination to possibly receive a majority. There was a roll call vote for Steven Hollenkamp as Officer At-Large. There were 10 yeas and 8 nays. Rich Clarendon announced Steven Hollenkamp received a majority and is elected as Officer At-Large.

Nicole Rice asked for a clarification on how many seats are going to be vacated by preference of the appointing authority or
a term expiring. Rich Clarendon noted that under the Bylaws, when a term is up, a member may continue to serve until they are replaced or reappointed, citing Ricardo Fernandez as an example. In terms of preference of the authority, when a new member comes on, giving the example of Commissioner Gwen Lynn Myers now on the MPO Board as County Commissioner, she has now selected somebody as her appointee. That person is on the agenda to be confirmed by the MPO Board at their next meeting. It was also noted the other way a new member can get appointed is, as an example a person under 30, the CAC may select or nominate somebody who has applied. That goes to the MPO Board for confirmation.

B. Safety Performance Targets

Johnny Wong, MPO Staff, gave the annual update on the 2020-2021 safety performance targets and gave a little background for those who were new. With a PowerPoint presentation, Mr. Johnny Wong went over the five performance management measures for the Highway Safety Improvement program and, to simplify, they're trying to project what will happen by the end of 2021, using data from 2017 through 2020. In addition to the five ongoing measures, the MPO Board voted last year to add two additional measures; namely, year-end fatality totals -- that is not a five-year rolling average; that is just a straight-up absolute value at the end of the year -- as well as motorcycle fatalities. The 2021 legislation requires both state DOTs and MPOs to report performance and set targets every year.

Mr. Wong reviewed the extremely busy past year. Although it was the fifth year of the MPO doing this, this is the first year that Mr. Wong and his team are less-than-confident about what their year-end totals will be. Typically, they use a fairly standardized methodology and have had confidence that they will approximate what their projections are. Using the same standardized methodology, last year, by mid-April, they saw that their projections were going to be way off, mainly because of the impact that the pandemic had on vehicle miles traveled and much higher speeds on the interstates, a trend which they tracked throughout the year. So, while there were fewer cars on the highways, which would normally create a less dangerous situation, they were driving much faster than normal due to the low volumes. So that is the big story of 2020, the pandemic and its impact upon travel behavior.

Despite the pandemic, in 2020 their planning work did continue, and they were able to produce a number of studies. They led some Vision Zero Corridor Studies and looked at some
very specific problems or challenges that some of the corridors on the high injury network are facing. Currently, they are working on wrapping up the Vision Zero Speed Management Action Plan, which has a list of speed management recommendations that can be applied to the whole county.

The last important news from 2020 is that the Independent Oversight Committee held its first public hearing in October. That committee took action to certify the 2021 project plans for all the agencies. However, a more recent update is that litigation over the validity of the surtax remains ongoing and plays into some of their assumptions in 2021.

Johnny Wong reviewed what their methodology is for forecasting performance and targets. This methodology has been nominated by the Federal Highway Administration to be a best practice. They've shared this methodology with MPOs around the state and nation, some of whom have adopted their approach. They calculate the year-end safety targets by projecting the number of crashes they will have by year's end, doing a simple linear projection, and from that subtract the crash reduction benefits they have calculated from their 2045 Long Range Transportation Plan update.

Overall, they are expecting about a 1 percent decrease in all crashes over the course of the year. There's a second scenario which they don't believe will play out. In the future, if the Supreme Court finds the surtax valid and allow those funds to be released and programs them for safety projects, they could see a crash reduction of anywhere between 2 to 3 percent, which is a standard estimate, to possibly much higher than that. They have shown in the past how they could achieve a 35 percent reduction by 2045. So, if those sales tax funds are released and they invest them in safety projects, a 2 to 3 percent reduction cumulative by 2045 would result in a 35 percent reduction of crashes across all types, all modes.

Mr. Wong quickly went over some of their assumptions for how they are projecting the 2021 targets. The first assumption is that they made an accurate estimate of what the vehicle miles traveled were in 2020. They looked at the gas tax revenue in 2019 and compared it to revenues received in 2020 and estimated that there was about a 10 percent drop in vehicle miles traveled throughout the entire year. The second assumption made is that the traffic volumes in 2020 are going to rebound. By year's end, meaning December of 2020, they were hovering around an 8 percent reduction from the previous year. Reports from UCF's Institute for Economic Forecasting show that the State is going to have an accelerated economic recovery compared to other states. They believe by year's end they will be coming close to their 2019 vehicle miles traveled. The implications for that
economic recovery also have an impact on vehicle miles traveled by motorcycles. So, with fewer motorcycle riders out in the network, there's the anticipation that fatalities for that mode will be reduced.

There was a PowerPoint presentation on the Annual Fatalities Target projected thru 2021 with 190 fatalities. This is the first of their performance predictions.

The second target is a requirement by the Federal Highway Administration. This is fatalities calculated on a five-year rolling average based upon their prescribed methodology and predicting they will end the year with a five-year average of 195. Their target is not to exceed 195 fatalities.

The third target is motorcycle fatalities, again discretionary on a five-year rolling average. In 2020, they significantly dropped their five-year rolling average from the previous year, and 2019 was in many ways an abnormal year. They typically hover around 40 motorcycle facilities. In 2019, they had 53. This past year, 2020, cut that by more than half, and they ended the year with 25. That trend is expected to continue because, with the economy coming out of a recession, they are not expecting to see a lot of recreational riders. The target by the end of the year is not to exceed 34.95.

The fourth target is the Average Serious Injuries over five years. With a 1 percent reduction, they are projecting it will not exceed 1,201.

The next target is Non-Motorized, i.e., bike and pedestrian, Fatalities and Serious Injuries Combined. Last year the number was very high, which makes sense based on everything they know about the effects of the pandemic on travel behavior. With such a high concentration of cyclists and pedestrians in the downtown urban area, there were more injuries and fatalities than expected. The target set last year was not to exceed 222. They came in at 229. Again, that is mostly attributable to the high number of crashes due to the pandemic behavior and they do expect it to normalize through 2021, ending the year with a target of less than 230.

The next target is Fatality Rate Per 100 Million Vehicle Miles Traveled. Based on that methodology and VMT projections, they are expecting to not exceed 1.38, which would be a significant drop from the previous year.

The last target is Serious Injury Rate Per 100 Million Vehicle Miles Traveled. Based on their projections, they are expecting the target to not exceed 8.49 by the end of the year. Mr. Wong concluded by showing a PowerPoint of their Report Card on the safety targets.

The recommended action based on the adopted methodologies is to approve the CY2021 safety targets.
QUESTIONS/COMMENTS:

David Bailey inquired as to what VMT stood for. Mr. Wong clarified vehicle miles traveled of travel volumes.

Vivienne Handy made a comment and pointed out last month's vote by the County Commissioners was to not vote in favor of a future hearing and to increase the transportation impact fees with effective dates. They are going to be phased in instead of immediately being 100 percent in force. Ms. Handy spoke at that hearing, particularly for the sake of the new commissioners, and the whole Vision Zero thing infuriates her. She noted that they are still in the unenviable position of having some of the highest pedestrian and bicycle fatality rates in the country and are still approving sprawling development with no transportation concurrence, and, in her mind, Vision Zero is nothing more than lip service if they can't get a board and MPO that is willing to enact the transportation impact fees that are absolutely vital to meeting the goals that Mr. Wong and his staff have put together and presented.

Amy Espinosa asked if the 1,400 miles of sidewalk is new or replacement. Mr. Wong responded that the statistic shown on the slide shows the extent of the transportation infrastructure, specifically safety structures that could be paid for if they had revenue from the sales tax. If the funds had been released in 2020, when they expected them, by 2045 they would have been able to fund 1,400 additional sidewalk miles. Their goal would be to have at least one full continuous sidewalk on one side of the road for all corridors across the county. Amy Espinosa also asked for a clarification on the Smart City infrastructure being planned and laid out. Her assumption is that there are measures that are included in that technology that help save lives, asking if that information is part of Mr. Wong's report. Mr. Wong explained that it is. And when they produced the needs assessment, they looked at two different types of investments. They looked at traditional safety countermeasures, things like sidewalks, bike lanes, crosswalks, and looked at some of the more high-tech or innovative solutions, like rapid flashing beacons and highway ramp metering. There is a database that is publicly available called the Crash Modification Factor Clearing House, CMF, and that is a culmination of many different studies done by academics and transportation research firms. They look at what the individual benefits will be of each of these technologies. Mr. Wong and staff tried their best to see what the impact would be bundling them together because, in practice, they are rarely going to implement just a countermeasure.
Christine Acosta noted that Mr. Wong had a projection of reducing the crash fatalities by 35 percent and opined that this whole process is so disheartening to her. It struck her, as a citizen listening in a few years ago, how are they going to budget these deaths, emphasizing it's exactly what the Swedish Parliament was dealing with when they first declared zero was the only number that they could find morally acceptable, which was about almost 30 years ago when Vision Zero was born. Ms. Acosta further stated as to Vivienne's remarks about Vision Zero being lip service, she would hope not and could tell from this process that they have a long way to go. Her question here was that the slides don't say anything about speed reduction, not meaning eliminating speeding but talking about wholesale speed reductions, and asked Mr. Wong to explain. Mr. Wong replied he would have preferred to defer to Ms. Acosta because of the work that she and others have done, emphasizing speed is the number one danger to the people on the roadways. The majority of crashes, most certainly the severe and fatal crashes they see, are attributable to speed in some way. Some of the money-saving strategies they have for combating speed are the Complete Streets; their focus being to invest in structures that will encourage folks to drive slower, trying to design roads so that speeding is uncomfortable, and emphasizing a speed limit change. That is an act of legislature. There would be no need to expand any of the revenues set aside for safety projects to make that happen. Considering that speed seems to be the primary culprit, Ms. Acosta requested that that be somehow revealed in Mr. Wong's messaging on how they are going to reduce speeds by implementing Complete Streets. Again, Ms. Acosta noted that speed is not on the slide and appealed to Mr. Wong to find a way to incorporate that. Mr. Wong replied that he most certainly will.

Nicole Rice agreed with what was stated and commented that the 35 percent reduction is laughable and asked if it takes into consideration the growth pattern. Mr. Wong explained that 35 percent is the reduction that they can prove using data. They have long suspected that if they were to invest this amount of money, they would see a reduction far beyond that. They believe there is a synergistic effect by bundling these treatments, which is why they're advocating to do Complete Streets, which involves sidewalks, reducing lane widths, reducing speed limits, and barriers with bike lanes, if possible. If they can mirror what was done on Fletcher Avenue, they expect to see a lot more than just a 2 percent reduction on an annual basis.

Chair Roberts sought a motion to approve the CY2021 safety targets and forward it to the MPO board, Nicole Rice so moved, and Amy Espinosa seconded.
Christine Acosta interjected that while she does support it, she would like the words "speed reduction" to be incorporated and included in the motion so that speed reduction be identified as one of the means by which they can accomplish their goals.

Rich Clarendon asked if Ms. Acosta is amending the motion, and she confirmed and again asked that they modify the motion to include approval of this report with the caveat that the words "speed reduction" be incorporated into the report.

Chair Roberts sought a second to the amended motion to include the words "speed reduction," and Amy Espinosa seconded, with a roll call vote of 18-0, passing unanimously.

Chair Roberts then sought a motion to the original motion that Nicole Rice so moved and Amy Espinosa seconded to approve the CY2021 safety targets and forward it to the MPO Board. The motion passed unanimously.

C. Fowler Avenue Multimodal Study and Transportation Improvement Program Amendment

Ken Spitz, FDOT, began by going over the University Area Multimodal Feasibility Study, with three key corridor needs: Safety (realizing there's a safety issue on Fowler Avenue), Transit Flexibility, (planned HART's BRT and potential transit services), and Intersection Efficiency (Fowler Avenue is a regional arterial in the area).

Mr. Spitz proceeded to the Time Frames for Actions: Short-Term (intersection improvements, leading pedestrian interval, complete intersection crosswalks intervals/FY 2022-2024), Medium-Term and Long-Term (having three different Fowler Avenue conceptual designs for medium and long -- BAT Lane, Frontage Lane, and Median Transitway). The design speed limit is 35 mph.

QUESTIONS/COMMENTS:

Steven Hollenkamp asked Mr. Spitz how he would rank these in terms of cost and how he would rank the three/four in terms of the impact to safety. Mr. Spitz responded the BAT Lane is the cheapest of the three and the Median Guideway is definitely the most expensive. In the order that he presented them, number one would be the cheapest, two would be second, and three the most expensive. As to safety impacts, Mr. Spitz stated it's a tougher question to answer, especially regarding pedestrian and bicycle impacts, because, as shown in the designs, especially the bicycle paths, they are in different locations and would have different ways they would interact with traffic. Mr. Spitz was hesitant to answer on safety but emphasized it is something that
would be looked at in more detail upon further engineering in the next phase during the PD&E study.

David Bailey questioned how they came up with the 35 mph design speed. Mr. Spitz explained that that speed was chosen because they wanted to fit everything within the existing right-of-way and looked at it as if that was vacant land, a green field, and the impact these kinds of improvements or facilities would have within a certain amount of space and what design speed would need to be, so 35 mph was the best fit for that.

Hoyt Prindle noted a concern to him was the need to acquire additional right-of-way. Fowler is a pretty wide road as is. If they are going to improve pedestrian and bicyclist access, pedestrians trying to use the transit is concerning when talking about using the right-of-way of a road that in many other jurisdictions would be designed as a freeway, given the lanes and the width. Mr. Spitz stated it's within the existing right-of-way. They would not be adding a right-of-way. They would not be acquiring more right-of-way.

Hoyt Prindle asked if the priority of the DOT on this project is strictly a cost feature or if there is going to be a heavy component on getting traffic flow through the area or a transit and pedestrian improvement plan. Mr. Spitz stated their focus is on balance of all the users. They do know it carries a lot of traffic through this area, along with the new development that has been approved and future development. The long-term answer is when they get more into the automated vehicle stage, they would probably require fewer lanes and have much safer roadways.

Speaking on the Median Guideway, the concept is actually what HART was looking for. By placing it in the middle, the less interruption, the quicker the service and the more popular it will be. Mr. Prindle also asked if staff went out and walked this corridor before coming up with the design. Mr. Spitz answered that they did at different times of the day. This is what led to some of the short-term pedestrian and signal improvements that have already been scheduled. They do RSAs, which are safety audits, when they walk along and did spot several.

Nicole Rice stated that she's not sure what they are being asked to vote on. Rich Clarendon clarified they are not being asked to vote on necessarily the study but the TIP Program Amendments Ms. Raman is going to present.

Vishaka Raman, MPO Staff, went over the TIP Amendment for FY 2020/2021 – 2024/2025. Ms. Raman stated this is for the five intersections Mr. Spitz previously went over and showed slides on the five proposed designs which will be further evaluated in the PD&E study. The amendment was requested by FDOT to add non-motorized improvements along Fowler Avenue. The project
will be constructed using the innovative "design-build" contract. They've identified the key corridor needs including safety and operational improvements and efficiency and transit flexibility. There was a presentation on the TIP Comparative Report.

The recommendation action is to approve the TIP Amendment and recommend approval to the MPO board.

QUESTIONS/COMMENTS:

David Bailey asked about the noses extended across the crosswalk at Fowler and 22nd Street. Ms. Raman explained each one is designed specifically based on the pedestrian/bicycle activities which came out of the Safety Action Plan. Mr. Spitz further commented on the slide at Bruce B. Downs, stating another item the designers taken into account is the truck traffic and larger vehicles. The reason at Bruce B. Downs they didn't have the noses extended is because of the truck turning radii, again something that can be looked at further in the PD&E study.

Ed Mierzejewski suggested pedestrian safety signals at the corners of intersections, channelized right turns, which Mr. Spitz said he'd check into. Christine Acosta requested lead pedestrian intervals be included in the designs, and Mr. Spitz stated they are a part of the improvements. Ms. Acosta asked about a raised crosswalk. Mr. Spitz stated he'd check into that also.

Ricardo Fernandez stated he cannot vote to support this to the MPO board and stated his valid reasons and noted Nicole Rice's question on the number of roadways, emphasizing they need an effective transit modality available to get the cars off the roadways.

To other comments and questions, Mr. Spitz responded the inclusion of refuge islands is based on the number of streets and are called refuge islands because they allow the pedestrian light to go for a certain amount of time so people may cross. People do come late, and the refuge island gives them somewhere to wait. It was also suggested to look into "No Turn on Red," which could be activated and deactivated. Mr. Spitz stated he'd check into it with the traffic signal designers. Alex Henry mentioned master arms would double the cost of the totality of the project but something they're looking into in the longer term and something the department prefers.

Christine Acosta stated she doesn't see any reason a motorist would stop on the right-turn sweeps and asked Mr. Henry if they can do elevated crosswalks or anything to slow down where the pedestrian may be standing in that corner, and Mr. Henry would defer to the roadway people to answer that. Christine Acosta stated she won't be voting in favor of advancing this because it's falling short.
Chair Roberts sought a motion to approve the TIP amendment as presented. Hearing no response, Hoyt Prindle made a motion to table the action on the recommendation for the TIP Improvement moving forward to the MPO board pending the answers to their questions. Christine Acosta seconded the motion.

DISCUSSION/COMMENTS:

Rich Clarendon stated a motion to table it may be made, and he'll reflect that to the MPO board. They may or may not choose to act on it. So just be aware of that. Ms. Acosta asked if there's anything else they need to do to ensure that the MPO board understands why they're tabling it, which is we're saying the safety improvements for pedestrians are insufficient in their current state and will they understand that. The questions they're asking is what else can be done to improve the safety of the intersections, and then the more specific ones they asked individually.

Rick Richmond inquired if there's the possibility of the fiscal calendar being involved if they table this or that the MPO wants to move this funding forward. Mr. Clarendon responded not necessarily looking at it from a funding perspective, but the CAC advises the MPO board and other committees, notably the TAC, advise the MPO board. The TAC did vote to recommend it to the MPO board, so they may take that into account.

David Bailey asked if it's appropriate to make another motion at this time or after the vote. Chair Roberts stated there is a motion on the floor. It would be an amendment. Mr. Bailey did not want to make an amendment but to make a motion to pass it. Mr. Clarendon stated that would be a substantive motion and to hold off.

After noted discussion, there was a roll call vote and the motion carried 12 yeas and 6 nays (Ricardo Fernandez, Vivenne Handy, Artie Fryer, Terrance Trott, Nicole Rice, Rick Richmond).

V. STATUS REPORTS

A. Attendance Review

Rich Clarendon, MPO Staff, according to the Bylaws compiled attendance records for the last year and stated the good news is that none of the folks who are present are in danger of being bounced off the committee for lack of attendance. There is a member, Camillo Soto, who has missed three consecutive meetings and his membership could be rescinded by the MPO for that reason. Mr. Clarendon's intention is to reach out to Camilo
Soto to find out his intention, whether or not he wants to continue on the committee. If not, it would create a vacancy. Mr. Clarendon put up a table that also shows terms expiring according to their records, and there are a number of members whose terms are up. As they go through 2021 and if someone wants to be replaced, either let Mr. Clarendon know or the person who appointed them know they’d like to be reappointed.

Mr. Clarendon also noted Sky White resigned back in October/November, and Commissioner Overman wants to reappoint David Bailey to the CAC. The school board has appointed Jessica Vaughn to be their representative on the MPO board.

David Bailey asked about having a member position for first responder or law enforcement. Rich Clarendon stated it warrants a little more discussion, and it would require a change in the Bylaws, noting there are slots for law enforcement on some of the other committees.

VI. OLD BUSINESS & NEW BUSINESS

A. Plant City Transit Plan Follow-Up

Vishaka Raman, MPO Staff, relayed that back in the fall timeframe, the CAC requested MPO staff take a deeper look into three of the goals. The goals identified as part of the study were to one, implement useful transit to people who needed it the most; two, incentivize downtown development; and, three, to connect Plant City to Tampa and possibly Lakeland in the future. They looked into the Comprehensive Plan and identified the sections on how it would incentivize downtown development.

Based on the comp plan, the Midtown Redevelopment Project was identified. The second plan they identified was the Plant City Community Redevelopment Plan which was adopted back in 1984 that will also help to incentivize downtown development. The third plan identified was the Mixed Use Gateway along James L. Redman Parkway south of Charlie Griffin Road, and the fourth is the South Florida Baptist Hospital Overlay District which encourages all commercial properties and other uses that support the hospital along Alexander, Baker, and Reynolds Streets.

Steven Hollenkamp pointed out that South Florida Baptist Hospital is moving five to ten miles northeast, and noted the projection of Plant City’s population at 73,000 by 2021 probably should be 2025. Ms. Raman stated they did understand the hospital was moving but wasn’t sure if it’s the entire hospital or an increase of some facilities, but this came up towards the end of the study. Ms. Raman will also check on the population projection.

Christine Acosta asked if in the redevelopment plan, which is old, Ms. Raman got any sense of the increased development where it pertains to residential. Steven Hollenkamp replied the goal
for Plant City in the next 30 years is a lot more residents downtown and spoke of the approved developments and plans. When thinking long-term transit, they should include downtown as a residential hub even if it’s not a whole lot. Ms. Raman added this is also identified as one of the goals in Plant City, to promote a mixed use in the downtown core.

B. Nomination to Fill Vacancy For a person Under 30

Rich Clarendon, MPO Staff, stated the Bylaws state the CAC has the prerogative to nominate somebody to fill the slot by a person under the age of 30. Some of the CAC members participated in ranking those applicants.

Beatriz F. Zafra was the top-ranked applicant. Her application is in the backup material. She is a legislative assistant to Janet Cruz, a state Senator. She lives in Tampa and has a keen interest in urban planning. She would like to pursue a graduate degree in that field and has a very keen interest in the transportation plan. It would take a motion on the part of the committee to have her nominated to the MPO board.

Chair Roberts sought a motion to approve the recommendation of the top-ranked candidate, Beatriz Zafra, to fill the under 30 representative to the MPO board, Ed Mierzejewski so moved, and Rick Richmond seconded.

DISCUSSION/COMMENTS:

Ricardo Fernandez opposes the motion not because of anything against the applicant but for reasons stated earlier. Mr. Fernandez noted since this is one of the at-large positions, the CAC should be reviewing not just the person that somehow managed to come to the top of the list as a result of some individuals making comments offline, in which he doesn't know what anybody else recommended nor does he know who the other top three candidates were in the recommendation list, but they should appear before the committee and make presentations as has been done in the past. This is an important position, representing an important demographic in our community, and Mr. Fernandez doesn't think they've had a sufficient opportunity to vet everyone that is on offer. At the very least, he thinks the top three should be invited to come and talk to the CAC at the next meeting so they can vote. Mr. Fernandez noted that as a procedural matter, this was not noted on the agenda as an action item for January 6th and it would be inappropriate to move it forward as an action item now.

Hoyt Prindle mentioned the CAC did discuss bringing the applicants in to speak to the committee, inquiring if there’s a time concern that prevents them from doing that, and agrees with
Mr. Fernandez’s position. Rich Clarendon suggested they invite the top three candidates to appear at the CAC.

Terrance Trott commented there was an email communication sent out, and it seemed clear that was the interview process. Whoever responded, responded. Whoever didn’t, didn’t. That’s what the CAC should live by. Chair Roberts suggested to bring all three candidates in.

Ricardo Fernandez made a point of the order, asking if they still have a quorum, and Chair Roberts confirmed they do.

After the noted discussion, the motion carried with a roll call vote of 15 yeas and 1 nay (Rick Fernandez).

C. Federal Certification Review Public Comment Period

Rich Clarendon noted that every four years, the CAC has a review of the MPO by FHWA and the Federal Transit Administration folks. In the past, it’s been a two-day “look and see.” This year it’s going to be a little different. It is going to be half day virtually on the 21st of January in the morning. There will be an opportunity to receive public comments during that meeting, as well as written comments may be submitted before and after. There will be a social media blast, and it be publicized in other forms. Chair Roberts encouraged the CAC to participate.

VII. ADJOURNMENT

There being no further business, the meeting adjourned at 12:28 p.m.
Board & Committee Agenda Item

Agenda Item
Florida Department of Transportation (FDOT) Tentative Work Program: Letter of Comment

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. Check website for Virtual Open House details.

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

Prepared By
Sarah McKinley, MPO Staff

Attachments
Presentation Slides
DRAFT Tentative Work Program Highlights
Project Website: https://www.d7wpph.com/
FDOT’s work program is a five-year plan that includes:

- public transit, seaport, airport and rail projects
- transportation planning, intelligent transportation, highway design, right of way acquisition and construction activities
FDOT’s work program is a five-year plan that includes:

- public transit, seaport, airport and rail projects
- transportation planning, intelligent transportation, highway design, right of way acquisition and construction activities

Every year on June 30, the current year of the work program ends. On July 1, Year 2 moves up to become the new current year.
• Every year on **June 30**, the current year of the work program ends.
• On **July 1**, Year 2 moves up to become the new current year.
• At this time, a new **fifth year** is added to the program and funding is allocated to the next phase of projects programmed in the four prior years.
• New projects are added into the new fifth year based on **Florida Transportation Plan Goals, statewide programs, and local priorities**.
This is where we are currently in the process.

- This presentation will outline changes to the first five years of the work program and new projects in the new fifth year.
- The proposed work program is submitted to the Florida Legislature later this year for review and then to the Governor for review and signature.

After the Governor signs the work program, the first year is included in the state budget and the work program is considered Adopted.
Program Development Process

First, we Preserve Existing Program (Deliver Unfunded Phases)
Then we cover cost increases
Finally, we add New Projects

Projects:
- Safety & Security
- System Preservation
- Multimodal Enhancements
- Operational Improvements
- Capacity Improvements

Based on…
- MPO Priorities
- Regional Priorities
- SIS/FDOT Priorities
Program Development Process

- New projects not previously included in Work Program
- New phases of existing projects:
  - Project Development & Environment (PD&E)
  - Preliminary Engineering/Design (PE)
  - Right of Way (ROW)
  - Construction (CST)
  - Design – Build (DSB)
  - Grants (CAP)
- Select projects of interest

Hillsborough County MPO

**I-275 Westshore Interchange**
- CST deferred from FY 24 to FY 26 (SIS)

**I-275 Section 5 (Westshore Interchange to Downtown)**
- CST deferred from FY 24 out of the 5-year work program
MPO Transportation Planning
- Added in FY 26

SR 574 (MLK Blvd) from US 301 to Turkey Creek Rd
- Added study to FY 23

SR 574 (MLK Blvd) from Dale Mabry to 40th St
- Added study in FY 26

HART Bus Replacements
- Added CAP in FY 26

HART Bus Stop Capital Repairs
- Added CST in FY 26

TBARTA Vanpool
- Added CAP in FY 26
Hillsborough MPO Priority

**Fowler Avenue PD&E Study**
- Added PD&E to FY 22

**Fowler Ave from Florida Ave to 50th St**
- Advanced PE from FY 25 to FY 24
- Added CST in FY 26
- Funding partnership between FDOT, Hillsborough County, City of Tampa and MPO

Hillsborough MPO Priority

**Busch Blvd from Dale Mabry Blvd to Nebraska Ave**
- Added $1.1 million for ROW acquisition in FY 25

**Twiggs Street from Nebraska Ave to Ashley Dr**
- Added PE in FY 24 and CST in FY 26 (CIGP)
- **US 41B/N Tampa St and Florida Ave from Tyler St to Columbus Dr**
  - Deferred CST from FY 24 to FY 25 (Split out half of the project)

- **US 41B/N Tampa St and Florida Ave from Columbus Dr to MLK Blvd**
  - Added CST in FY 26 (New project – split from previous project)

- **Tampa St/Highland Ave & Florida Ave from MLK Blvd to S of Waters Ave**
  - Deferred PE and CST outside of TWP

- **N Highland Ave from West Violet St to Hillsborough Ave**
  - Deferred CST outside of TWP
Green Spine Cycle Track 3B – 7th St to 13th Ave
• Advanced CST from FY 24 to FY 22 (TA)

Green Spine Cycle Track 2A – Howard Ave to Willow Ave
• Deferred CST from FY 22 to FY 25
• Local agency request (schedule)

Tampa Bypass Canal Trail from 34th St to Bruce B Downs Blvd
• Deferred PE from FY 22 to FY 25

Park Rd Intersection at Coronet Rd and E Alsobrook St
• Deferred PE from FY 22 to FY 25

E Alexander St at Jim Johnson Rd
• Deferred PE from FY 22 to FY 25

Palm River Rd at US 41/50th St
• Added PE in FY 22, ROW in FY 23, and CST in FY 25 (CIGP)
Tampa Downtown Streetcar Extension & Modernization  
  • Added capital phase in FY 22  

HART Service Development Route 11 (Westshore)  
  • Added operating phase in FY 22  

I-4 Truck Parking Facility  
  • Added ROW in FY 22 (Freight)  

Reo St from Gray St to Cypress St  
  • Added ROW in FY 22 and CST in FY 23 (CIGP)  

I-4 FRAME from Westshore Blvd to Polk County  
  • Added CST in FY 22  

SR 60 from Channelside Dr to Dover Rd  
  • Added CST in FY 22  
  • Part of the I-4 FRAME CAV Network
I-4 from Mango Rd to WB Weigh Station On-Ramp
  • Advanced CST from FY 23 to FY 22

I-4 WB Auxiliary Lane from 50th St to MLK Jr Blvd
  • Advanced PE to FY 22

I-4 EB Exit Ramp to I-75 from Tampa Bypass Canal to I-75
  • Added PE in FY 23 and CST in FY 26

Lighting Projects (Safety)
  • Fowler Ave from Nebraska Ave to Morris Bridge Rd
    ▪ Anticipated Design-Build in FY 22
  • Nebraska Ave from Fowler Ave to Florida Ave
    ▪ Anticipated Design-Build in FY 22
  • US 41 from 14th Ave to 19th Ave
    ▪ Anticipated Design-Build in FY 22
  • I-75 and I-4 various Hillsborough County locations
    ▪ Deferred CST from FY 24 to FY 25
Resurfacing Projects
• SR 60 from US 41/50th St to US 301
  ▪ Added PE in FY 22 and CST in FY 24, goes with intersection improvement
• US 301 from of Cherry Tree Ln to Hillsborough River Bridge
  ▪ Added PE in FY 22 and CST in FY 24, goes with intersection improvement
• US 301 from Bloomingdale Ave to MLK Blvd
  ▪ Added PE in FY 23 and CST in FY 24, goes with intersection improvement
• US 41B from US 41B/Florida Ave to SR 60/Jackson St
  ▪ Added PE in FY 22 and CST in FY 24, goes with complete streets project

Bridge Repair and Rehabilitation
• Gandy Bridge Repairs
  ▪ Added PE in FY 25 and CST in FY 26
• Hillsborough County Various Locations Approach Slab Repairs
  ▪ Added PE in FY 25 and CST in FY 26
Total Funding over Five Years $1.1B

- MPO Planning $9.01M
- Traffic Operations/Safety $38.55M
- Intelligent Transportation $33.65M
- Capacity $179.19M
- Resurfacing $219.83M
- Complete Streets $40.18M
- Bike-Ped $12.82M
- Transit $111.76M (Operations $66.93M, Capital $44.83M)
- Aviation $424.67M
- Seaport $10.2M
- Rail $5.49M

January 11 - 15: Online Public Hearing (www.D7wpph.com)

January 14: District 7’s Work Program Open House 9am – 6pm

January 29: Public Comments Due

February 12: MPO Objections Due

February 2021: Review by Legislature & FTC

July 1, 2021: Adoption of Work Program
Thank You

www.D7WPPH.com

Public Comments due January 29, 2021

Remember to
Walk Wise, Bike Smart and Drive Safely
<table>
<thead>
<tr>
<th>P</th>
<th>FPN</th>
<th>Phase</th>
<th>Description</th>
<th>Work Mix</th>
<th>Project Comments</th>
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<tr>
<td>P</td>
<td>433535-7</td>
<td>DSB</td>
<td>I-275/SR93 FM S OF SR60 TO S OF LOIS,SIR60 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>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>
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<td>439476-3</td>
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<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>E/W GREEN SPINE CYCLE TRACK - PH 2A FROM HOWARD AVE TO WILLOW AVE</td>
<td>BIKE PATH/TRAIL</td>
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<td>HILLSBOROUGH COUNTY FY 2024/2025-2025/2026 UPWP</td>
<td>TRANSPORTATION PLANNING</td>
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<td>414963-2</td>
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<td>HART - FHWA SURFACE TRANSPORTATION PROGRAM</td>
<td>PURCHASE VEHICLES/EQUIPMENT</td>
<td>Added $2M to 2026; SU</td>
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<td>HART BUS STOP CAPITAL REPAIRS</td>
<td>PUBLIC TRANSPORTATION SHELTER</td>
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<td>COMMUTER TRANS. ASSISTANCE</td>
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<td>448507-1</td>
<td>Study</td>
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<td>PD&amp;E/EMO STUDY</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>
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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>
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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>448508-1</td>
<td>PE/CST</td>
<td>TWIGGS 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>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>S-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>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>Defer PE and CST to outside the TWP; locals not ready for project at this time</td>
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<td>CST</td>
<td>N HIGHLAND AVE FROM WEST VIOLET STREET TO SR 574/HILLSBOROUGH AVENUE</td>
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<td>PE/ROW/C ST</td>
<td>PALM RIVER RD AT US 41/50TH ST</td>
<td>INTERSECTION IMPROVEMENT</td>
<td>Added PE in 2022 (LFP), ROW in 2023 (LFP), CST in 2025 (CIG/LFP)</td>
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<td>440734-1</td>
<td>PE</td>
<td>PARK RD INTERSECTION AT CORONET RD AND E ALSOBROOK ST</td>
<td>ADD LEFT TURN LANE(S)</td>
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<td>440736-1</td>
<td>PE</td>
<td>E ALEXANDER ST AT JIM JOHNSON RD</td>
<td>ADD LEFT TURN LANE(S)</td>
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<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>
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<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>
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<td>ROW STREET FROM GRAY STREET TO CYPRESS STREET</td>
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<td>437645-2</td>
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<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>PE/CST</td>
<td>SR 60 FROM E OF US 41/SR 599/N 50TH ST TO E OF US 301/SR 43</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>
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<td>US 301/SR 43 FROM N OF BLOOMINGDALE AVE TO MLK BLVD</td>
<td>RESURFACING</td>
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<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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</tr>
<tr>
<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>
<td></td>
</tr>
<tr>
<td>443665-2</td>
<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>
<td></td>
</tr>
<tr>
<td>442426-1</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>
<td></td>
</tr>
<tr>
<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>
<td></td>
</tr>
<tr>
<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>
<td></td>
</tr>
<tr>
<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>
<td></td>
</tr>
<tr>
<td>444326-2</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>
<td></td>
</tr>
<tr>
<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>
<td></td>
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<tr>
<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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<tr>
<td>445551-1</td>
<td>PE/CST</td>
<td>SR 582/FOWLER AVE FROM N NEBRASKA AVE TO MORRIS BRIDGE RD</td>
<td>LIGHTING</td>
<td>Dropped PE from 2022; advanced CST from 2024 to 2022</td>
<td></td>
</tr>
<tr>
<td>445555-1</td>
<td>PE/CST</td>
<td>SR 45/NEBRASKA AVE FROM FOWLER AVE TO FLORIDA AVE</td>
<td>LIGHTING</td>
<td>Dropped PE from 2022; advanced CST from 2024 to 2022</td>
<td></td>
</tr>
<tr>
<td>445559-1</td>
<td>PE/CST</td>
<td>US 41 FROM 14TH AVE SW TO 19TH AVE NE</td>
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<td>Dropped PE from 2024; added CST to 2024</td>
<td></td>
</tr>
<tr>
<td>437789-1</td>
<td>CST</td>
<td>I-75 (SR93A) AND I-4/SR 600 HILLSBOROUGH COUNTY VARIOUS LOCATIONS</td>
<td>LIGHTING</td>
<td>Deferred CST from 2024 to 2025</td>
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</tr>
<tr>
<td>447012-1</td>
<td>CST</td>
<td>I-4 FRAME/SR 60 FROM CHANNELSIDE DR TO DOVER RD</td>
<td>ITS COMMUNICATION SYSTEM</td>
<td>Added CST to 2022</td>
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</tr>
<tr>
<td>445362-2</td>
<td>CST</td>
<td>I-4 FRAME/SR 400 FROM DOWNTOWN TAMPA TO POLK COUNTY LINE (CAV)</td>
<td>ITS COMMUNICATION SYSTEM</td>
<td>Added CST to 2022</td>
<td></td>
</tr>
<tr>
<td>447423-1</td>
<td>CST</td>
<td>I-75/SR93A FR S END OF OFF RAMP NB REST AREA TO N END OF ON RAMP SB</td>
<td>LANDSCAPING</td>
<td>Added CST to 2022</td>
<td></td>
</tr>
<tr>
<td>434781-5</td>
<td>CST</td>
<td>SR 685/SR 60/SR 45 FROM W OF MACDILL AVE TO HILLSBOROUGH RIVER</td>
<td>DRAINAGE IMPROVEMENTS</td>
<td>Advanced CST from 2024 to 2023</td>
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<tr>
<td>437823-1</td>
<td>PE/CST</td>
<td>SR 685/N TAMPA ST @ RAILROAD CROSSING 626300-V AT E POLK STREET</td>
<td>RAILROAD CROSSING</td>
<td>Added PE in 2022 and CST in 2023</td>
<td></td>
</tr>
<tr>
<td>P</td>
<td>FPN</td>
<td>Phase</td>
<td>Description</td>
<td>Work Mix</td>
<td>Project Comments</td>
</tr>
<tr>
<td>-----</td>
<td>-------------</td>
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<td>-----------------------------------------------------------------------------</td>
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<tr>
<td>437825-1</td>
<td>PE/CST</td>
<td></td>
<td>SR 685/N FLORIDA AVE @ RAILROAD CROSSING 626298-W @ E POLK ST</td>
<td>RAILROAD CROSSING</td>
<td>Added PE in 2022 and CST in 2023</td>
</tr>
<tr>
<td>447749-1</td>
<td>PE/CST</td>
<td></td>
<td>US 92/SR 600 OVER TAMPA BAY LONG BRIDGE REPAIR BRIDGE 100300, 100585</td>
<td>BRIDGE-REPAIR/REHABILITATION</td>
<td>Added PE to 2025, CST to 2026</td>
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<tr>
<td>447750-1</td>
<td>PE/CST</td>
<td></td>
<td>HILLSBOROUGH COUNTY VARIOUS LOCATIONS APPROACH SLAB REPAIRS</td>
<td>BRIDGE-REPAIR/REHABILITATION</td>
<td>Added PE to 2025, CST to 2026</td>
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<tr>
<td>437607-1</td>
<td>PE/CST</td>
<td></td>
<td>I-75/SR93A OVER RIVERVIEW DRIVE BR# 100356 AND 100357</td>
<td>BRIDGE-REPAIR/REHABILITATION</td>
<td>Dropped project from TWP. Deterioration slower than anticipated. Moved in higher priorities.</td>
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<tr>
<td>448483-1</td>
<td>CST</td>
<td></td>
<td>HILLSBOROUGH COUNTYWIDE CONNECTED VEHICLE TECHNOLOGY IMPLEMENTATION</td>
<td>TRAFFIC CONTROL DEVICES/SYSTEM</td>
<td>Added CST to 2023</td>
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<tr>
<td>448698-1</td>
<td>ROW</td>
<td></td>
<td>I-4 TRUCK PARKING FACILITY</td>
<td>PARKING FACILITY</td>
<td>Added ROW to 2022; Freight</td>
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<tr>
<td>443963-2</td>
<td>Transit</td>
<td></td>
<td>HART - SERVICE DEVELOPMENT ROUTE 11 - WESTSHORE AREA</td>
<td>OPERATING FOR FIXED ROUTE</td>
<td>Added Operating phase in 2022 (DPTO/LF)</td>
</tr>
<tr>
<td>436005-1</td>
<td>Seaport</td>
<td></td>
<td>PORT OF TAMPA BAY GANTRY CRANE PURCHASE</td>
<td>SEAPORT CAPACITY PROJECT</td>
<td>Added PORT/LF to 2022</td>
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<tr>
<td>440563-1</td>
<td>Aviation</td>
<td></td>
<td>TAMPA EXECUTIVE AIRPORT - RUNWAY PROTECTION ZONE TREE TRIMMING</td>
<td>AVIATION SAFETY PROJECT</td>
<td>Dropped from 2022 to move funds to 4368341.</td>
</tr>
<tr>
<td>433001-1</td>
<td>Aviation</td>
<td></td>
<td>TAMPA EXECUTIVE AIRPORT - TAXIWAY C REHABILITATION</td>
<td>AVIATION PRESERVATION PROJECT</td>
<td>Deferred from 2022 to 2024 to move funds to 4368341.</td>
</tr>
<tr>
<td>444218-1</td>
<td>Aviation</td>
<td></td>
<td>TAMPA INTERNATIONAL AIRPORT - EXPANSION OF MAIN TERMINAL</td>
<td>AVIATION CAPACITY PROJECT</td>
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<td>444467-1</td>
<td>Aviation</td>
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<td>TAMPA EXECUTIVE AIRPORT - RUNWAY 18/36 &amp; TAXIWAY A &amp; C REHABILITATION</td>
<td>AVIATION PRESERVATION PROJECT</td>
<td>Deferred from 2022 to 2024 to move funds to 4368341.</td>
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</tbody>
</table>
Agenda Item
Fiscal Year 2021 Unified Planning Work Program and Transportation Improvement Program Amendment

Presenter
Allison Yeh, MPO Staff

Summary
The MPO periodically processes amendments to the Unified Planning Work Program (UPWP) to account for funding and budget changes. The currently adopted UPWP is being amended to reflect the final fiscal year 2021 FTA 5305 grant allocation. The originally anticipated budget of $659,219 is being reduced to $527,375 to accommodate state budget cuts due to the COVID-19 Pandemic. As a part of this process, the Transportation Improvement Program (TIP) will also be updated to reflect these changes.

In addition, shifts in Federal Highway Administration (FHWA) PL budget will be made between Tasks 1, 2, 3, and 6 to accommodate the anticipated personnel budget shortfalls and adjusted staff activity in each task. The overall Fiscal Year 2021 PL funding budget remains the same.

As background, the MPO's transportation planning functions are supported primarily by federal and state grants. These functions must be identified in advance for two fiscal years. The UPWP also documents the use of federal funds for metropolitan transportation planning conducted by other agencies, including FDOT and HART.

The currently adopted FY21& FY22 UPWP is available on the MPO website. http://www.planhillsborough.org/unified-planning-work-program/

Proposed and pending TIP amendments are available at http://www.planhillsborough.org/transportation-improvement-program-tip/

Recommended Action
Approval of the UPWP Amendment & TIP Amendments

Prepared By
Allison Yeh, AICP, LEED GA, MPO Staff

Attachments
UPWP Task Page and Budget Tables
TIP Comparative Report
Fiscal Years 2021 & 2022
Hillsborough MPO Two-Year Unified Planning Work Program

Adopted: May 13, 2020
Updated: June 17, 2020
Modification: December 18, 2020
Amendment: February 10, 2021
Effective: July 1, 2020 – June 30, 2022
Congestion Management, Crash Mitigation Planning, and ITS

PURPOSE:
Planning and funding for an integrated and inter-operable Intelligent Transportation System (ITS) within Hillsborough County. Maintain the Congestion Management/Crash Mitigation Process (CMCMP), coordinated with the rest of the region and the state. Includes analyzing crash events and patterns, effect on transportation system effectiveness, travel patterns, and system performance. Develop, prioritize, and recommend strategies to improve mobility within corridors and sub-areas.

PREVIOUS WORK:

Completed
- ✓ Vision Zero Implementation Plan - Phase 2 (Spring 2019)
- ✓ Data Business Plan Implementation and sharing of data (Fall 2018)
- ✓ CMCMP System Performance Report – 2045 LRTP
- ✓ Speed Management Study (2020)

Ongoing
- Update/maintain Multimodal Database
- Participation in Community Traffic Safety Team for Hillsborough County
- Update/maintain Data Business Plan and Shared Data & Analytics Platform
- Vision Zero Quarterly Reports

REQUIRED ACTIVITIES*:
- Update the CMCMP Process and System Performance Report, integrating the goals and performance metrics of the LRTP, and consistent with evolving federal and state guidance for evaluating performance and setting targets.
- Maintain the ITS Committee as a forum to discuss operations and maintenance issues and review performance measures.
- Conduct feasibility studies of crash reduction, lane operation, and other strategies identified in CMCMP Performance Report and ITS Master Plan.
- Coordinate the operations, architecture, and communications to ensure that jurisdictions’ ITS operate as an integrated system. Update the Hillsborough County portion of the Tampa Bay Regional ITS Architecture as needed, and ensure consistency with the National ITS Architecture, as facilitated by the ITS Committee.
- Develop a Hillsborough County Smart Cities Action Plan. Identify TSM&O and ITS priorities for the TIP by identifying, evaluating, and costing out candidate projects.
- Maintain and update, as needed, the Shared Data & Analytics Platform. Explore value and feasibility of expanding the Platform with new mobility-oriented datasets.
• Evaluate the effectiveness of implemented CMCMC strategies using before and after studies and Crash Modification Factors.
• Analyze arterial travel times using real time data available from FDOT and/or data sources.
• Include CMCMC priorities in the TIP by identifying, prioritizing, and costing out candidate projects.
• Assist local governments in implementing recommendations of completed CMCMC studies and plans.
• Work with local governments to develop tools and policy modifications such as reduction of sidewalk waivers, particularly in urban and suburban areas, access management, and context sensitive roadway design.
• Seek public input in updating the CMCMC.
• Produce and distribute reports outlining CMCMC recommendations, safety educational materials.
• Participate in Hillsborough Community Traffic Safety Team.
• Participate in the Hillsborough County Smart Cities Alliance.
• Vision Zero Action Plan coalition-building, strategies focused on high crash corridors and other implementation activities.
• Provide learning opportunities for high school, undergraduate, and graduate students through planning internships.
• Seek grants to support Vision Zero as a free-standing initiative.
• Coordinate with the State Motorcycle Safety Coalitions.
• Organize and participate in programs, action plans or policies that improve bicycle and pedestrian safety, and educate motorists, bicyclists and pedestrians, such as promotional events, bicycle safety rodeos and other public education campaign strategies. Special efforts will be made to include children, minority communities, persons with disabilities and speakers of other languages. Develop and distribute safety education material to the public and through events coordinated through the Safe Kids Coalition, Community Traffic Safety Teams and other partners, and support the Lights on Bikes Campaign.
• Travel to, and participate in, necessary workshops/meetings.

Consultants may assist with these tasks. FHWA, FTA, and other funds may be used to support these tasks (lobbying is an ineligible expense for federal funds). All projects are consistent with federal and state regulations and detailed in invoices submitted to FDOT for reimbursement.

END PRODUCTS:
• CMCMC Feasibility Studies of high crash and/or congested corridors or sub-areas (July 2020 - June 2022)
• Vision Zero Action Plan safety retrofit feasibility studies for high crash corridors (November 2020):
  a. 15th Street (Fowler Ave. to Fletcher Ave.),
  b. 78th Street (Causeway Blvd. to Palm River Rd.),
  c. Bruce B Downs Boulevard (Fowler Ave. to Bearss Ave.),
  d. CR 579/Mango Road (MLK Blvd to US 92),
  e. Fletcher Avenue (Armenia Ave. to Nebraska Ave.),
  f. Lynn Turner Road (Gunn Hwy to Ehrlich Rd.),
  g. Sheldon Road (Hillsborough Ave. to Waters Ave.), and
  h. Gibsonton Drive (I-75 to Balm Riverview Rd.)
• Smart Cities Action Plan (July 2021)
• Data Platform for performance Monitoring and Project Evaluation (July 2020 - June 2022)
• Updates to Hillsborough County portion of Tampa Bay Regional ITS Architecture (July 2020 - June 2022)
• Electric Vehicle Facility Needs and Charging Station Assessment (June 2022)
• Prioritized projects for consideration in TIP (July 2020, July 2021)
• Projects for consideration in updates or changes in LRTP (July 2020, July 2021)
• Assist agencies in implementing management systems and CMCMP recommendations (July 2020 - June 2022)
• Public outreach for CMCMP and Vision Zero, including Vision Zero Quarterly Reports, safety education and brochures, pamphlets and other printed collateral products (July 2020 - June 2022)

RESPONSIBLE AGENCIES:
Lead Agency: Hillsborough MPO

Stakeholders: FDOT, HART, Hillsborough County, City of Tampa, and other agencies on the CMS Steering Committee.
Transportation Disadvantaged and Health & Equity Planning

**PURPOSE:**
Identify transportation disadvantaged populations and their travel needs and monitor the Hillsborough County Transportation Disadvantaged Program. Assess the level of unmet needs and evaluate the performance of the Community Transportation Coordinator (CTC). Support the economic opportunities that the TD program brings to the local and regional economy. Conduct short-range coordinated transportation disadvantaged planning pursuant to Chapter 427, Florida Statutes and Rule Chapter 41-2, FAC.

**PREVIOUS WORK:**

**Completed**
- Transportation Disadvantaged Service Plan (2019)
- Transportation Disadvantaged Day in Tallahassee (2019, 2020)
- Title VI Program Document Revisions (2018)
- MPO Health Atlas update (2019)
- Garden Steps Project implementation activities including Pop-Up Garden (2019)
- Annual Evaluation of the Community Transportation Coordinator (2019)
- Health in All Policies Resolution and screening candidate projects (2019)

**Ongoing**
- Annual Expenditures Report (annual)
- Annual Evaluation of the Community Transportation Coordinator (annual)
- Review and evaluate requests for coordination contracts with the CTC (as needed)
- Priorities for Elderly and Disabled Program and other transportation disadvantaged funds (as needed)
- Partnerships to improve community health (as needed)
- Title VI and Nondiscrimination Plan (triennial)

**REQUIRED ACTIVITIES:**
- Annually update required sections of the Transportation Disadvantaged Service Plan (TDSP) with the Community Transportation Coordinator and the Local Coordinating Board.
- Annually evaluate the performance of the CTC.
- Consider transportation disadvantaged needs in the LRTP, TIP, and local and regional Comprehensive Plans, including the benefits of the Transportation Disadvantaged Program to the local and regional economy (e.g. Health Impact Assessment Atlas, Transportation Equity Score Card Tool, Children’s Transportation, and Senior Intersections Design).
- Analyze the cumulative and indirect impacts of the LRTP to community health.
- Triennially update the Title VI & Nondiscrimination Plan
• Maintain a local grievance process to assist in resolving complaints against the CTC.
• Review applications for transportation disadvantaged funding and recommend such funding to the Transportation Disadvantaged Coordinating Board (TDCB), MPO, FDOT, and Florida Commission for the Transportation Disadvantaged.
• With FDOT, Pinellas and Pasco MPOs, solicit and prioritize applications for FTA Section 5310 Elderly & Persons with Disabilities Program, in support of the Tri-County Access Plan.
• Participate in, and when necessary, initiate meetings to discuss the needs and opportunities for improving the local Transportation Disadvantaged Program, including access to jobs.
• Conduct planning to enhance Transportation Disadvantaged services, consistent with the TDSP and as directed by the TDCB.
• Provide information on relevant services available in Hillsborough County, including updates and distribution of the informational material such as The Ride Guide and Hillsborough Community Health Atlas.
• Plan for accessible pedestrian systems integrated with other transportation systems.
• Support the creation of safe, convenient and attractive walking environments that will connect neighborhoods, parks, schools and businesses and provide access for persons of all abilities.
• Sponsor Transportation Disadvantaged events in the City of Tampa, Temple Terrace, Plant City, and Unincorporated Hillsborough County, including Legislative Day in Tallahassee.
• Provide staff support to the Local Coordinating Board, TDCB, and its subcommittees including public notices and advertising as required.
• Monitor state and federal legislation pertaining to the transportation disadvantaged population.
• Study jobs/housing balance to provide local employment opportunities that may reduce overall commuting distances between residential and workplace locations.
• Work with the Dept. of Health, Children’s Board, and other partners to study, develop informational materials and projects and assist with addressing transportation issues that impact public health.
• Explore opportunities for augmenting transportation disadvantaged services through Mobility as a Service (MaaS), Transportation Network Companies (TNCs), and other public and private service providers.
• Provide learning opportunities for high school, undergraduate, and graduate students through experience with planning projects.
• Travel to, and participate in, necessary workshops/meetings.
• Select the Community Transportation Coordinator

Consultants may assist with these tasks. FHWA, FTA, and other funds may be used in support of these tasks (lobbying is an ineligible expense for federal funds). All projects are consistent
with federal and state regulations and detailed in invoices submitted to FDOT for reimbursement

END PRODUCTS:

- Updated TDSP (July 2020, July 2021, August 2021)
- Annual Expenditures Report (July 2020, July 2021)
- Update Regional Ride Guide (July 2020 - June 2022)
- Annual Evaluation of CTC (January 2021, January 2022)
- Transportation Disadvantaged Day in Tallahassee (February 2021, February 2022)
- Priorities for state, federal and other transportation disadvantaged funds (July 2020 - June 2022)
- Update Community Health Atlas (July 2020 - June 2022)
- Garden Steps Project Follow-up activities (July 2020 - June 2022)
- Community Health Impacts Assessment of 2045 LRTP (June 2021)
- Update Title VI & Nondiscrimination Plan (August 2021)

RESPONSIBLE AGENCIES:

Lead Agency: Hillsborough MPO

Stakeholders: TDCB, Community Transportation Coordinator (BOCC), Hillsborough BOCC
Task 5: Public Participation

PURPOSE:
Support demographically representative, early and continuing public involvement in the development of plans and programs. Consult the public through an open process including regular public meetings of the MPO Board and advisory committees.

Enhanced citizen awareness, comprehension, and participation. Timely response to inquiries and requests for data from citizens, public agencies, consultants, elected and appointed officials, and boards. Public participation throughout a transparent planning process. Document outreach results and effect on decisions. Evaluate the MPO’s Public Participation Plan, including how protected populations are involved. Use this information to develop new methods to effectively engage the public.

PREVIOUS WORK:

Completed

✓ MPO Annual Report and Calendar (2019, 2020)
✓ Annually held 70+ meetings of advisory committees and MPO Board, including public hearings.
✓ Six regular meetings and one public hearing of the TDCB (FY2019, 2020)
✓ USF Student Fellowship Program (Annually)
✓ Public Participation Measures of Effectiveness Report and amendment to Public Participation Plan (2020)

Ongoing

• Comply with Title VI/Nondiscrimination Plan
• Comply with Limited English Proficiency Plan
• Responses to requests for information
• Update website, www.planhillsborough.org
• Monthly editions of Connections to Tomorrow electronic newsletter
• Support for MPO Board and Committee Members to maintain rosters and quorums

REQUIRED ACTIVITIES:

• Organize meetings, prepare agenda materials, resolutions, and complete information packets for advisory committees, TDCB, Planning Commission, and MPO Board.
• Consult with local and regional officials on developing transportation plans and programs and identify critical transportation issues to be put on agendas and research, as needed.
### TABLE 2: TASK 1 FY20-21 BUDGET TABLE

<table>
<thead>
<tr>
<th>Budget Category</th>
<th>Budget Category Description</th>
<th>FHWA (PL)</th>
<th>FHWA (SU)</th>
<th>FTA 5305</th>
<th>Other Local Funds</th>
<th>Trans. Disad.</th>
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<td>$285,337.20</td>
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<td>$81,503.45</td>
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<td>B. Consultant Services</td>
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<td>C. Travel</td>
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<td>$12,000.00</td>
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<td>D. Other Direct Expenses</td>
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<td>Legal Services</td>
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<td>computers and related equipment, and furniture</td>
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<td>E. Indirect Rate (Indirect Rate = .10)</td>
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NOTE: Red represents a decrease in budget, green an increase in budget as a result of a modification or amendment.
### TABLE 4: TASK 2 FY20-21 BUDGET TABLE

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<th>Task 2 System and Corridor Planning</th>
<th>Estimated Budget Detail for FY 2020/21</th>
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<tbody>
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<td>Budget Category Description</td>
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<tr>
<td><strong>A. Personnel Services</strong></td>
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<td><strong>Subtotal:</strong></td>
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<td><strong>B. Consultant Services</strong></td>
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<td><strong>Subtotal:</strong></td>
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</tr>
<tr>
<td><strong>C. Travel</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Subtotal:</strong></td>
<td></td>
</tr>
<tr>
<td><strong>D. Other Direct Expenses</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Subtotal:</strong></td>
<td></td>
</tr>
<tr>
<td><strong>E. Indirect Rate (Indirect Rate =0.10)</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Subtotal:</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td></td>
</tr>
</tbody>
</table>

**NOTE:** Red represents a decrease in budget, green an increase in budget as a result of a modification or amendment.
### Table 6: Task 3 FY20-21 Budget Table

<table>
<thead>
<tr>
<th>Budget Category</th>
<th>Budget Category Description</th>
<th>FHWA (PL)</th>
<th>FHWA (SU)</th>
<th>FTA 5305 (G1177) Fed</th>
<th>FTA 5305 (G1177) State</th>
<th>FTA 5305 (G1177) Local</th>
<th>FTA 5305</th>
<th>Other Local Funds</th>
<th>Trans. Disad.</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Personnel Services</td>
<td></td>
<td>$33,626.79</td>
<td>$21,269.45</td>
<td>$2,658.68</td>
<td>$2,658.68</td>
<td>$81,503.45</td>
<td>$10,187.93</td>
<td>-</td>
<td>$151,904.99</td>
<td></td>
</tr>
<tr>
<td>Subtotal:</td>
<td>$33,626.79</td>
<td>$21,269.45</td>
<td>$2,658.68</td>
<td>$2,658.68</td>
<td>$81,503.45</td>
<td>$10,187.93</td>
<td>-</td>
<td>$151,904.99</td>
<td></td>
<td></td>
</tr>
<tr>
<td>B. Consultant Services</td>
<td></td>
<td>$85,433.37</td>
<td>$254,369.03</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>$339,802.40</td>
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<td>Subtotal:</td>
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<td>$254,369.03</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>$339,802.40</td>
<td></td>
</tr>
<tr>
<td>C. Travel</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Subtotal:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>D. Other Direct Expenses</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Subtotal:</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E. Indirect Rate (Indirect Rate =.10)</td>
<td></td>
<td>$11,906.02</td>
<td>$25,436.90</td>
<td>$2,126.94</td>
<td>$265.87</td>
<td>$265.87</td>
<td>$81503.45</td>
<td>$1,018.79</td>
<td>-</td>
<td>$49,170.74</td>
</tr>
<tr>
<td>Subtotal:</td>
<td>$11,906.02</td>
<td>$25,436.90</td>
<td>$2,126.94</td>
<td>$265.87</td>
<td>$265.87</td>
<td>$81503.45</td>
<td>$1,018.79</td>
<td>-</td>
<td>$49,170.74</td>
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</tr>
<tr>
<td>Total:</td>
<td>$130,966.18</td>
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<td>$2,924.55</td>
<td>$89,653.78</td>
<td>$11,206.73</td>
<td>-</td>
<td>$540,878.12</td>
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</tr>
</tbody>
</table>

NOTE: Red represents a decrease in budget, green an increase in budget as a result of a modification or amendment.
### TABLE 8: TASK 4 FY20-21 BUDGET TABLE

**Task 4 Transportation Improvement Planning**

**Estimated Budget Detail for FY 2020/21**

<table>
<thead>
<tr>
<th>Budget Category</th>
<th>Budget Category Description</th>
<th>FHWA (PL)</th>
<th>FHWA (SU)</th>
<th>FTA 5305</th>
<th>Other Local Funds</th>
<th>Trans. Disad.</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A. Personnel Services</strong></td>
<td></td>
<td>$ 53,579.51</td>
<td>$ -</td>
<td>$ 28,765.92</td>
<td>$ 3,595.74</td>
<td>$ -</td>
<td>$ 85,941.18</td>
</tr>
<tr>
<td><strong>Subtotal:</strong></td>
<td></td>
<td>$ 53,579.51</td>
<td>$ -</td>
<td>$ 28,765.92</td>
<td>$ 3,595.74</td>
<td>$ -</td>
<td>$ 85,941.18</td>
</tr>
<tr>
<td><strong>B. Consultant Services</strong></td>
<td></td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td><strong>Subtotal:</strong></td>
<td></td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td><strong>C. Travel</strong></td>
<td></td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td><strong>Subtotal:</strong></td>
<td></td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td><strong>D. Other Direct Expenses</strong></td>
<td></td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td><strong>Subtotal:</strong></td>
<td></td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td><strong>E. Indirect Rate (Indirect Rate =.10)</strong></td>
<td></td>
<td>$ 5,357.95</td>
<td>$ -</td>
<td>$ 2,876.59</td>
<td>$ 359.57</td>
<td>$ -</td>
<td>$ 8,594.12</td>
</tr>
<tr>
<td><strong>Subtotal:</strong></td>
<td></td>
<td>$ 5,357.95</td>
<td>$ -</td>
<td>$ 2,876.59</td>
<td>$ 359.57</td>
<td>$ -</td>
<td>$ 8,594.12</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td></td>
<td>$ 58,937.47</td>
<td>$ -</td>
<td>$ 31,642.53</td>
<td>$ 3,955.31</td>
<td>$ -</td>
<td>$ 94,535.30</td>
</tr>
</tbody>
</table>

**NOTE:** Red represents a decrease in budget, green an increase in budget as a result of a modification or amendment.
### Table 10: Task 5 FY20-21 Budget Table

<table>
<thead>
<tr>
<th>Budget Category</th>
<th>Budget Category Description</th>
<th>FHWA (PL)</th>
<th>FHWA (SU)</th>
<th>FTA 5305</th>
<th>Other Local Funds</th>
<th>Trans. Disad.</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Personnel Services</td>
<td></td>
<td>$191,247.97</td>
<td>$ -</td>
<td>$119,858.01</td>
<td>$14,982.25</td>
<td>$ -</td>
<td>$326,088.24</td>
</tr>
<tr>
<td>Subtotal:</td>
<td></td>
<td>$191,247.97</td>
<td>$ -</td>
<td>$119,858.01</td>
<td>$14,982.25</td>
<td>$ -</td>
<td>$326,088.24</td>
</tr>
<tr>
<td>B. Consultant Services</td>
<td></td>
<td>$3,534.61</td>
<td>$5,652.63</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$9,187.24</td>
</tr>
<tr>
<td>Subtotal:</td>
<td></td>
<td>$3,534.61</td>
<td>$5,652.63</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$9,187.24</td>
</tr>
<tr>
<td>C. Travel</td>
<td></td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>Subtotal:</td>
<td></td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>D. Other Direct Expenses</td>
<td>MPO Admin Cost (minutes, legal advertising, printing, ADA Compliance Supplies, etc.)</td>
<td>$37,000.00</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$37,000.00</td>
</tr>
<tr>
<td>Meeting Broadcasting</td>
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<td>$1,000.00</td>
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<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$1,000.00</td>
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<tr>
<td>Subtotal:</td>
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<td>$ -</td>
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<td>$ -</td>
<td>$38,000.00</td>
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<tr>
<td>E. Indirect Rate (Indirect Rate =.10)</td>
<td></td>
<td>$23,278.26</td>
<td>$565.26</td>
<td>$11,985.80</td>
<td>$1,498.23</td>
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<td>$37,327.55</td>
</tr>
<tr>
<td>Subtotal:</td>
<td></td>
<td>$23,278.26</td>
<td>$565.26</td>
<td>$11,985.80</td>
<td>$1,498.23</td>
<td>$ -</td>
<td>$37,327.55</td>
</tr>
<tr>
<td>Total:</td>
<td></td>
<td>$256,060.84</td>
<td>$6,217.90</td>
<td>$131,843.81</td>
<td>$16,480.48</td>
<td>$ -</td>
<td>$410,603.03</td>
</tr>
</tbody>
</table>

NOTE: Red represents a decrease in budget, green an increase in budget as a result of a modification or amendment.
### TABLE 12: TASK 6 FY20-21 BUDGET TABLE

**Task 6. Local & Regional Coordination and Planning**

Estimated Budget Detail for FY 2020/21

<table>
<thead>
<tr>
<th>Budget Category Description</th>
<th>FHWA (PL)</th>
<th>FHWA (SU)</th>
<th>FTA 5305 (G177) Fed</th>
<th>FTA 5305 (G177) State</th>
<th>FTA 5305 (G177) Local</th>
<th>FTA 5305</th>
<th>Other Local Funds</th>
<th>CCC Planning Activities**</th>
<th>Trans. Disad.</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Personnel Services</td>
<td>62,026.46</td>
<td>-</td>
<td>23,381.46</td>
<td>2,922.68</td>
<td>2,922.68</td>
<td>47,943.20</td>
<td>5,992.90</td>
<td>-</td>
<td>-</td>
<td>145,189.40</td>
</tr>
<tr>
<td>Subtotal</td>
<td>62,026.46</td>
<td>-</td>
<td>23,381.46</td>
<td>2,922.68</td>
<td>2,922.68</td>
<td>47,943.20</td>
<td>5,992.90</td>
<td>-</td>
<td>-</td>
<td>145,189.40</td>
</tr>
<tr>
<td>B. Consultant Services</td>
<td>9,138.44</td>
<td>22,610.54</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>31,748.97</td>
</tr>
<tr>
<td>Annual Allocation to CCC (funds to Hillsborough MPO for regional planning activities) (Consultant Services)*</td>
<td>5,000.00</td>
<td>-</td>
<td>25,000.00</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>30,000.00</td>
</tr>
<tr>
<td>Subtotal</td>
<td>14,138.44</td>
<td>22,610.54</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>25,000.00</td>
<td>-</td>
<td>61,748.97</td>
</tr>
<tr>
<td>C. Travel</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Subtotal</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>D. Other Direct Expenses</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Subtotal</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>E. Indirect Rate (Indirect Rate = .10)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>18,193.84</td>
</tr>
<tr>
<td>Subtotal</td>
<td>7,616.49</td>
<td>2,261.05</td>
<td>2,338.15</td>
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<td>292.27</td>
<td>4,794.32</td>
<td>599.29</td>
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<td>-</td>
<td>18,193.84</td>
</tr>
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<td>Total</td>
<td>83,781.39</td>
<td>24,871.59</td>
<td>25,719.61</td>
<td>3,214.95</td>
<td>3,214.95</td>
<td>52,737.53</td>
<td>6,592.19</td>
<td>25,000.00</td>
<td>-</td>
<td>225,132.21</td>
</tr>
</tbody>
</table>

* Chairs Coordinating Committee

** Receipt of Annual Fee from CCC Members (Polk TPO, Sarasota/Manatee MPO, Forward Pinellas, Pasco MPO, Hernando-Citrus MPO)

**NOTE:** Red represents a decrease in budget, green an increase in budget as a result of a modification or amendment.
### TABLE 14: AGENCY PARTICIPATION BUDGET FY20-21

<table>
<thead>
<tr>
<th>Task Name</th>
<th>FHWA PL</th>
<th>PL &amp; SU</th>
<th>FHWA -SU</th>
<th>FTA 5305 (G1I77)</th>
<th>FTA 5305 (FY21)</th>
<th>TD</th>
<th>CCC Planning ***</th>
<th>HART</th>
<th>Local Funds</th>
<th>Local Funds</th>
<th>TOTAL - ALL SOURCES</th>
<th>GRAND</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Transportation Planning Management</td>
<td>$354,351</td>
<td>$64,031</td>
<td></td>
<td>$89,654</td>
<td>$22,413</td>
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<td></td>
<td></td>
<td></td>
<td>$466,418</td>
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</tr>
<tr>
<td>2 System and Corridor Planning</td>
<td>$487,001</td>
<td>$144,180</td>
<td></td>
<td>$310,894</td>
<td>$23,925</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$1,412,276</td>
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</tr>
<tr>
<td>3 Long Range Transportation Planning and Data</td>
<td>$130,966</td>
<td>$74,227</td>
<td></td>
<td>$279,806</td>
<td>$89,654</td>
<td></td>
<td></td>
<td></td>
<td>$11,207</td>
<td></td>
<td>$522,839</td>
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</tr>
<tr>
<td>4 Transportation Improvement Planning</td>
<td>$58,937</td>
<td>$19,634</td>
<td></td>
<td>$31,643</td>
<td>$7,911</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$98,491</td>
<td></td>
</tr>
<tr>
<td>5 Public Participation &amp; Stakeholder Engagement</td>
<td>$256,061</td>
<td>$47,394</td>
<td></td>
<td>$131,844</td>
<td>$32,961</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>$427,084</td>
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</tr>
<tr>
<td>6 Local &amp; Regional Coordination and Planning</td>
<td>$83,781</td>
<td>$19,634</td>
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<td>$25,720</td>
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<td>$228,509</td>
<td></td>
</tr>
<tr>
<td>HART Planning Program (See Appendix I)</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$600,000</td>
<td></td>
</tr>
<tr>
<td>County Charter Transportation Improvement Surtax (See Appendix J)</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>$3,155,618</td>
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</tr>
</tbody>
</table>

**Note:** Red represents a decrease in budget, green an increase in budget as a result of a modification or amendment.

**Note:** $332,703 of funds were from de-obligation of previous UPWP.
### TABLE 16: MPO FUNDING SOURCES FY20-21

Hillsborough County Metropolitan Planning Organization

<table>
<thead>
<tr>
<th>Task No.</th>
<th>TASK</th>
<th>FHWA PL</th>
<th>G1177 FTA Grant Staff Budget (Fed/State/Local)</th>
<th>FTA Grant Staff Budget (Fed/State/Local)</th>
<th>Transportation Disadvantaged Staff Budget</th>
<th>Other Local Funds</th>
<th>FHWA SU</th>
<th>CCC Planning ***</th>
<th>Consultant Contract Total (Not Included in Task Total &amp; Excluding Indirect Cost)</th>
<th>Task Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Transportation Planning Management</td>
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<td>$89,654</td>
<td>$11,207</td>
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<td></td>
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<td></td>
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<td>$455,211</td>
</tr>
<tr>
<td>2</td>
<td>System &amp; Corridor Planning</td>
<td>$487,001</td>
<td>$131,844</td>
<td>$48,255</td>
<td>$16,480</td>
<td>$310,894</td>
<td>$456,656</td>
<td>$994,475</td>
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</tr>
<tr>
<td>3</td>
<td>Long Range Transportation Planning and Data</td>
<td>$130,966</td>
<td>$29,245</td>
<td>$89,654</td>
<td>$11,207</td>
<td>$279,806</td>
<td>$339,802</td>
<td>$540,878</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Transportation Improvement Planning</td>
<td>$58,937</td>
<td>$31,643</td>
<td>$3,955</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>$94,535</td>
</tr>
<tr>
<td>5</td>
<td>Public Participation &amp; Stakeholder Engagement</td>
<td>$256,061</td>
<td>$131,844</td>
<td>$16,480</td>
<td>$6,218</td>
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<td>$410,603</td>
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**NOTE:** Red represents a decrease in budget, green an increase in budget as a result of a modification or amendment.

Note: $332,703 of funds were from de-obligation of previous UPWP.
### Hillsborough County, District 7

**FLP: TRANSIT**

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| Item 402255 1 Totals: | $8,327,096 | $659,219 | $424,757 | $437,498 | $466,620 | $480,616 | $0 | $10,795,806 |

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| Item 402255 1 Totals: | $8,327,096 | $527,375 | $424,757 | $437,498 | $466,620 | $480,616 | $0 | $10,663,962 |

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**Amendment Number:** 19

**LRTP:** Who are we, p. 1

**Type of Work:** PTO STUDIES

**Status:** Amended Amendment Date: 02/10/2021 Amendment Number: 19
Board & Committee Agenda Item

**Agenda Item**
School Siting Coordination in South Hillsborough

**Presenter**
Amber Dickerson, Hillsborough County School District staff

**Summary**
The Hillsborough School District budget for school construction and maintenance is approximately $1.8 billion over the next five years, which includes higher impact fees on new construction approved in early 2020 and a voter-approved 1/2 cent sales tax in 2018. The school district 5-year work plan included a new high school off Bishop Road in 2024, that is surrounded by new development, which was found inconsistent by Hillsborough County due to inadequate transportation.

To meet mandated school capacity needs the district needs to construct on average, two new schools a year to keep pace with growth in south Hillsborough. Over 30 are needed in the next 15 years in the fast-growing south Hillsborough County.

One challenge is substandard transportation. It appears there are no current sites that have adequate transportation infrastructure to support a school in south county. Per state law, the school district cannot spend school funding on offsite improvements that are not contiguous to the school property.

If school sites cannot be approved for sites, then future development will not be able to build. Without a solution, the district faces the potential for overcrowded schools and/or double sessions

During a September 2020 Board of County Commission (BOCC) meeting, after a prestation the south county school siting crisis, the BOCC approved setting up a School Siting Task Force that would include a school board member and school district staff, county staff, a county commissioner, the directors of the Planning Commission and Metropolitan Planning Organization and members of the development community.

Solutions seem to be either allow schools to be located on substandard roadways or find funding to develop the transportation infrastructure required to support schools.

**Recommended Action**
None-Information only
Agenda Item
Port Tampa Bay General Update

Presenter
Matt Floyd, PTB staff

Summary
Port Tampa Bay is Florida’s largest and most diverse port. Accounting for over 80,000 direct and indirect jobs and over a $17 billion economic impact, Port Tampa Bay strives to meet the growing demand in Tampa Bay and along the I-4 corridor.

Recommended Action
None—Information only

Prepared By
Lisa K. Silva, AICP, PLA

Attachments
None
Board & Committee Agenda Item

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

**Presenter:**
Nicole McCleary, HART Staff

**Summary:**
In March, HART, 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/)
Board & Committee Agenda Item

**Agenda Item:**
CAC Vacancies for Hispanic and Business Representatives

**Presenter:**
Rich Clarendon, MPO Assistant Executive Director

**Summary:**
The Citizens Advisory Committee currently has openings for a Hispanic and a Business representative.
Because these are at-large seats, the CAC has the opportunity to nominate individuals to for the MPO’s approval.
Attached are six recent applications for the CAC’s consideration. The committee may select directly from this pool or rank them to recommend two individuals to fill these seats.

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

**Prepared By:**
Rich Clarendon, AICP

**Attachments:**
Recent CAC Applications for Membership
1. Which Board or Committee are you interested in? **Citizens Advisory Committee (CAC)**

2. My name is: **Ricardo (Rick) Antonio Fernandez**

3. My email address is **rfernandez@shutts.com**

4. My current place of employment is **Shutts Bowen; Executive Search Consultant; Tampa,**

5. I reside at **Tampa**

6. I prefer to be contacted and receive documents at **Home**

7. Gender : **Male**

8. Race : **Hispanic**


10. US Citizen : **Yes**

11. I have a disability : **No**

12. Felony or misdemeanor offense : **I have never been convicted of a felony or misdemeanor offense. NO**

13. Registered voter : **Yes**

14. Receive Medicaid, SSI or WIC benefits? **No**

15. Resident of Hillsborough County since : **01 / 01 / 2003**

16. Education :

   High School : **Jesuit 1972**

   Secondary : **University of Florida; Gainesville FL; 1972 -1975; BA Stetson Law; Gulfport;, 1976 -1978; JD**
17. Professional license or certificate: Yes

   Florida Bar 1978 California Bar 1982

18. Qualification: Deeply involved with transportation issues ... especially related to TBX

19. Schedule conflicts: No,

20. Organizations I am a member of: Tampa Heights Civic Association, President, 2012 - Present

21. Selling goods and services to Hillsborough County, Tampa, Temple Terrace or Plant City: No
1. Which Board or Committee are you interested in?: Citizens Advisory Committee (CAC)
2. Name: Erick Viera
3. Email:
4. Place of Employment: Dbi services
5. Residence: Tampa
6. Do you prefer to be contacts at your home or work address?: Home
7. Gender: Male
8. Race / Ethnicity: Hispanic
9. Date of birth:
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: N/A
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.): 2015-01-01
17. Education: Bachelors in Business
18. List all post-secondary educational institutions attended: Bicsi Fiber optic Tech
19. Have you ever held a professional license or certificate? : Yes
20. 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: Bicsi tech
21. State your experience and interest or elements of your personal history that qualify you for appointment: 4 years of intelligent transportation highway experience. 5 years of management experience. 2 years of volunteering with the Tampa Himane Society
22. 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? : Yes
23. If "Yes", please explain: yes regular work 7-3. must schedule with boss
24. Name any business, professional civic or fraternal organizations of which you are a member, and the dates of your membership:
25. Do you or any member of your family sell goods or services to Hillsborough County, City of Tampa, Plant City or Temple Terrace?: No
26. If "Yes", please explain:
1. Which Board or Committee are you interested in?: Citizens Advisory Committee (CAC)
2. Name: Ivan Rivera
3. Email:
4. Place of Employment: Keller Williams Realty Tampa
5. Residence:
6. Do you prefer to be contacts at your home or work address?: Home
7. Gender: Male
8. Race / Ethnicity: Hispanic
9. Date of birth: 1993
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.): 2018-04-05
17. Education: Business owner
18. List all post-secondary educational institutions attended: Some college education in Jazz Studies
19. Have you ever held a professional license or certificate?: Yes
20. 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: I am a licensed Real Estate Sales Associate
21. State your experience and interest or elements of your personal history that qualify you for appointment: I have served as the Vice President of V.M. Ybor, I run my own real estate business, I am currently an ambassador of the a Equity Task Force in my company to eliminate racism and racial inequality within my company. The goal is turn Keller Williams the #1 most inclusive work place across all industries.
22. 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
23. If "Yes", please explain:
24. Name any business, professional civic or fraternal organizations of which you are a member, and the dates of your membership.: I own my own real estate business. I am Vice President of VM Ybor Neighborhood association and soon to be president.
25. Do you or any member of your family sell goods or services to Hillsborough County, City of Tampa, Plant City or Temple Terrace?: No
26. If "Yes", please explain:
1. Which Board or Committee are you interested in?: Citizens Advisory Committee (CAC)
2. Name: Eric Lam
3. Email:
4. Place of Employment: Cassedy Financial Group
5. Residence: Tampa, FL
6. Do you prefer to be contacts at your home or work address?: Home
7. Gender: Male
8. Race / Ethnicity: Asian / Pacific Islander
9. Date of birth: 1997
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.): 01/01/2016
17. Education: Bachelors - 2019 | High School - 2015
18. List all post-secondary educational institutions attended: The University of Tampa, FL, 2019 B.S. Major: Finance
19. Have you ever held a professional license or certificate? : Yes
20. 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: Registered Representative (SIE, S7TO), 2020, FINRA
21. State your experience and interest or elements of your personal history that qualify you for appointment: I have a big interest on the transportation system and the effects of it on our region and the local economy. I always try to stay up-to-date on current and future projects through the Plan Hillsborough website and city counsel meetings. My experience in finance would help as I may have a better understanding of the funding, risks, and other economical impacts to a project. My specialty in finance is currently in wealth management as an investment analyst. I tend to dive deep into the quantitative and statistics side that have been published before having an opinion or making assumptions. This allows me to have an open mind, taking in all side, and factors that may not have been originally considered.

I have commuted over the Gandy bridge for 1 year into Downtown Tampa. I have also commuted for several months by bicycle, motorcycle, car, and a month by bus (car broke down). It would be an honor to represent my generation (Gen Z) and Asian population of Tampa in the future meetings.

Although I may not have been born and raised here, this would be a great step for me to get involved in the community since moving to Tampa 5 years ago.

22. 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
23. If "Yes", please explain:
24. Name any business, professional civic or fraternal organizations of which you are a member, and the dates of your membership:
25. Do you or any member of your family sell goods or services to Hillsborough County, City of Tampa, Plant City or Temple Terrace?: No
1. Which Board or Committee are you interested in?: Citizens Advisory Committee (CAC)
2. Name: Jonathan Michael Knudsen
3. Email:
4. Place of Employment: Universal Engineering Sciences, National Project Executive, Tampa, FL
5. Residence: Tampa
6. Do you prefer to be contacts at your home or work address?: Home
7. Gender: Male
8. Race / Ethnicity: White / non-Hispanic
9. Date of birth: 1992
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.): 2011-08-20
17. Education: Trinity Preparatory School, Winter Park, FL
18. List all post-secondary educational institutions attended: BSCE Civil Engineering - University of South Florida -Graduated May 2016
19. Have you ever held a professional license or certificate? : Yes
20. 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: Engineering Intern (EI) - Issued 2016 by NCESS EPA/AHERA Accredited Asbestos Inspector Issued October 2017 by EPA
Sat for Professional Engineering Exam (PE) in October 2020 - Results Pending
21. State your experience and interest or elements of your personal history that qualify you for appointment: Over my career, I have been a project manager and engineer on several transportation projects throughout the Tampa Bay area. Those projects include the Gateway Express Project, Lee Roy Selmon Extension, TIA Automated People Mover, TIA Curbside Expansion, and the upcoming Howard Frankland Bridge Project. Additionally, as a Civil Engineer, I have been Project Manager for several other types of construction including retail and residential. This experience has allowed me to understand the unique challenges and opportunities for sensible transportation in Hillsborough County.
22. 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
23. If “Yes”, please explain:
24. Name any business, professional civic or fraternal organizations of which you are a member, and the dates of your membership.: Director - American Society of Highway Engineers - Appointed 2020 Participant - Associated Builders and Contractors NexGen Leadership Training Program - Participating in 2020 Committee Member - Construction Career Days Tampa Bay - Appointed 2019 Member - Associated Builders and Contractors - Began 2016 Member - Florida Transportation Builders Association - Began 2016 Member - Design Build Institute of America - Since 2019
25. Do you or any member of your family sell goods or services to Hillsborough County, City of Tampa, Plant City or Temple Terrace?: Yes
26. If "Yes", please explain: Universal Engineering currently holds continuing services contracts with Hillsborough County and Plant City
From: MPO Webmaster
To: Cheryl Wilkening
Cc: Rich Clarendon
Subject: New submission for MPO Board/Committee membership
Date: Wednesday, January 6, 2021 3:24:38 PM

1. Which Board or Committee are you interested in?: Citizens Advisory Committee (CAC)
2. Name: Sharon Gaumond
3. Email:
4. Place of Employment: Strandhill Public Tampa
5. Residence: Valrico
6. Do you prefer to be contacts at your home or work address?: Work
7. Gender: Female
8. Race / Ethnicity: White / non-Hispanic
9. Date of birth: 1976
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.): 2016-08-01
17. Education: Spotswood High School 1994
18. List all post-secondary educational institutions attended: Rutgers University, 1994-1999
19. Have you ever held a professional license or certificate?: No
20. 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:
21. State your experience and interest or elements of your personal history that qualify you for appointment: I am a working partner of two restaurants located in Brandon and in Tampa Heights. I feel I would be an asset to the Citizen Advisory Commission for my day to day knowledge of arranging events, parties, and important dates while also balancing the daily finances of two businesses. I believe my experience would add insight and helpful knowledge on all the many events, parades and festivals that happen with in Hillsborough County.
22. 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
23. If "Yes", please explain:
24. Name any business, professional civic or fraternal organizations of which you are a member, and the dates of your membership:
25. Do you or any member of your family sell goods or services to Hillsborough County, City of Tampa, Plant City or Temple Terrace?: No
26. If "Yes", please explain:
UNFINISHED & NEW BUSINESS
Board & Committee Agenda Item

**Agenda Item**
Fowler Avenue TIP Amendment Follow-Up

**Presenter**
FDOT Representative.

**Summary**
This is a follow up report for the TIP Amendment request for Intersection Improvements along SR 582/ Fowler Ave. Bicycle pedestrian improvements were considered along Fowler Ave at the signalized intersections of Nebraska Ave,15th St, 22nd St, Bruce B. Downs Blvd and 56th Street.

At the Citizens Advisory Committee’s meeting of January 6th, 2021, members had questions regarding some of the safety improvements proposed, since the speed along Fowler Avenue was high and reduced the visibility of pedestrians and bicyclists along the corridor.

The other concerns raised were as follows:

- Disabled people having to cross Fowler Ave was a concern.
- The difference in lengths for the proposed median nose redesign at different intersections.
- Channelized right turns at intersections pose safety problems for pedestrians since vehicles watch for oncoming vehicles in the opposite directions and could ignore pedestrians crossing the road. Hence, could the possibility of separate signal to force vehicles to stop be explored?
- Would it be possible to add a raised crosswalk to reduce the speed of vehicles?
- Would mast arms at the signals make them more prominent?

The CAC members asked if FDOT would respond to these questions as part of the pedestrian safety enhancements.

**Recommended Action**
None, for information only

**Prepared By**
Vishaka Shiva Raman, MPO Staff

**Attachments**
None.
ADDENDUM ITEMS
MPO Board Meeting of Wednesday, January 13, 2021

CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

The MPO Chairman, Commissioner Harry Cohen called the meeting to order at 10:05 a.m., led the pledge of allegiance. The regular monthly meeting was held in-person and virtual via Webex. There was a moment of silence for Hillsborough County Corporal Brain Lavigne and U.S. Capitol Police Officer Brian D. Sicknick.

Commissioner Cohen welcomed new member Jessica Vaughn who was attending virtually and the City of Temple Terrace alternate Cheri Donohue who was attending in-person.

The following members were present in person:

Commissioner Harry Cohen, Commissioner Pat Kemp, Cheri S. Donohue, Melanie Williams, Councilman Joseph Citro, Gina Evans Commissioner Gwen Myers and Derek Dought. Charles Klug arrived at 10:25 am.

The following members were present via teleconference:

Commissioner Kimberly Overman, Commissioner Mariella Smith, Councilman Guido Maniscalco, Jessica Vaughn, Bob Frey and Mayor Rick Lott. Councilman John Dingfelder arrived virtually at 10:05am.

A quorum was met in person.

Recognition of Commissioner Miller and Cindy Stuart

Chair Commissioner Cohen recognized Commissioner Les Miller for his outstanding leadership and service to the Citizens of Hillsborough County as Chairman of the MPO Board 2015-2020 and Cindy Stuart for her outstanding leadership and service to the Citizens of Hillsborough County as the founding Chair of the School Transportation Working Group.

PUBLIC COMMENT

Chris Vela thanked Commissioner Miller for allowing him to participate and Cindy Stuart for her service. Mr. Vela reviewed the figures for the Transportation budget and recommended to reject Tampa Bay Next and to talk to State leaders to boost funds.

COMMITTEE REPORTS and ADVANCE COMMENTS

CAC Chair Bill Roberts reported that the CAC and TAC met virtually and took no actions, however they heard status reports on Near Road Air Quality. Jason Waters from the Environmental Protection Commission of Hillsborough County and Dr. Amy Stuart, USF Professor of Civil and Environmental Engineering, updated the committees on evolving federal regulations governing air quality monitoring.
and potential exposure and risks to human health and welfare. We also heard about low-cost community-based personal air monitors that are becoming more widely available and could provide more air quality data in urban settings near busy roads. Committee members asked about specific measures such as roundabouts and alternative fueled buses that could mitigate harmful emissions. The TAC will take this topic up at its January meeting. There was a status report on Tampa Vision Zero Projects and Speed Reduction Program where City staff presented an array of multimodal, complete street and road diet projects taking place in Tampa. Several of our members expressed strong support and a desire to see such thinking extend to the unincorporated areas and other jurisdictions in Hillsborough County. There was an update on the Tampa International Airport Master Plan where Danny Valentine updated us on all the improvements taking place as the Aviation Authority implements its master plan. We’re excited to see TIA maintain its preeminent status among airports in the U.S.

Gena Torres provided updates of the other committees. The BPAC held a virtual workshop on bicycle and pedestrian facilities maintenance and 2020 construction projects highlights. The LRC heard status reports on the Tampa Vision Zero Projects and Speed Reduction Program, the Selmon PD&E Study Advanced Notification and update on the Tampa International Airport Master Plan. The TDCB heard status reports on UZURV/TBARTA Service and Innovation Grant Update, TDSP Update Kickoff and Sunshine Line Update.

Gena Torres also reviewed the emails received during the last month, including one from Paula Flores congratulating the Hillsborough MPO as recipient of the John W. Barr FLPRITE District Transportation Achievement Award at the ITE Florida Puerto Rico District Annual Meeting Awards Ceremony and a congratulations from Sheila McNamara for the LEED Certification. There was a thank you for support for the 2020 SRTS grant application support letters. A letter from Gary Cloyd who is the administrator from New Life Church, USF MURP achieves accreditation and ITE Tampa Bay Section project of the year.

There were no online comments.

**STATUS REPORT**

**A. FDOT Quarterly Report**

David Gwynn, FDOT Representative, presented the FDOT Quarterly Update for the Five-Year Work Program for fiscal year 2022 to fiscal year 2026. The five-year plan includes public transit, seaport, airport and rail projects along with transportation planning, intelligent transportation, highway design, right of way acquisition and construction activities. Every year on June 30, the current year of the work program ends and on July 2, year 2 moves up to become the new current year. New projects are added into the new fifth year based on Florida Transportation Plan Goals, statewide programs, and local priorities. At this time, a new fifth year is added to the program and funding is allocated to the next phase of projects programmed in the four prior years. New projects are added into the new fifth year based on the Florida Transportation Plan Goals, statewide programs, and local priorities. Currently this is where we are in the process. The proposed work program is submitted to the Florida Legislature later this year for review and then to the Governor for review and signature. After the Governor signs the work program, the first year is included in the state budget and the work program is considered adopted. First, FDOT will preserve existing programs then cover cost increases and finally add new projects. The revenues dropped last spring due to less cars on the road and less travel. The revenue council met and noted they lost significant amount of revenue. The governor signed an executive order to balance their budget. The I-275 Westshore interchange was deferred from FY24 to FY26 and I-275 Section 5 (Westshore Interchange to Downtown) was deferred from FY24 out of the 5 year work program. Secretary Gwynn gave a brief overview of the Hillsborough MPO Priorities, lighting, resurfacing projects, bridge repair and total funding.

Commissioner Cohen inquired if the Revenue Estimation Committee will be meeting again.
MPO Meeting of January 13, 2021 – Page 3

APPROVAL OF MINUTES – December 1, 2020

Chair Commissioner Cohen sought a motion to approve the December 1, 2020 minutes. Councilman Kemp so moved; it was seconded by Commissioner Citro. No one opposed. Motion passes.

ACTION ITEMS

A. Committee Appointments

Rich Clarendon, MPO Staff, presented the committee appointments. The BPAC nominated Alana Braiser and Stephen Benson as alternate to represent the City of Tampa Transportation Division, CAC nominated David Bailey to represent Commissioner Overman, Carolyn Brown to represent Commissioner Myers and Beatriz Zafra to represent the at large seat under 30. The TD nominated Luis Viera and Gil Schisler, as alternate to represent HART.

Commissioner Overman wanted to commend all the volunteers for these committees.

Chair Cohen sought a motion to approve the Committee Appointments. Councilman Citro so moved; it was seconded by Commissioner Kemp.

There was no one opposed. Motion Carries.

B. Transportation Improvement Program Amendment: Fowler Ave Intersection Improvements

Vishaka Shiva Raman, MPO Staff, presented the Transportation Improvement Program Amendment for Fowler Avenue Intersection Improvements. This 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 SR582/Fowler Avenue. 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 $1,774.33 as construction funds to FY 2021. The project includes pedestrian safety improvements to the signalized intersections of Fowler Avenue and Nebraska Ave, 15th St, 22nd St, Bruce B Downs Blvd and 56th Street. Improvements include tightening the curb radii at the corners of the intersection, shortening pedestrian crossing distances and promoting lower turning speeds, reducing vehicle/pedestrian conflicts and lighting improvements. In addition to this, potential transit alternatives and circulation enhancements were also evaluated. These improvements were identified based on a short-term safety assessment in conjunction with the larger University Area/Fowler Avenue multimodal feasibility study. This study evaluated potential short-and-longer term corridor improvements along SR 582 (Fowler Avenue) between I-275 and I-75. The Safety Action Plan conducted an in-depth analysis of the pedestrian 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. The recommended action is to approve the TIP Amendment for Intersection Improvements along SR 582/Fowler Ave at Nebraska Ave, 15ht St, 22nd St, Bruce B Downs Blvd and 56th St.

Commissioner Kemp noted thanks to Secretary Gwynn for the improvements on Fowler Avenue and when the project would begin. Commissioner Myers very elated to see improvements in District 3. Commissioner Smith echoes the elation and noted the CAC asked for more time but we don’t have time and if they more board direction. Councilman Citro inquired about the CSX track that runs parallel to Fowler Avenue to divert these funds for the bicycle lane along that path. Commissioner Overman noted this area desperately needs walkability and access to using bicycling and approves of this project.
Chair Cohen sought approval of the Transportation Improvement Program Amendment for Fowler Ave Intersection Improvements. Commissioner Kemp made the motion and it was seconded by Commissioner Myers. On a roll-call vote of 14-0, the motion was approved.

C. Bylaws Amendment for TDCB

Joshua Barber, MPO Staff, presented the second reading of the Bylaws Amendment for the TDCB. Lowering its requirements to five people. Their members range from elderly and people with disabilities. They would like to conduct business safely. They would like to amend Section 5.7 under quorum in the By-Laws shall constitute a quorum of 5 minutes.

Commissioner Smith is the Chair for the Transportation Disadvantaged Committee Board would like the support from the MPO Board because these members are citizens volunteers. It makes sense to allow people to attend virtually due to the health risks for this committee and all others for that matter.

Chair Cohen sought a motion to approve the Bylaws Amendment for TDCB. Commissioner Kemp so moved; it was seconded by Cheri S. Donohue. On a roll-call vote of 14-0, the motion was approved.

D. Vision Zero Corridor Studies for Hillsborough County

Lisa Silva, MPO Staff, provided a Vision Zero Corridor Study Overview. The Hillsborough MPO adopted its Vision Zero Action Plan in 2017. The data-driven action plan identified 20 High Injury Network (HIN) corridors with the greatest number of fatalities and serious injuries per mile. This study focuses on eight that are the responsibility of Hillsborough County using strategies from “Paint Saves Lives” as a guide, the goal is to recommend short-term, immediately implementable countermeasures to reduce serious injuries and fatalities. The project is co-managed by staff of the Hillsborough County Engineering and Operations Department and the Metropolitan Planning Organization.

The consultants provided a presentation of draft recommendations and public outreach results from the communities surrounding these HIN corridors:

Wiatt Bowers from Atkins Global provided corridor facts and corridor strategies along with crash data for Gibsonton Drive (I-75 to Balm Riverview Road) and 78th Street (Causeway Blvd to Palm River Rd).

Kelly Fearon, Kimley Horn provided the crash history on 15th Street (Fowler Avenue to Fletcher Avenue) and presented CR579/Mango Road (MLK Boulevard to US 92) corridor improvements that includes curb extension and ramps, crosswalks, raised median, signal backplates, lighting, ADA Detectable warning pads roundabout, raised median, left turn lane signal backplates and leading pedestrian interval (LPI) and refresh pavement markings.

Paula Flores from Greenman, Rederson, Inc. (GPI) presented the existing conditions summary, community input summary and initial countermeasures for Sheldon Road (Hillsborough Ave to Waters Ave). Ms. Flores provided a recommendation summary and concept recommendations for Sheldon Road.

Chris Keller from Tindale-Oliver provided corridor and crash trends along with online survey results for W. Fletcher Ave (Armenia Ave to Nebraska Ave). He presented the corridor-wide improvements and site-specific improvements for Fletcher Avenue. Mr. Keller then provided the corridor and crash trends for Lynn Turner (Gunn Highway to Ehrlich Road) with those survey results, corridor-wide improvements and site-specific improvements.
Matt Weaver from Element Engineering provided a corridor description and crash data for Bruce B. Downs (Fowler Ave to Bears Ave). Mr. Weaver also gave a list of upcoming projects and a showed a chart of the public outreach and corridor/spot recommendations.

Commissioner Overman made a comment on CR579/Mango Road and inquired if these recommendations being adopted by FDOT and by our Land Use engineers. Councilman Dingfelder suggested the next study needs to include some City locations. Commissioner Kemp pointed out Hillsborough county is the 2nd highest pedestrian and bicycle deaths. Commissioner Smith noted these are in top 20 corridors and it is a great start. Councilman Citro congratulated Paula Flores who noted no right turns on reds and he would like to know how effective it would be to have more no right on reds. Melanie Williams inquired next steps on evaluations.

Chair Cohen sought a motion to approve the Vision Zero Corridor Studies for Hillsborough County. Commissioner Kemp so moved; it was seconded by Myers. There were no opposed. The motion was approved.

**Executive Director's Report**

Beth Alden noted the annual report is available and copy will be provided to the MPO Board members.

**OLD & NEW BUSINESS**

There was no old or new business to discuss.

**ADJOURNMENT**

The meeting adjourned at 12:04 p.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 held a virtual workshop on:

- Bicycle and Pedestrian Facilities Maintenance
  - Members expressed frustration at the continued lack of maintenance and debris removal on roads throughout the county. Several ideas were discussed including letters to elected officials, the IOC, and reporting issues to the relevant authorities.
- 2020 Construction Projects Highlights
  - Requested by the BPAC, this report highlighted projects at or near completion in 2020 related to bicycle and pedestrian improvements.

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
Greetings, and good evening readers! Your newsletter is arriving about 12 hours early because your writer has a number of things to accomplish tomorrow morning. It is your same newsletter and as always, it goes great with a cup of coffee. We have completed the first week of pre-session committees and it was not a particularly eventful week in the Florida capitol. Perhaps this is because in contrast to national events virtually nothing in Tallahassee this week could capture the attention of the nation or Floridians. If there is anything that stands out from this pre-session week, it is that the budget for the coming year is not going to be fun to build due to the expected reduction in state funds. Hard reductions will have to be made.

We are a transportation newsletter so let’s look at all things transportation. Leading off, the Florida Department of Transportation (FDOT) presented to the Senate Transportation Committee. The presentation went well and the Senators asked questions which demonstrated that they understand the issues facing the department and our transportation system. One of the more interesting moments for me was when Senator Perry began asking about the impacts of electric vehicles on the revenues used to pay for our transportation system. In case you have not had your cup of coffee yet, every gallon of gas purchased has a fee on it that goes to the transportation trust fund. That money pays for our transportation system. Since electric vehicles don’t use gasoline, they don’t pay this fee. Effectively, electric vehicles are using our transportation for free while other drivers pay for the system. The big moment came when the Chair, Senator Harrell announced that a presentation on this topic would be held at a future committee meeting. This is good news and hopefully will produce legislation that balances how we pay for our transportation system. For those of you who attended the January 2020 MPOAC meetings, you may recall we had a presentation on the adoption of electric, automated and alternatively fueled vehicles. The presentation addressed the financial impacts expected. Here is a link to the presentation power points if you are interested:


Also in this presentation was a status update on M-CORES. If you wish to watch the discussion please visit this video link: https://flsenate.gov/media/videoplayer?EventID=1_3wpkrnbb-202101121530&Redirect=true

The rest of the presentation addressed the current FDOT budget and here is a quick summary:

- Total transportation budget - $10.3B
- Of that - $2.2B for highway construction, 832.5M for resurfacing, $126M for seaports, $436 for bridge construction and $401M for aviation.
- Federal funds account for 25% of the budget, tolls are 18% and state funds are 51%, the rest is spread out in various revenues.
- The recently passed federal relief funds are expected to bring an additional $473M to Florida. $66M is required to be used in Florida’s urban areas with populations over 200K.

As you read the last section of the newsletter you will see some new bills. There is one bill that appeared in last Saturday’s newsletter and it should be mentioned to you. SB 62 – Regional Planning Commissions is of importance to the MPO community. There is a small provision in an otherwise long bill that prohibits a Regional Planning Council (RPC) from staffing or hosting an MPO. This proviso can be found in the bill starting on line 1312. This section is a problem for five (5) of our Florida MPOs who are staffed and hosted by RPCs. I ask that you encourage your members to oppose either this bill or at the very least this provision. We may be able to have the bill re-worded and create a piece of legislation that does some very good things. The existing statutes for RPCs require the RPCs to undertake certain activities. Some of these planning activities are no longer required by statute and when those changes were made to the overall statutes, the RPC portion of Florida statutes was not cleaned up. The bill goes much further and seems to effectively end RPCs. Even though RPCs may still exist the bill would strip away the planning work and reasons for RPCs to exist. The bill is being heard in it’s first committee stop on the 26th at 3:30PM in Community Affairs.

The schedule of pre-session committee weeks is shown below along with key dates for the 2020 Florida Legislative Session. All new bills and any updates to bills shown below are in RED so you can quickly distinguish between updates and old news. A few bills have been filed; many more will be filed over the coming months. Your MPOAC Legislative Update will keep you apprised of newly filed bills and changes to existing bills.

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

### Important Dates for the 2021 Legislative Session

- **August 1, 2020** - Deadline for filing claim bills (Rule 4.81(2))
- **January 29, 2021** 5:00 p.m. - Deadline for submitting requests for drafts of general bills and joint resolutions, including requests for companion bills
- **February 26, 2021** 5:00 p.m. - Deadline for approving final drafts of general bills and joint resolutions, including companion bills
- **March 2, 2021** - Regular Session convenes (Article III, section 3(b), State Constitution) 12:00 noon, deadline for filing bills for introduction (Rule 3.7(1))
- **April 17, 2021** - Motion to reconsider made and considered the same day (Rule 6.4.(4)) All bills are immediately certified (Rule 6.8)
- **April 20, 2021** 50th day – last day for regularly scheduled committee meetings (Rule 2.9(2))
- **April 30, 2021** 60th day – last day of Regular Session (Article III, section 3(d), State Constitution)

### Committee Meeting schedule prior to the official Legislative Session beginning on March 2nd

- January 2021 — Week of the 11th
- January 2021 — Week of the 25th
- February 2021 — Week of the 1st
- February 2021 — Week of the 8th
- February 2021 — Week of the 15th
Committee Meetings Next Pre-Session Week

**Monday - January 25, 2021**
Not Yet Scheduled

**Tuesday - January 26, 2021**
Not Yet Scheduled
Senate Community Affairs – 3:30 PM

**Wednesday - January 27, 2021**
Not Yet Scheduled

**Thursday - January 28, 2021**
Not Yet Scheduled

**Friday - January 29, 2021**
Not Yet Scheduled

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**Legislation of interest to the membership**

This is a summary of transportation related bills filed and published on the legislature’s website as of January 15, 2021. More bills will be filed during the 2021 session and as they are made available the newly filed transportation bills will be added to this list. The bills are listed in numerical order for your convenience. As the session progresses and the number of bills tracked in this newsletter grows, this ordering of bills will make it easier to follow the status of any particular bill you are tracking. All new bills and any updates to bills shown below are in **RED** so you can quickly distinguish between updates and old news.

**HB 35:** Legal Notices – *(Fine; Co-Introducer: Grieco)* – Provides for website publication of legal notices; provides criteria for such publication; authorizes fiscally constrained county to use publicly accessible website to publish legally required advertisements & public notices; requires government agency to provide specified notice to residents concerning alternative methods of receiving legal notices. Filed in the House. **Referred to Civil Justice and Property Rights Subcommittee; Judiciary Committee.**

**HB 57:** Transportation – *(Andrade)* – Revises provisions relating to motor vehicle sales tax, competitive solicitations, vehicles displaying flashing lights, annual cap on project contracts, airport restrictions, arbitration of contracts by & membership of State Arbitration Board, borrow pit operation, & performance standards for certain extraction locations. Filed in the House. **Referred to Tourism, Infrastructure and Energy Subcommittee; Ways and Means Committee; Infrastructure and Tourism Appropriations Subcommittee; Commerce Committee.**

**HB 59:** Growth Management – *(McClain; Co-Introducer Sabatini)* – Similar Bill SB 496 by Perry. Requires local governments to include property rights element in their comprehensive plans; provides statement of rights that local government may use; requires local government to adopt property rights element by specified date; prohibits local government's property rights element from conflicting with statutorily provided statement of rights; provides that certain property owners are not required to consent to development agreement changes; prohibits municipality from annexing specified areas; requires DOT to afford right of first refusal to
certain individuals; provides requirements & procedures for right of first refusal; authorizes
certain developments of regional impact agreements to be amended. Filed in the House.
Referred to Local Administration and Veterans Affairs Subcommittee; Civil Justice and Property
Rights Subcommittee; State Affairs Committee.

SB 62: Regional Planning Councils – (Bradley) – Revising a requirement for the Executive
Office of the Governor to review and consider certain reports, data, and analyses relating to the
revision of the state comprehensive plan; eliminating the advisory role of regional planning
councils in state comprehensive plan preparation and revision; repealing provisions relating to
the Florida Regional Planning Council Act; authorizing local governments to recommend areas
of critical state concern to the state land planning agency, etc. This bill would prohibit RPCs
from staffing MPOs. Not yet referred to Committees. Referred to Community Affairs;
Judiciary; Rules. On Committee agenda-- Community Affairs, 01/26/21, 3:30 pm, 37 Senate
Building

HB 91: Use of Wireless Communications Devices While Driving – (Slosberg; Co-
Introducer: Grieco) – Revises short title & legislative intent; prohibits operation of motor
vehicle while holding or touching wireless communications device; provides exceptions; revises
information that may be admissible as evidence in proceeding to determine whether violation has
been committed; revises procedures for collection & reporting by DHSMV of information
recorded on citation; conforms provisions relating to use of wireless communications devices in
school & work zones. Filed in the House. Referred to Criminal Justice and Public Safety
Subcommittee; Tourism, Infrastructure and Energy Subcommittee; Infrastructure and Tourism
Appropriations Subcommittee; Judiciary Committee.

SB 138: Electric Vehicles – (Brandes) – Related Bill SB 140 by Brandes. Revising the
Department of Transportation's goals relating to mobility; requiring the department to establish
the Electric Vehicle Infrastructure Grant Program; providing for the distribution of grants to
certain entities to install electric vehicle charging infrastructure; specifying that certain rules
adopted by the Department of Agriculture and Consumer Services may not require specific
methods of sale for electric vehicle charging equipment used in, and services provided in, this
state, etc. APPROPRIATION: $5,000,000. Referred to Transportation; Appropriations
Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

SB 140: Fees/Electric Vehicles – (Brandes) – Related Bill SB 138 by Brandes. Creating
additional fees for electric vehicles; creating a license tax and an additional fee for plug-in hybrid
electric vehicles; requiring, on specified dates, the Department of Highway Safety and Motor
Vehicles to increase the additional fees, subject to certain requirements; providing that certain
vehicles are exempt from specified fees, etc. Referred to Transportation; Appropriations
Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

HB 139: Electronic Transactions for Title Certificates and Registrations – (Fernandez-
Barquin) – Authorizes tax collectors to accept applications for motor vehicle & vessel
certificates of title by electronic or telephonic means, to collect electronic mail addresses for use
as method of notification, & to contract with vendors to provide electronic & telephonic
transactions; provides that electronic signature that meets certain requirements satisfies signature
required for application for certificate of title; specifies tax collection systems for which certain
fees may be used for integration with Florida Real Time Vehicle Information System; requires
DHSMV to provide tax collectors & approved vendors with certain data access & interface
functionality; specifies authorized uses; requires DHSMV to ensure approved vendors protect
customer privacy & data collection. Filed in the House.
HB 205: **Requirements for Establishing or Increasing Tolls** – *(Borrero)* – Requires increase of current toll or development of new toll collection facility in county with certain population to be approved by board of county commissioners. After July 01, 2022 a toll increase or new toll in a county of over 1 million population will require a two-thirds vote of board of county commissioners at a regularly scheduled meeting. Filed in the House.

HB 229: **Hazardous Walking Conditions for K-12 Students** – *(Salzman)* – Requires DOT to develop & adopt standards & criteria to identify hazardous walking conditions; Revises provisions relating to the transportation of students subjected to hazardous walking conditions & funding for such students. Filed in the House.

SB 278: **Traffic Offenses** – *(Baxley)* - Creating the “Vulnerable Road User Act”; providing criminal penalties for a person who commits a moving violation that causes serious bodily injury to, or causes the death of, a vulnerable road user; requiring that the person who commits the moving violation pay a specified fine, serve a minimum period of house arrest, and attend a driver improvement course; requiring that the court revoke the person’s driver license for a minimum specified period, etc. Filed in the Senate. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. Now in Transportation.

SB 342: **Vehicle and Vessel Registration** – *(Diaz)* – Requiring tax collectors to determine service charges collected by privately owned license plate agents for motor vehicle titles; requiring that additional service charges be itemized and disclosed to the person paying them; requiring a license plate agent to enter into a contract with the tax collector for a certain purpose; requiring tax collectors and approved license plate agents to enter into a memorandum of understanding with the department for a certain purpose, etc. Filed in the Senate. Referred to Transportation; Finance and Tax; Rules.

SB 376: **Jacksonville Transportation Authority Leases** – *(Gibson)* – Related Bill HB 6015 by Duggan. Removing a limitation on the term of a lease into which the authority may enter, etc. Filed in the Senate. Referred to Transportation; Community Affairs; Rules.

SB 422: **Tampa Bay Area Regional Transit Authority** – *(Rouson)* – Renaming the Tampa Bay Area Regional Transit Authority Metropolitan Planning Organization Chairs Coordinating Committee as the Chairs Coordinating Committee; providing that a mayor’s designated alternate may be a member of the governing board of the authority; revising a provision requiring the authority to present the regional transit development plan and updates to specified entities, etc. Filed in the Senate.

SB 496: **Growth Management** – *(Perry)* - Similar to HB 59 by McClain. Specifying requirements for certain comprehensive plans effective, rather than adopted, after a specified date and for associated land development regulations; requiring local governments to include a property rights element in their comprehensive plans; prohibiting a local government’s property rights element from conflicting with the statement of rights contained in the act; providing that the consent of certain property owners is not required for development agreement changes under certain circumstances; requiring the Department of Transportation to afford a right of first refusal to certain individuals under specified circumstances, etc. Filed in the Senate.
**SB 514: Resiliency – (Rodrigues)** - Establishing the Statewide Office of Resiliency within the Executive Office of the Governor; creating the Statewide Sea-Level Rise Task Force adjunct to the office; authorizing the Department of Environmental Protection to contract for specified services, upon request of the task force; requiring the Environmental Regulation Commission to take certain action on the task force’s recommendations, etc. APPROPRIATION: $500,000. Filed in the Senate.

**SB 566: Motor Vehicle Rentals – (Perry)** - Specifying the applicable sales tax rate on motor vehicle leases and rentals by motor vehicle rental companies and peer-to-peer car-sharing programs; specifying the applicable rental car surcharge on motor vehicle leases and rentals by motor vehicle rental companies and peer-to-peer car-sharing programs; specifying insurance requirements for shared vehicle owners and shared vehicle drivers under peer-to-peer car-sharing programs; providing an exemption from vicarious liability for peer-to-peer car-sharing programs and shared vehicle owners, etc. Filed in the Senate.

**HB 6009: Traffic Infraction Detectors – (Sabatini; Co-Introducers: Borrero; D. Smith)** - Repeals provisions relating to Mark Wandall Traffic Safety Program & authorization to use traffic infraction detectors; repeals provisions relating to distribution of penalties, transitional implementation, & placement & installation; conforms cross-references & provisions to changes made by act. Filed in the House. Referred to Tourism, Infrastructure and Energy Subcommittee; Appropriations Committee; Commerce Committee.

**HB 6015: Jacksonville Transportation Authority Leases – (Duggan)** – Related Bill SB 376 by Gibson. Removes limitation on term of lease into which authority may enter. Filed in the House.