



Hillsborough MPO Metropolitan Planning for Transportation

Commissioner Harry Cohen
Hillsborough County
MPO Chair

Commissioner Pat Kemp
Hillsborough County
MPO Vice Chair

Paul Anderson
Port Tampa Bay

Councilman Joseph Citro
City of Tampa

Councilman John Dingfelder
City of Tampa

Derek Doughty
Planning Commission

Joe Lopano
Hillsborough County
Aviation Authority

Mayor Rick A. Lott
City of Plant City

Councilman Guido Maniscalco
City of Tampa

Commissioner Gwyn Myers
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Commissioner
Kimberly Overman
Hillsborough County

Vice-Mayor Andrew Ross
City of Temple Terrace

Commissioner
Mariella Smith
Hillsborough County

Jessica Vaughn
Hillsborough County
School Board

Joseph Waggoner
Expressway Authority

Melanie Williams
HART

Beth Alden, AICP
Executive Director



Plan Hillsborough

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Hybrid Virtual & In-Person Meeting of the MPO Board

Wednesday, January 13, 2021 @10:00am

The County Center and Plan Hillsborough offices continue to be closed to the public in response to the pandemic. A minimum number of board members will meet in person at the County Center, and all other participation will continue to be virtual.

This meeting may be viewed on Hillsborough Television (HTV) by visiting Spectrum: 637, Frontier: 22 or live stream from [Hillsborough County's Live YouTube Channel](#) or the County website's [Live Meetings](#) link, also found in the County [Newsroom](#).

The agenda packet, presentations, and any supplemental materials are posted on the [MPO's online meeting calendar](#).

Public comment opportunities:

To speak during the meeting - No later than 30 minutes before the meeting, please sign up [here](#) or phone 813-756-0371 for assistance. Provide the phone number you will call in from, so that we can recognize your call in the queue. You will receive an auto-reply confirming we received your request, along with instructions.

Comments may also be given up to 5pm the day before the meeting:

- by leaving a voice message at (813) 756-0371
- by e-mail to mpo@plancom.org
- by visiting the event posted on the [MPO Facebook page](#).

Advance comments will be provided in full to the board members and verbally summarized during the meeting by MPO staff.

Agenda

- I. **Call to Order & [Pledge of Allegiance](#)**
- II. **Roll Call (Clerk)**
- III. **Recognition of Commissioner Miller and Cindy Stuart**
- IV. **[Approval of Minutes](#) – December 1, 2020**
- V. **Public Comment** - 3 minutes per speaker, 30 minutes total. As needed, additional time may be provided later in the agenda. Staff will unmute you when the chair recognizes you.
- VI. **[Committee Reports & Advance Comments](#) (Bill Roberts, CAC Chair and Gena Torres, MPO Staff)**

VII. Action Items

- A. Committee Appointments (Rich Clarendon, MPO Staff) –
REVISED with CAC at-large nomination
- B. Transportation Improvement Program Amendment: Fowler Ave Intersection Improvements (Vishaka Shiva Raman, MPO staff)
- C. Bylaws Amendment for TDCB (Joshua Barber, MPO Staff)
- D. Vision Zero Corridor Studies for Hillsborough County (Lisa Silva, MPO Staff and MPO Consultants)

VIII. Status Reports

- A. FDOT Quarterly Report (FDOT Representative)

IX. Executive Director's Report

X. Old Business & New Business

XI. Adjournment

XII. Addendum

A. Announcements

- [FDOT Tentative Work Program Public Hearing Flyer](#)
- [MPO Federal Certification Review Public Comment Period](#)
- [MPO Non-Discrimination Plan Survey Flyer](#)

B. Project Fact Sheets & Other Status Reports

- [TBARTA's "TD Tampa Bay" Flyer](#)
- [Florida Turnpike's Dynamic Message Signs & CCTV](#)
- [T4America's Summary of Federal Stimulus Bill](#)
- [AMPO's Policy Update](#)

C. Correspondence

- [MPO Letter of Support for Safe Routes to School Grant Applications](#)

D. Articles Related to MPO Work

- [Healthy 22nd Street brings boxes of hope to food deserts in East Tampa](#) | 83 Degrees Media | 01.05.21
- [Plant City may get express routes, local circulator](#) | Tampa Bay Times | 01.04.21
- [Proposed Tampa streetcar system could connect the airport and downtown, but it comes with a hefty price tag](#) | Tampa Bay Business Journal | 12.21.20
- [Top solution to begin to close regional inequities? Improve transportation in Tampa Bay](#) | 83 Degrees Media | 12.15.20
- [Hillsborough commissioner seeks higher transportation fees](#) | Tampa Bay Times | 12.15.20
- [Tampa transportation leaders are considering adding extra lanes to the Selmon Expressway](#) | ABC Action News WFTS Tampa Bay | 12.14.20

- [Tampa has an ambitious road mural goal — and even bigger plans if funding comes through](#) | Next City | 12.10.20
- [Florida will contribute \\$67 million to extend Tampa streetcar](#) | Tampa Bay Times | 12.09.20
- [Rezoning request calls for convenience store in Lutz](#) | The Laker/Lutz News | 12.08.20
- [Plant City families hoping for new express bus route to Downtown Tampa](#) | ABC Action News WFTS Tampa Bay | 12.07.20
- [Deadly I-275 crash has transportation leaders moving up wrong-way detection installation timeline](#) | ABC Action News WFTS Tampa Bay | 12.03.20
- [Smarter transportation pricing, please! Responding to criticisms of road tolls and parking fees.](#) | Planetizen | 11.24.20

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

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Se recomienda a las personas que necesiten servicios de interpretación o adaptaciones por una discapacidad para participar en esta reunión, o ayuda para leer o interpretar los temas de esta agenda, sin costo alguno, que se pongan en contacto con Joshua Barber, (813)576-2313 or barberj@plancom.org, tres días hábiles antes de la reunión. Si sólo habla español, por favor llame a la línea de ayuda en español al (813) 273-3774 and dial 1.

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MPO Board Meeting of Tuesday, December 1, 2020

CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

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

Commissioner Kemp welcomed the new members: Planning Commissioner Derek Doughty, Commissioner Harry Cohen and Commissioner Gwen Myers.

The following members were present in person:

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

The following members were present via teleconference:

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

A quorum was met in person.

APPROVAL OF MINUTES – November 4, 2020

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

PUBLIC COMMENT

There were no public comments.

COMMITTEE REPORTS and ADVANCE COMMENTS

CAC Chair Bill Roberts reported that the CAC approved and forwarded to the MPO Board the Transportation Improvement Program Amendments for HART's FTA Discretionary Bus and Bus Facilities Program and FDOT's Wrong-Way Driver Vehicle Detection System and Corridor Lighting projects. They also approved the Vision Zero Corridor Studies. The CAC heard a report on the Plant City Transit Plan, and asked a lot of questions about the express bus connections to Tampa and Lakeland, park & ride locations, vehicle types and surtax funding. Ultimately, they voted to postpone action, pending more information on how the Plan would support downtown development. The CAC also reviewed and concurred with its 2021 Meeting Calendar.

The committee heard a status report on the MPO Non Discrimination Plan. Several members expressed their support and asked to be included in the update effort.

Gena Torres provided updates of other committees. The BPAC, LRC and TAC approved the Plant City Transit Plan and the Vision Zero Corridor Studies. The TAC additionally approved the TIP Amendments.

Gena Torres also reviewed the emails received during the last month, including from the Association of Metropolitan Planning Organizations thanking our staff for the Working Group Webinar on December 10th and Lena Young Green thanking Wade Reynolds for submitting the application for the Robert Wood Johnson Foundation award. There were no online comments.

Election of Officers

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

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

Cameron Clark, MPO Attorney, requested a volunteer for the Policy Committee vacant seat. **Commissioner Harry Cohen volunteered to be a member of the Policy Committee.**

A volunteer for the TMA Leadership Group was requested. **Councilman Dingfelder volunteered, and was appointed.**

Commissioner Smith agreed to continue to Chair the Transportation Disadvantaged Coordinating Board.

Paul Anderson and Charles Klug agreed to continue as alternates for the MPOAC.

A volunteer to chair the Livable Roadways Committee was requested. **Councilman Citro volunteered to Chair the Livable Roadways Committee.**

ACTION ITEMS

A. Committee Appointments

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

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

B. 2021 Meeting Calendar

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

Chair Cohen sought approval of the 2021 Meeting Calendar. Commissioner Myers made the motion and it was seconded by Commissioner Kemp. On a roll-call vote of 15-0, the motion was approved.

C. Transportation Improvement Program Amendment

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

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

Chair Cohen sought a motion to approve the Transportation Improvement Program Amendment. Commissioner Kemp so moved; it was seconded by Commissioner Overman. On a roll-call vote of 14-0, the motion was approved.

D. Plant City Transit Plan

Vishaka Shiva Raman, MPO Staff, provided a Plant City Transit Study Overview. Currently there are over 40,000 residents in Plant City. Plant City is one of the fastest growing areas of Hillsborough County. The study includes Plant City and portions of Unincorporated Hillsborough County. The studies purpose is to explore options for transit in Plant City. These options include transit circulator to serve transit needs within Plant City and express route connecting Plant City to Tampa and potentially Lakeland. They will evaluate alternative routes and service based on costs, potential ridership and other performance measures and then identify areas to serve in the future to meet projected growth. Finally, recommend a set of proposed transit alternatives. Ms. Raman provided a tentative project schedule for the Plant City Transit Master Plan. There was a previous transit service study in Plant City. The previous commuter was the Strawberry connector that had four routes operating weekdays from 9 to 5. It was operated by HART from 2001-2005 and Plant City from 2005-2008. Routes 70 and 71 had highest ridership and approximately 37,392 annual riders. Another previous transit service was 28X County Express. It connected through Brandon before downtown Tampa with two round trips and later one trip a day. It operated between 2010 to 2017 with annual ridership in 2012 of 14,363 and 2017 of 7,474. The results of the studies existing conditions showed 39,156 residents as of 2018, 17,477 jobs as of 2017. The major corridors are Park Rd, S Collins St, Alexander St, Reynolds St and Baker St. and the major employers are South Florida Hospital and around Reynolds St. The average commute time is 23.6 minutes, 18% travel less than 10 minutes to work, 84% of workers drive alone and 1.5% of households in Plant City have no vehicle. Ms. Raman reviewed

the Sunshine Line top destinations. The goals are to implement useful and reliable service, use transit to incentivize development downtown and connect Plant City to Tampa and Lakeland. Ms. Raman provided circulator options and a matrix comparing the options. Then she showed a limited stop alternative with a comparison chart showing the limited stop route. There have been two public meetings for stakeholders and a public open house. The results of the study showed this would open opportunities for jobs, tourism and growth, reliable service and coverage, commuters agreed transit is a desirable option, current development pattern could support transit, need more frequent trips with Plant City along Redman Plaza and the most desired express route is to Tampa Downtown. The staff recommended action is to approve the Plant City Transit study.

Mayor Lott commented on the original bus service funding and this project funding. He pointed out the previous transit service and the big desire to get an express service from downtown Plant City to downtown Tampa. They would also like an on-demand service in the City Limits and a Lakeland connection. Commissioner Overman commented on the ability to connect people, and economic stability. Commissioner Smith agreed they need to make stronger connections to our 3 cities and to job centers, and commented on the on-demand services and funding. Commissioner Kemp commented on the referenda and the ad valorem taxes. Joe Waggoner requested clarification on the on-demand service and outsourcing for cost. Councilman Citro will support taking vehicles off the roads into the City of Tampa, and supports the CAC but after the presentation he believes there is enough information to go forward. Mayor Ross commented on linking the regional transportation goals.

Chair Cohen sought a motion to approve the Plant City Transit Plan. Commissioner Overman so moved; it was seconded by Mayor Ross. On a roll-call vote of 15-0, the motion was approved.

STATUS REPORT

A. MPO Bylaws Amendment for TDCB

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

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

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

Chair Cohen sought a motion directing staff to prepare a Bylaws amendment to have the terms of Chair and Vice Chair set at two years and to change the MPO name to TPO. Commissioner Overman so moved; it was seconded by Mayor Ross. On a roll-call vote of 14-0, the motion was approved.

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

B. Non-Discrimination Plan Update

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

Commissioner Overman commented on the economic conditions today.

Executive Director's Report

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

OLD & NEW BUSINESS

There is no old or new business to discuss.

ADJOURNMENT

The meeting adjourned at 11:12 a.m.



Hillsborough MPO

Metropolitan Planning for Transportation

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



Hillsborough MPO

Metropolitan Planning for Transportation

Board & Committee Agenda Item

Agenda Item

REVISED Committee Appointments

Presenter

Rich Clarendon, MPO Staff

Summary

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

- Representing City of Tampa Transportation Division: Alana Brasier, with Stephen Benson as alternate

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

The following have been nominated to serve on the CAC:

- David Bailey, by Commissioner Overman
- Carolyn Brown, by Commissioner Myers
- **Beatriz Zafra, by the CAC for the at-large seat for a person under 30.**

The purpose of the *Transportation Disadvantaged Coordinating Board (TDCB)* is to assist the MPO in identifying local service needs and providing information, advice, and direction to the Community Transportation Coordinator (CTC) on the coordination of services to be provided to the transportation disadvantaged pursuant to Section 427.0157, Florida Statutes.

The following have been nominated to serve on the TDCB:



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- Representing HART: Councilman Luis Viera, with Councilman Gil Schisler as alternate

Recommended Action

That the MPO confirm the above appointments

Prepared By

Cheryl Wilkening

Attachments

None



Hillsborough MPO Metropolitan Planning for Transportation

Board & Committee Agenda Item

Agenda Item

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

Presenter

Vishaka Shiva Raman, MPO Staff

Summary

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

This project includes pedestrian safety improvements to the signalized intersections:

- Fowler Ave at Nebraska Ave
- Fowler Ave at 15th St
- Fowler Ave at 22nd St
- Fowler Ave at Bruce B Downs Blvd
- Fowler Ave at 56th Street

Improvements 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](#). The Fowler Ave Multimodal 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 and bicycle crash and volume data and found concentrations of activity and crashes at these intersections. This project will be constructed using an innovative “design-build” contract mechanism which will expedite the completion of the project.

Recommended Action

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

Prepared By

Vishaka Shiva Raman, MPO Staff



Attachments

TIP Amendment Presentation Slides

TIP Comparative Report and Project Map

Background information: Fowler Avenue Multimodal Study Presentation by FDOT



Hillsborough MPO
Metropolitan Planning
for Transportation

TIP Amendment

Transportation Improvement Program

Fiscal Years 2020/21 – 2024/25

Amendment for Intersection Improvements along SR 582/ Fowler Ave at
Nebraska Ave, 15th St, 22nd St, Bruce B Downs Blvd and 56th St.



Transportation Improvement Program (TIP) Amendments

- Amendment requested by Florida Department of Transportation (FDOT) to add a new project to construct pedestrian/ bicycle improvements along Fowler Ave at the following intersections:
 - Fowler Ave at Nebraska Ave
 - Fowler Ave at 15th St
 - Fowler Ave at 22nd St
 - Fowler Ave at Bruce B Downs Blvd
 - Fowler Ave at 56th Street
- FDOT University Area Avenue Multimodal Feasibility Study for potential Safety and Intersection Improvements
- Improvements identified at the above intersections with high pedestrian and bicycle crashes and increased pedestrian and bicycle activity
- This project will be constructed using an innovative “design-build” contract to expedite the completion of the project.



Potential Corridor Improvements

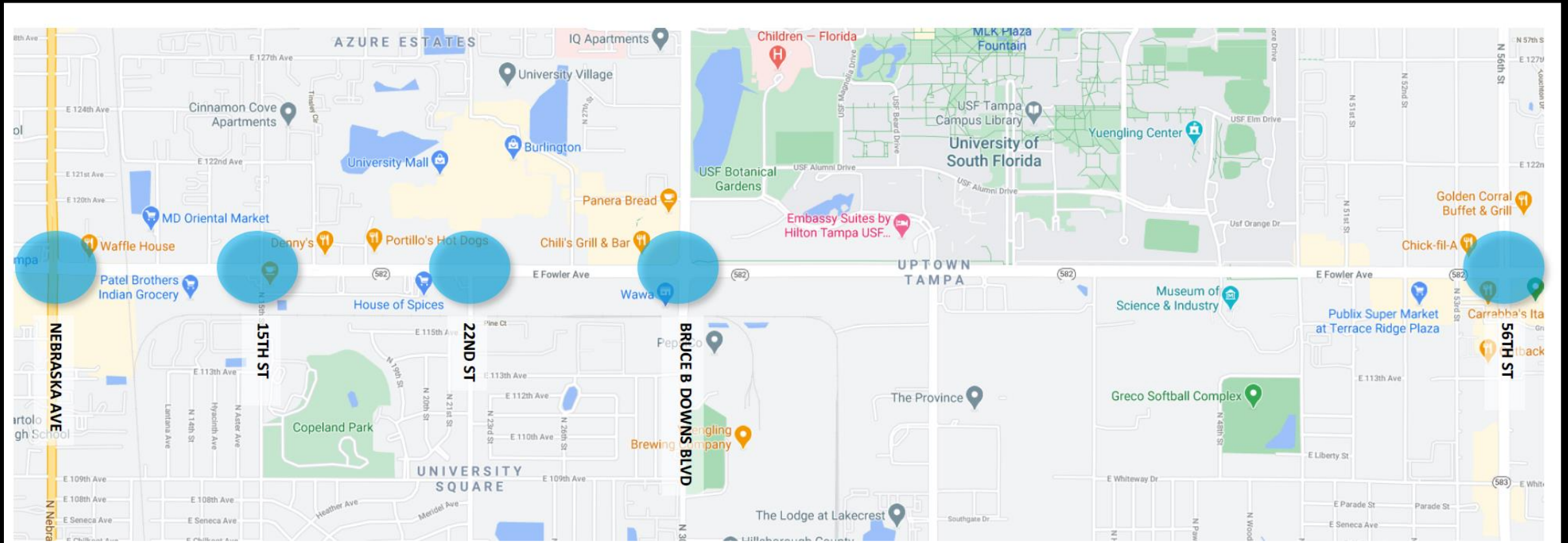
Safety and Operational Improvements

- Tightening the curb radii at the corners of the intersection
- Shortening pedestrian crossing distances and creating more crossing opportunities
- Promoting lower vehicle travel speed in segments with increased pedestrian and cyclist activity
- Reducing vehicle/pedestrian conflicts, reduced bicyclist exposure
- Upgrading the lighting for pedestrians and bicyclists

Efficiency and Transit Flexibility

- Accommodating planned HART BRT and potential services
- Use of “Innovative Intersection Designs” where feasible





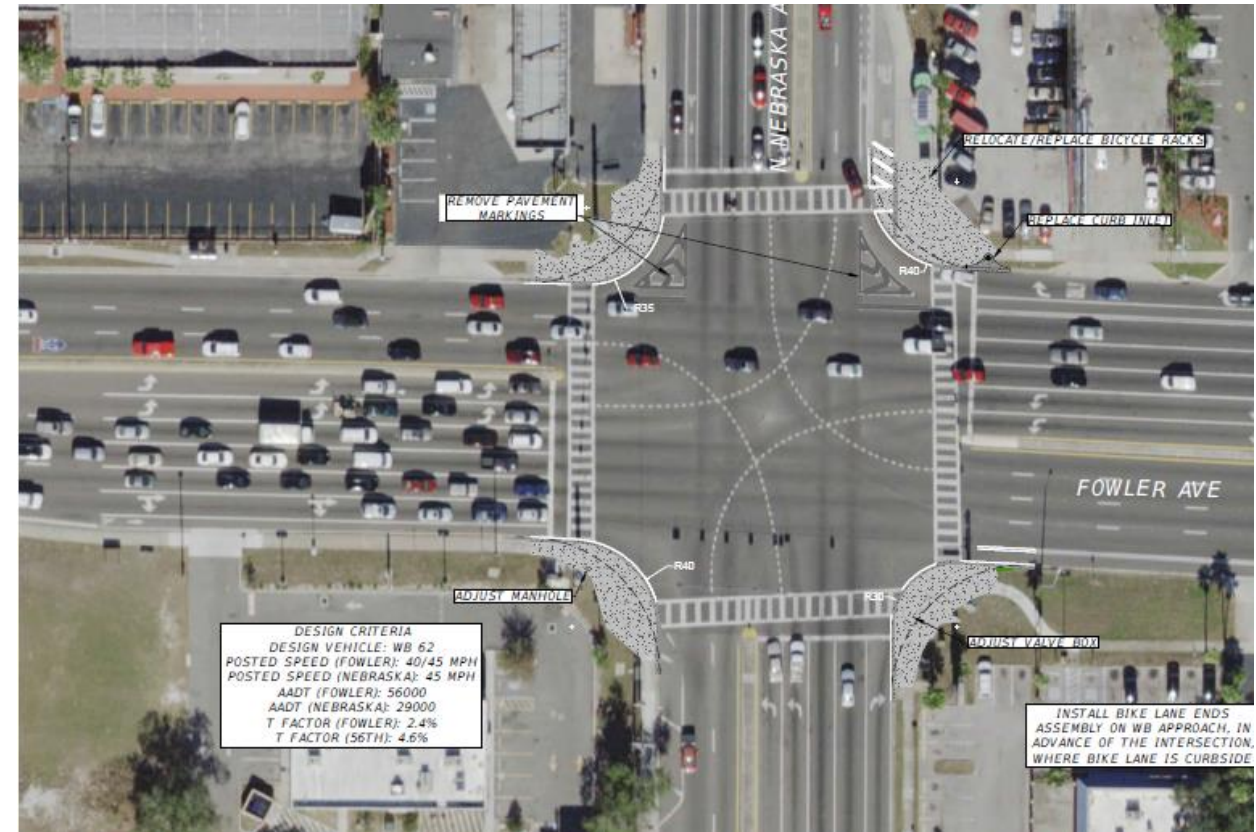
Project Map for Fowler Ave Intersection Improvements



Fowler at Nebraska Avenue

Existing Intersection

Proposed Design

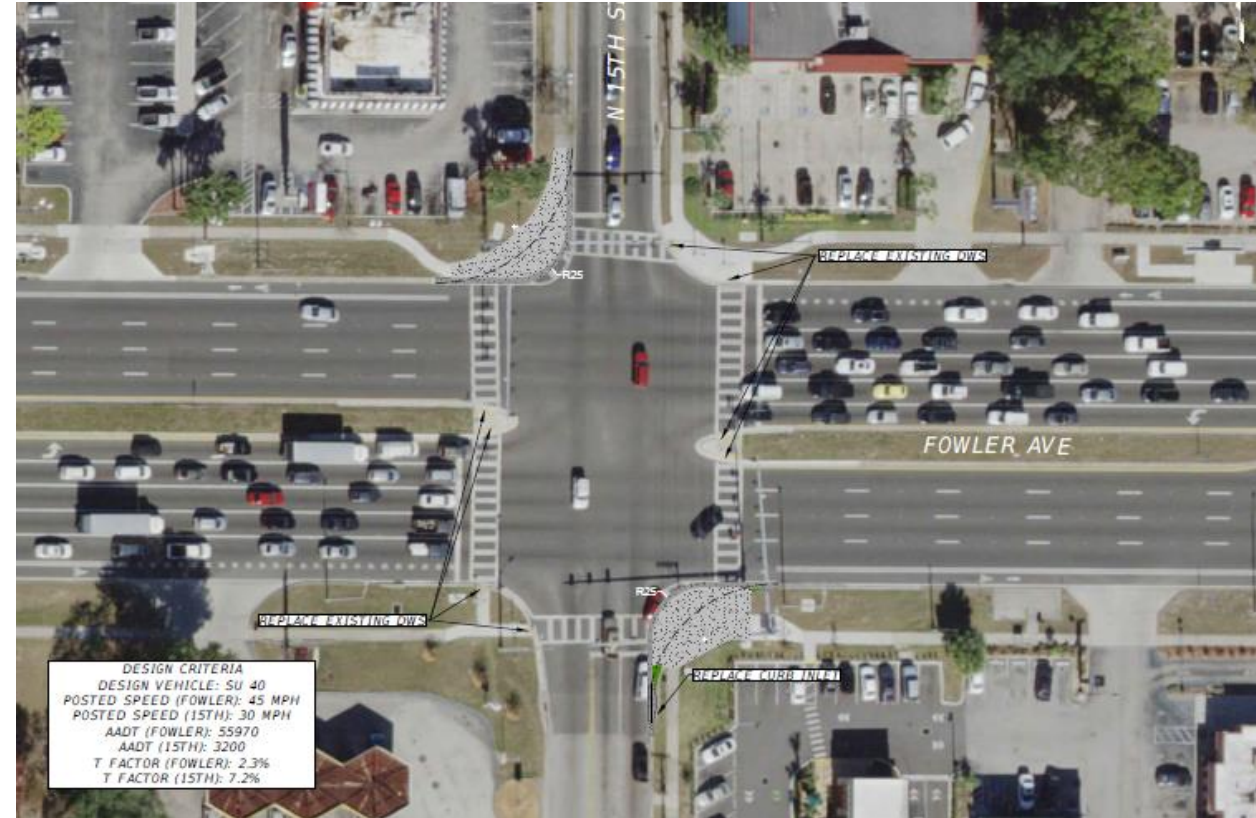


Fowler at 15th Street

Existing Intersection



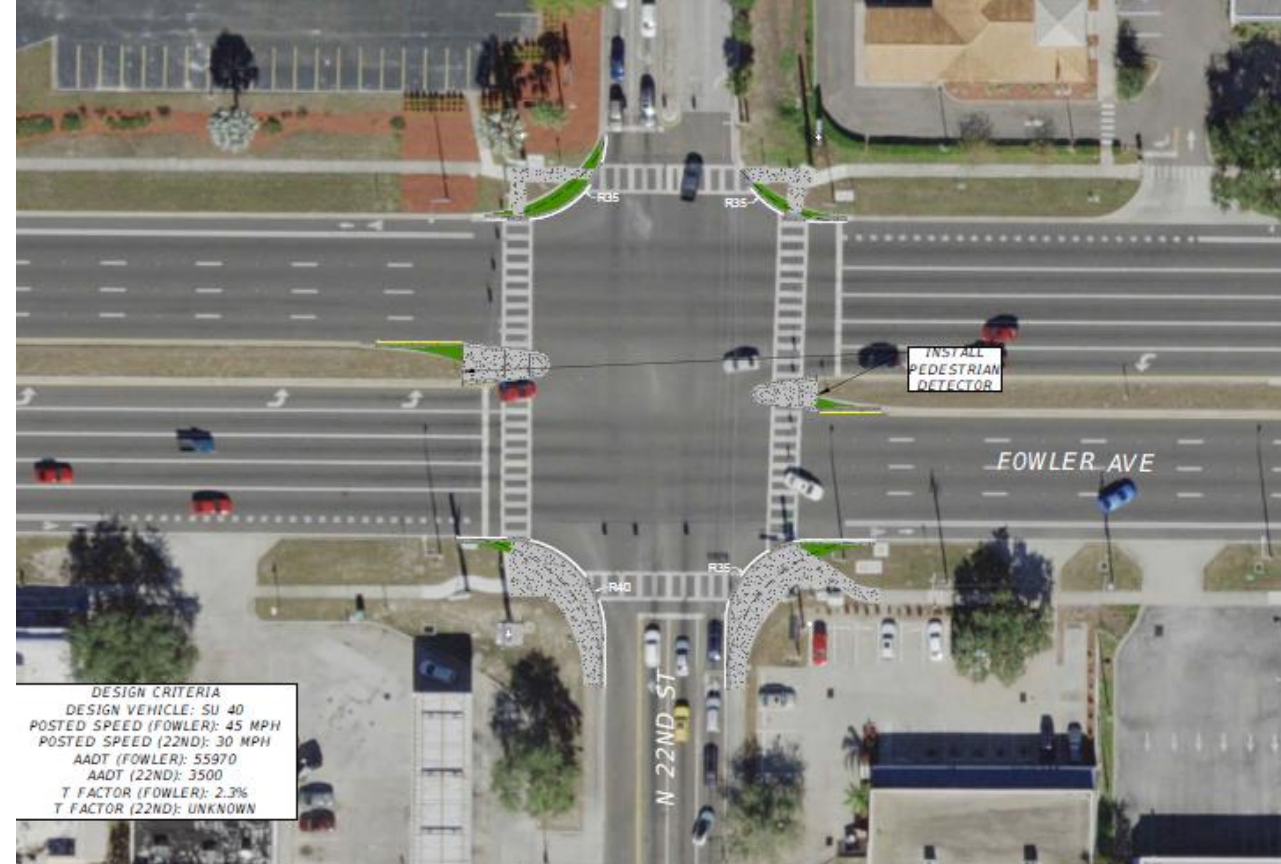
Proposed Design



Fowler at 22nd Street

Existing Intersection

Proposed Design

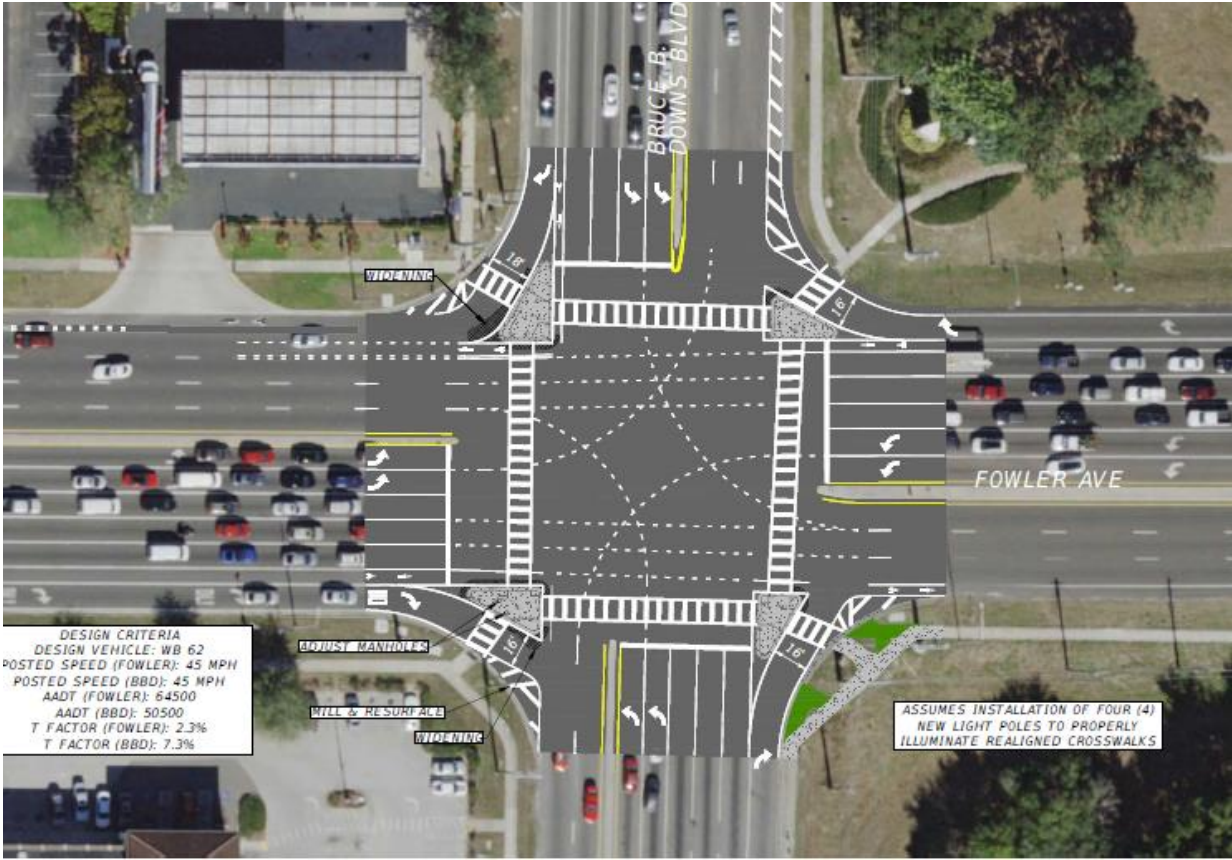


Fowler at Bruce B Downs Ave

Existing Intersection



Proposed Design

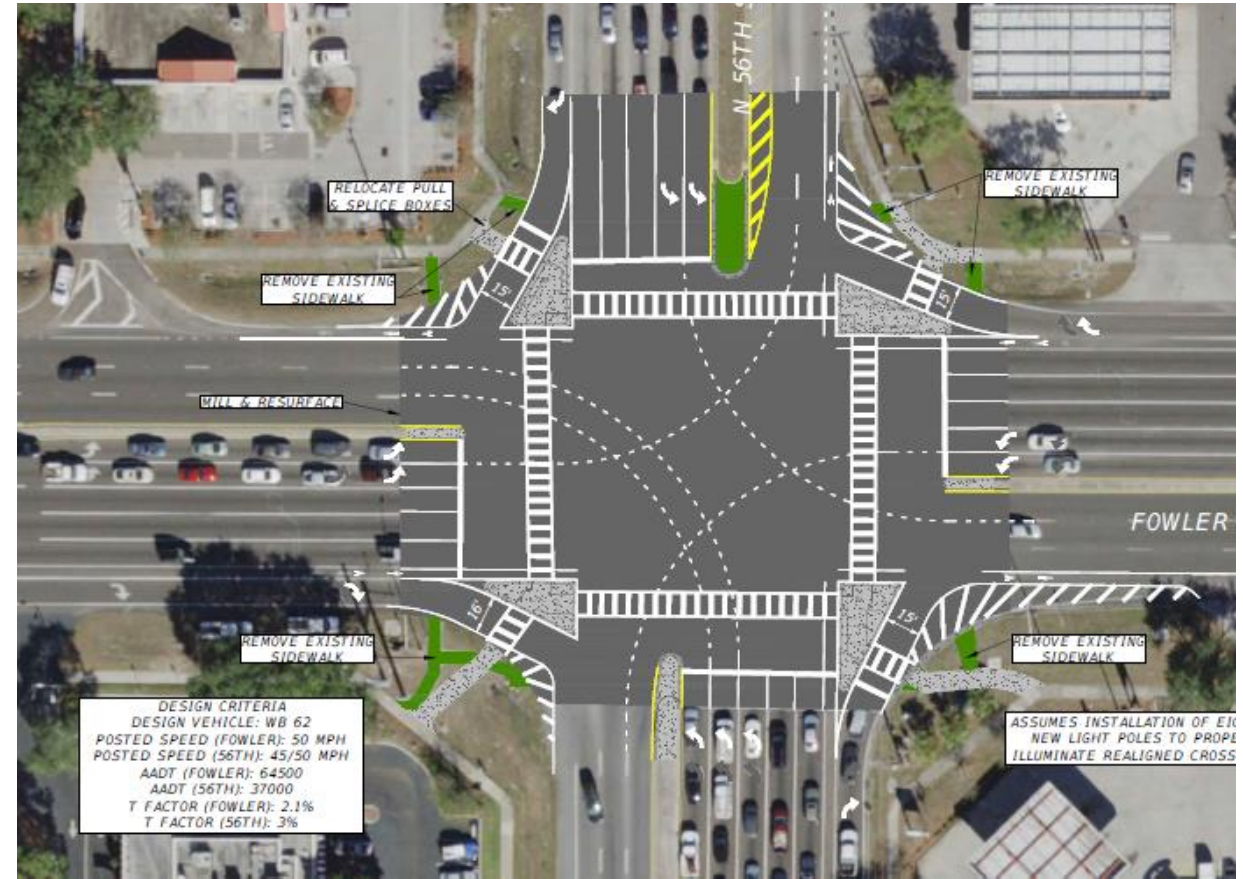


Fowler at 56th Street

Existing Intersection



Proposed Design



TIP Comparative Report

FUND CODES

DIH - STATE IN-HOUSE PRODUCT SUPPORT State 100%

TALT - TRANSPORTATION ALTS- ANY AREA Federal

GFSU – GEN FUND - STPBG >200 (URBAN) Federal

FDOT

Amended FY 2020/21 - 2024/25 TIP

FDOT 5 Year TIP Hillsborough County, District 7

HIGHWAYS

Status: Amended **Amendment Date:** 01/13/2021 **Amendment Number:** 18

Item Number: 447696 1 **Description:** SR 582/E FOWLER AVE AT NEBRASKA,15TH, 22ND, BBD, 56TH **L RTP:** Vision Zero, p. 35

Related Project: **Extra Description:** INTERSECTION IMPROVEMENT

Project Length: 3.591 *NON-SIS*

Type of Work: INTERSECTION IMPROVEMENT

Fund	<2021	2021	2022	2023	2024	2025	>2025	All Years
CONSTRUCTION - MANAGED BY FDOT								
Added DIH	\$0	\$23,870	\$0	\$0	\$0	\$0	\$0	\$23,870
Added TALT	\$0	\$650,000	\$0	\$0	\$0	\$0	\$0	\$650,000
Added GFSU	\$0	\$1,100,463	\$0	\$0	\$0	\$0	\$0	\$1,100,463
Totals:	\$0	\$1,774,333	\$0	\$0	\$0	\$0	\$0	\$1,774,333
Item 447696 1 Totals:	\$0	\$1,774,333	\$0	\$0	\$0	\$0	\$0	\$1,774,333



Recommended Action...

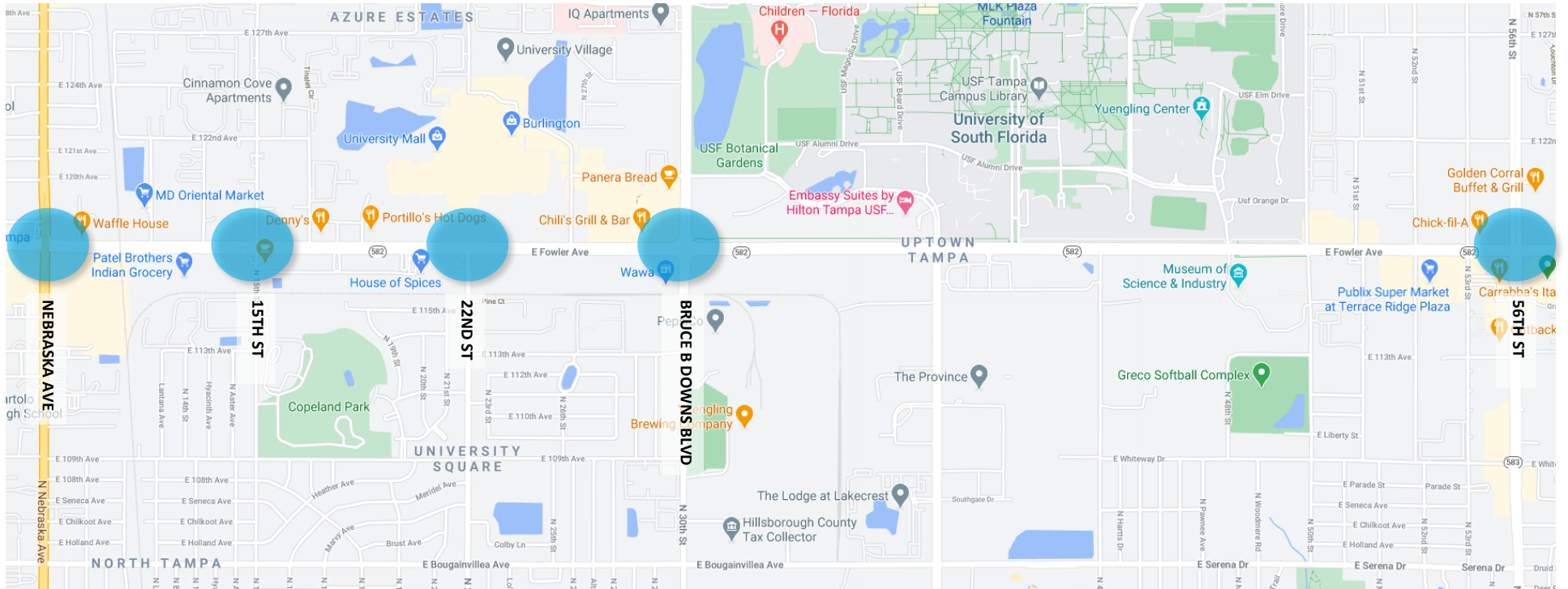
Approve the TIP Amendment

Thank you



Project Map for Intersection Improvements along SR 582/ Fowler Ave

FPN 447696 1



University Area Multimodal Feasibility Study



Concept Plan Presentation
September 2020



Key Corridor Needs

Safety

- Improved pedestrian facilities, more crossing opportunities & use of LPIs
- Upgraded lighting for pedestrians, cyclists and drivers
- Reduced cyclist exposure to higher-speed vehicles
- Lower vehicle travel speeds in segments with more pedestrian and cyclist activity

Transit Flexibility

- Accommodate planned HART BRT and potential transit services

Intersection Efficiency

- 3MSF mixed use + 3,000 new residences already approved = increased future volumes
- Use “Innovative Intersection Designs” where feasible

Timeframe for Actions

Short-Term / within 5 years

- Minor construction actions without ROW needs
- Complete required planning/environmental approval process for Medium-Term actions
- Acquire ROW for Medium-Term actions

Medium-Term / within 10 years

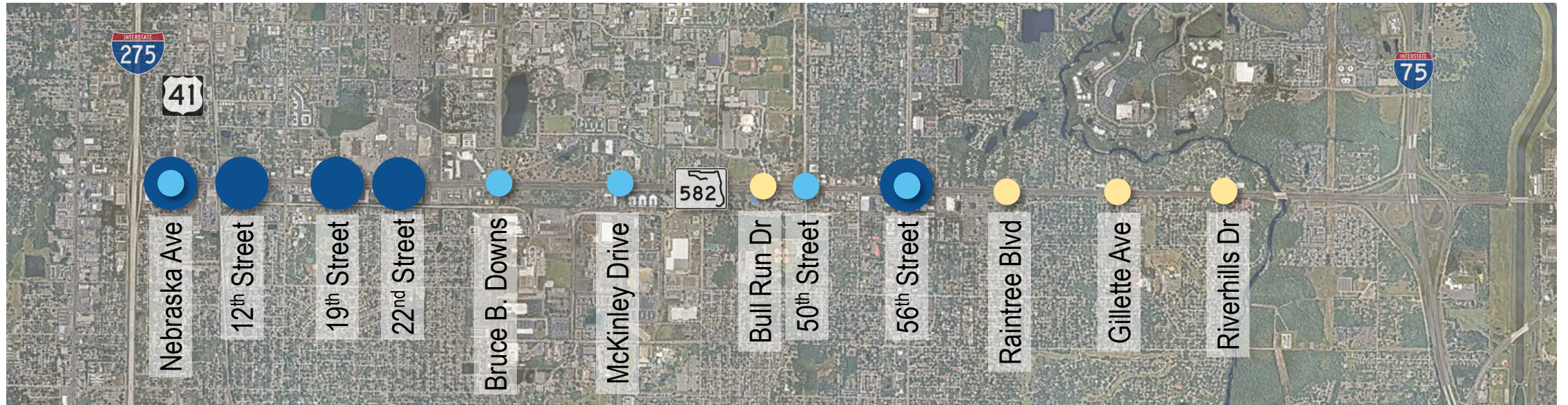
- Minor construction activities that require ROW and/or change property access
- Complete required planning/environmental approval process for Long-Term actions
- Acquire ROW for Long-Term actions

Long-Term / 10 or more years

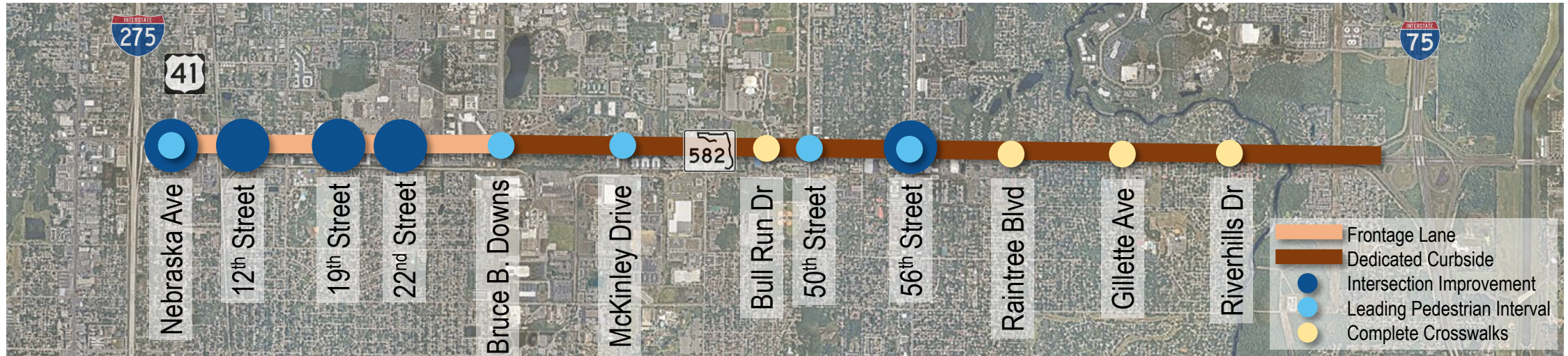
- Major construction activities that require ROW

Short-Term Actions / FY 2022 to 2024

- Intersection Improvement
- Leading Pedestrian Interval
- Complete Intersection Crosswalks



Proposed Implementation Schedule



Location/Project	Project Description	Total Estimated Budget	FY 21	FY 22	FY 23	FY 24	FY 25
Nebraska Avenue & Fowler Avenue	Tighten curb radii, landscaping	\$ 477,000					
12th Street & Fowler Avenue	Signalized pedestrian crossing, landscaping	\$ 1,065,000					
19th Street & Fowler Avenue	Signalized intersection, landscaping	\$ 1,170,500					
22nd Street & Fowler Avenue	New signal heads, extend median nose, tighten curb radii, landscaping	\$ 182,500					
56th Street & Fowler Avenue	Urban smart channel, landscaping	\$ 494,000					
Fowler Avenue Leading Pedestrian Interval Implementation	Implement LPI at signalized intersections	TBD	Ongoing				
Fowler Avenue Crosswalk Completion	Complete crosswalks at signalized intersections	TBD					
Fowler Avenue Multimodal Improvements (Nebraska to Bruce B Downs)	Implement transit, bike, and pedestrian improvements	TBD					
Fowler Avenue Multimodal Improvements (Bruce B Downs to I-75)	Implement transit, bike, and pedestrian improvements	TBD					
HART Arterial BRT	Transit guideway	TBD					

Legend: PD&E Design Const.

Fowler Avenue Conceptual Designs*

BAT Lane

- Business Access & Transit Lane allowing non-transit right turns
- Minor to Major Construction / Medium-Term Action

Frontage Lane

- Access lane separated from main roadway with curbside Bus Only lane
- Minor to Major Construction / Medium-Term Action

Median Transitway

- BRT lanes (or LRT guideway) and stations in center separated from roadway
- Major Construction / Long-Term Action

* These concepts will be analyzed in the PD&E Study and others may be developed

1 Business Access & Transit (BAT) Lane

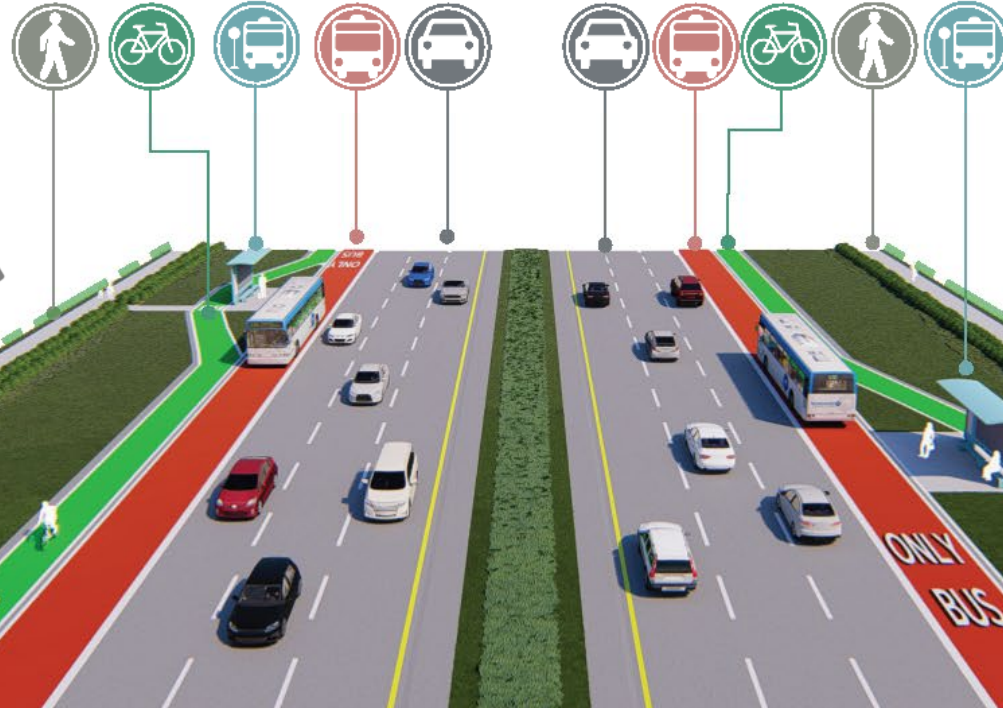


San Francisco, California



Minneapolis, Minnesota

Conceptual Design



2 Frontage Lane

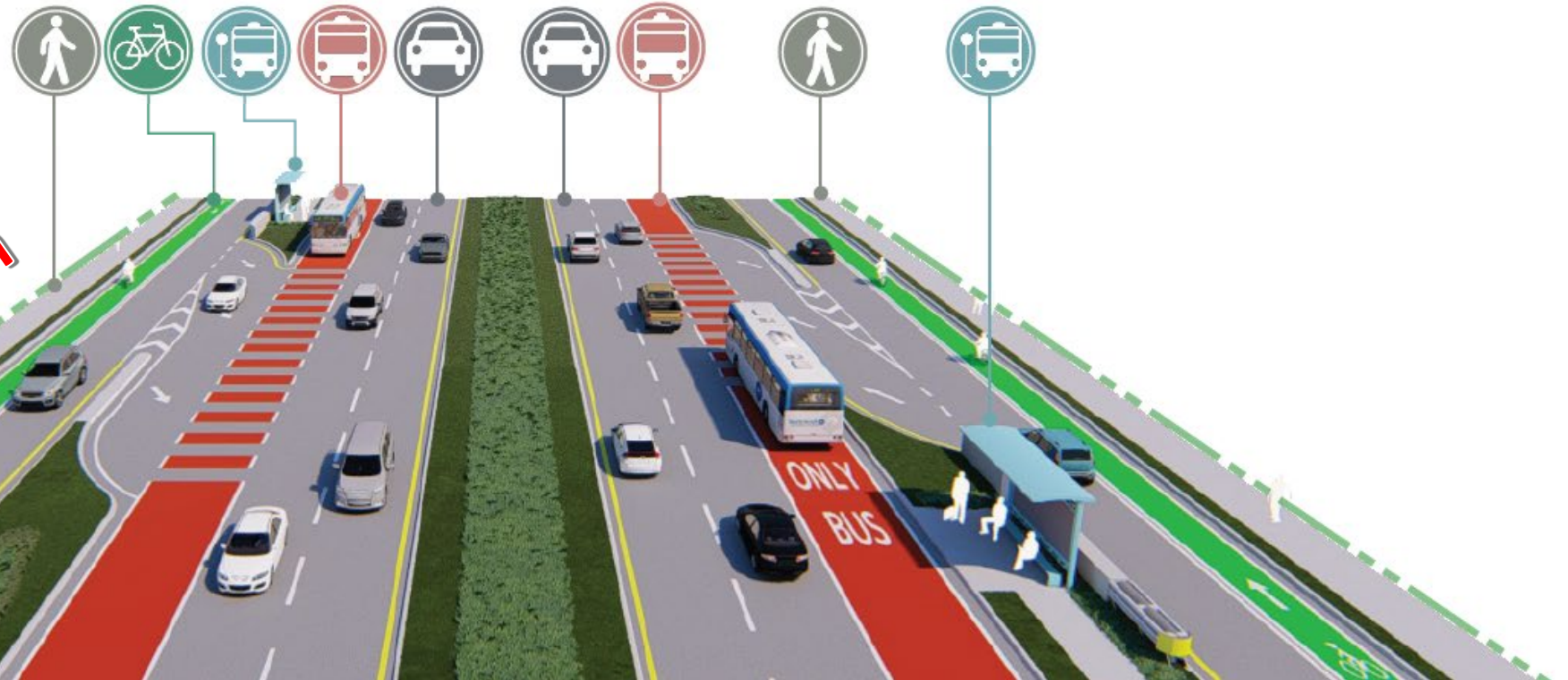


Montgomery County, Maryland (Proposed)



Queens, New York

Conceptual Design



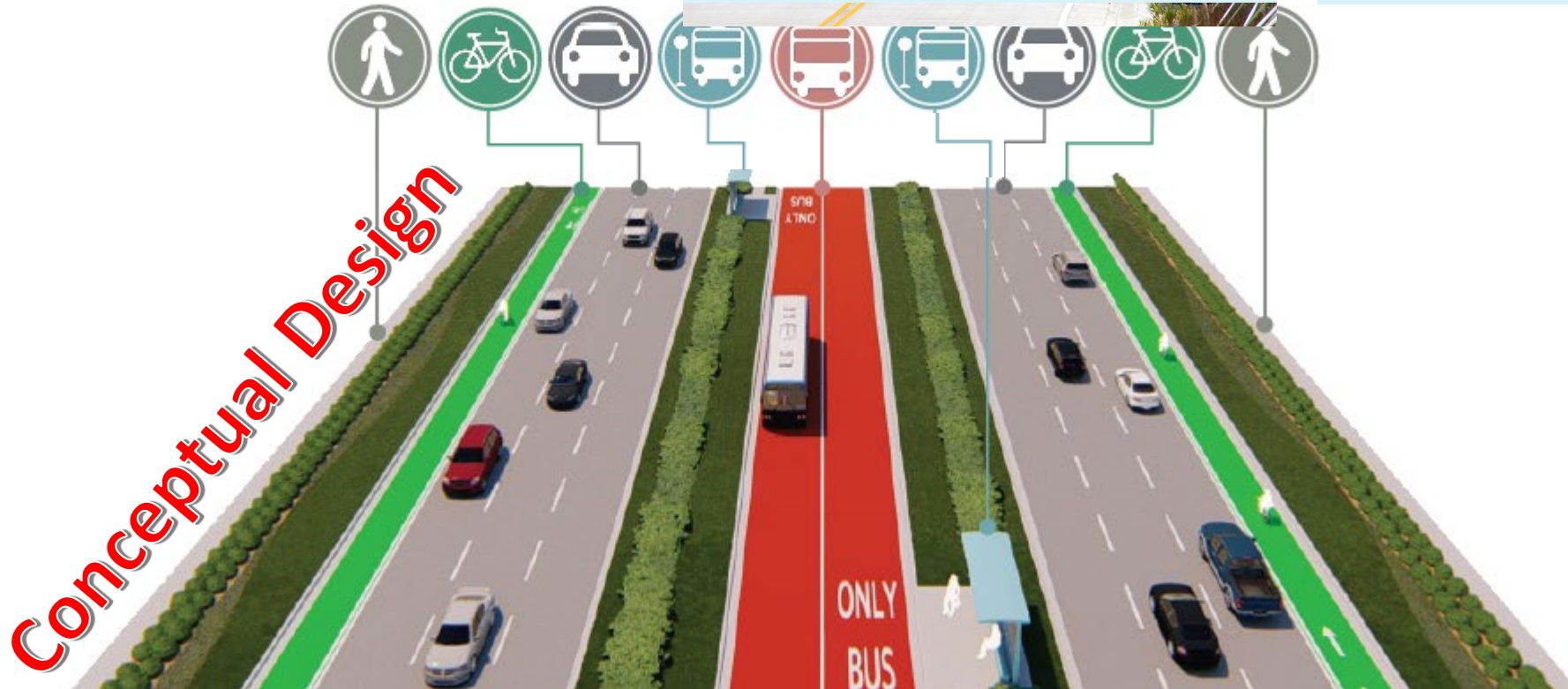
3 Median Transitway



Alexandria, Virginia

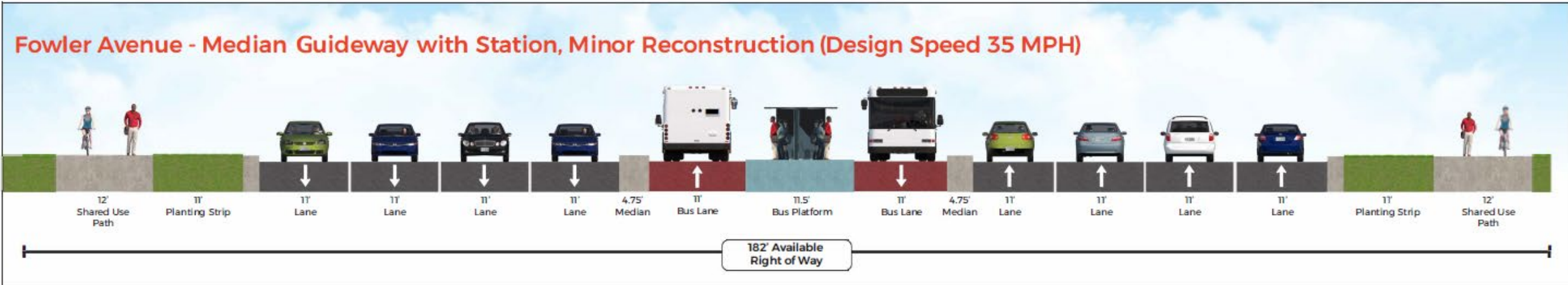


Quito, Ecuador



HART Arterial BRT Concept – Median Guideway

Fowler Avenue - Median Guideway with Station, Minor Reconstruction (Design Speed 35 MPH)



DRAFT





THANK YOU !



Hillsborough MPO Metropolitan Planning for Transportation

Board & Committee Agenda Item

Agenda Item

MPO Bylaws Amendment for Transportation Disadvantaged Coordinating Board (TDCB)

Presenter

Joshua Barber

Summary

As a result of the non-renewal of the governor's order suspending the requirement for a quorum to be present in person at public meetings, the TDCB has moved to request the MPO Board amend the bylaws for the TDCB, lowering its quorum to five (5) persons. In addition, the TDCB requests language be added that in order for the TDCB to take action, a simple majority of TDCB members needs to be present either in person, online, or on the phone.

The TDCB, which represents many vulnerable groups, makes this request to ensure the safety, health, and overall well-being of TDCB members and the public, and to ensure that the MPO and TDCB are able to continue to conduct business and meet the requirements of the Florida Commission for the Transportation Disadvantaged Planning Grant.

Recommended Action

Approve the proposed amendment to the TDCB Bylaws

Prepared By

Joshua Barber, MPO Staff

Attachments

MPO Bylaws with one proposed change highlighted



**BY-LAWS OF
THE HILLSBOROUGH COUNTY
METROPOLITAN PLANNING ORGANIZATION
AND ITS COMMITTEES
Amended October 23, 2020**

1.0 PURPOSE: These *By-laws* are adopted by the Hillsborough County Metropolitan Planning Organization hereinafter called the “MPO” to govern the performance of the MPO’s duties as well as those of MPO committees and to inform the public of the nature of the MPO’s internal organization, operations and other related matters.

2.0 DEFINITIONS:

2.1 EMERGENCY: Any occurrence or threat thereof, whether accidental or natural, caused by man, in war or in peace, which necessitates immediate action because it results or may result in substantial injury or harm to the population or the MPO or substantial damage to or loss of property or public funds.

2.2 GOOD CAUSE: A substantial reason which is put forward in good faith.

2.3 INTERESTED PERSON: Any person who has or may have or who represents any group or entity which has or may have some concern, participation or relation to any matter which will or may be considered by the MPO.

2.4 MEMBER(S): The MPO consists of sixteen (16) official members, with FDOT designated as a non-voting advisor. Each member government or authority may also appoint an alternate member, who may vote at any MPO meeting in place of a regular member. MPO committee membership is as provided in these By-laws.

2.5 PUBLIC HEARING: A meeting of the MPO convened for the purpose of receiving public testimony regarding a specific subject and for the purpose of taking action on amendment to or adoption of a plan or program. A public hearing may be convened with less than a quorum present; however, no official action other than adjournment or continuation of the public hearing to another time may be taken unless a quorum is present.

2.6 REGULAR MEETING: The regular scheduled meeting of the MPO at which all official business may be transacted.

2.7 SPECIAL MEETING: A meeting of the MPO held at a time other than the regularly scheduled meeting time. All official business may be transacted at a special meeting.

2.8 WORKSHOP: A conference where members are present and are meeting to discuss a specific subject. A workshop may be convened with less than a

quorum present; however, no official action other than adjournment or continuation of the workshop to another time may be taken.

3.0 MPO OFFICERS: There shall be a Chair and a Vice-Chair. All officers shall be voting members of the MPO.

3.1 TENURE: All officers shall hold office for one (1) year or until a successor is elected. However, any officer may be removed by a majority of the total members.

3.2 SELECTION: At the regular meeting in December, the members shall nominate one or more candidates to fill each office. Immediately following the close of nominations, the MPO shall vote to fill each office, with the vote for each office being taken in the order in which candidates for that office were nominated, until one is elected. New officers shall take office immediately upon the conclusion of the election of officers.

3.3 VACANCY IN OFFICE: A vacant office shall be filled by the MPO at its first regular meeting following the vacancy. The officer so elected shall serve the remainder of their predecessor's term in office.

3.4 DUTIES: The officers shall have the following duties:

3.4.1 CHAIR: The Chair shall:

- (a) Preside at all regular and special meetings, workshops and public hearings.
- (b) Represent the MPO on the West Central Florida MPO Chairs Coordinating Committee (CCC) and the Florida MPO Advisory Council (MPOAC).
- (c) Establish such ad hoc committees as the Chair may deem necessary and appoint their members and chairs.
- (d) Call special meetings and workshops and public hearings.
- (e) Sign all contracts, resolutions, and other official documents of the MPO, unless otherwise specified by the *By-laws* or *Policies*.
- (f) Express the position of the MPO as determined by vote or consensus of the MPO.
- (g) See that all actions of the MPO are taken in accordance with the *By-laws*, *Policies* and applicable laws.
- (h) Perform such duties as are usually exercised by the Chair of a commission or board, and perform such other duties as may from time to time be assigned by the MPO.

3.4.2 Vice-Chair: The Vice-Chair shall, during the absence of the Chair or the Chair's inability to act, have and exercise all of the duties and powers of the Chair, and shall perform such other duties as may from time to time be assigned to the Chair by the MPO.

4.0 COMMITTEES:

4.1 AD HOC COMMITTEES:

4.1.1 Chair and Expiration: An ad hoc committee shall consist of a committee chair, who shall be a member of the MPO. All ad hoc committees shall have an expiration time identified by the Chair at the time of creation or shall dissolve at the expiration of the Chair's term.

4.1.2 Purpose: The purpose of establishing ad hoc committees is to facilitate the accomplishment of a specific task identified by the Chair.

4.2 STANDING COMMITTEES:

4.2.1 Appointment of Committee Members: Members and alternate members of all committees shall be appointed by action of the MPO. Members representing an organization on a committee, as specified in the committee membership list, shall be nominated in writing by their organization. Members representing the citizens of Hillsborough County, and not representing any particular entity as specified in the committee membership list, shall be recommended for membership by action of the committee on which they would like to serve. Using the same procedure, alternate members may be designated to act on behalf of regular members with all the privileges accorded thereto. The MPO shall not appoint committee applicants who are affiliated with private MPO consultants or contractors. If such an affiliation occurs, an existing committee member shall be deemed to have resigned.

4.2.2 Termination of Committee Membership: Any member of any committee may resign at any time by notice in writing to the Chair. Unless otherwise specified in such notice, such resignation shall take effect upon receipt thereof by the Chair. Each member of each committee is expected to demonstrate his/her interest in the committee's activities through attendance of the scheduled meetings, except for reasons of an unavoidable nature. In each instance of an unavoidable absence, the absent member should ensure that his/her alternate will attend. The MPO may review, and consider rescinding, the appointment of any member of any committee who fails to attend three (3) consecutive meetings. In each case, the MPO will warn the member in writing, and if applicable the member's nominating organization, thirty days in advance of an action to rescind membership. The MPO Chair may immediately terminate the membership of any committee member for violations of standards of conduct, defined as conduct inconsistent with Florida Senate Administrative Policies and Procedures. At a minimum, committee member attendance will be reviewed annually. In the case of members representing an organization on a committee as specified in the committee membership list, the individual's membership may also be rescinded by the nominating organization, by letter to the Chair.

- 4.2.3 Officers of Standing Committees:** The committee shall hold an organizational meeting each year for the purpose of electing a committee chair (unless designated by the MPO), a committee vice-chair, and, at the discretion of the committee chair, an officer-at-large. Officers shall be elected by a majority vote of a quorum of the members. Except as otherwise provided in these By-laws, officers shall serve a term of one year starting with the next meeting. The powers and duties of the committee chair shall be to preside at all meetings; to express the position of the committee as determined by vote or consensus of the committee; and to ensure that all actions of the committee are taken in accordance with the bylaws and applicable law. The committee vice chair shall have these same powers and responsibilities in the absence of the committee chair. The officer-at-large shall, during the absence of both the committee chair and the committee vice-chair or their inability to act, have these same duties and responsibilities, and in addition shall perform other duties as may from time to time be assigned by the committee chair.
- 4.2.4 Conduct of Committee Meetings:** Sections 5 through 9, excluding Section 8.1, of these MPO By-laws shall be used for the conduct of all MPO committee meetings.
- 4.2.5 Standing Committee Sub-Committees:** An MPO standing committee or the MPO may establish such sub-committees to a standing committee as deemed necessary to investigate and report on specific subject areas within the scope of the standing committee. Such sub-committees shall be of limited duration and shall dissolve at such time as designated at the time of establishment or upon completion of the task(s) specified at the time of establishment. These MPO By-laws shall be used for the conduct of such sub-committees meetings in the same manner as the MPO committees.
- 4.2.6 MPO Technical Advisory Committee (TAC):** Established pursuant to Section 339.175, Florida Statutes, the TAC shall be responsible for considering safe access to schools in the review of transportation project priorities, long-range transportation plans and transportation improvement programs and shall advise the MPO on such matters. In addition, the TAC shall be responsible for assisting in the development of transportation planning work programs; coordinating transportation planning and programming; review of all transportation studies, reports, plans and/or programs, and making recommendations to the MPO that are pertinent to the subject documents based upon the technical sufficiency, accuracy, and completeness of and the needs as determined by the studies, plans and/or programs. The TAC shall coordinate its actions with the School Board of Hillsborough County and other local programs and organizations within Hillsborough County that participate in school safety activities and shall also coordinate its actions with the

appropriate representatives of the Florida Department of Transportation.

TAC Membership: The TAC shall be composed of technically qualified representatives for the purpose of planning, programming and engineering of the transportation system within the Hillsborough County Metropolitan Planning Organization area boundary.

The membership shall be composed of: two (2) members from Hillsborough County, two (2) members from City of Tampa, two (2) members from the Hillsborough County City-County Planning Commission, one (1) member from the Tampa Hillsborough Expressway Authority, one (1) member from the Hillsborough Area Regional Transit Authority, one (1) member from Environmental Protection Commission, one (1) member from the Tampa Port Authority, one (1) member from City of Temple Terrace, one (1) member from the Tampa Bay Regional Planning Council, one (1) member from the Florida Department of Environmental Protection, one (1) member from City of Plant City, one (1) member from the Hillsborough County Aviation Authority, one (1) member from the Hillsborough County School Board, one (1) member from the Tampa Bay Area Regional Transportation Authority, one (1) member from the Tampa Historic Streetcar, Inc., one (1) member from the Department of Health-Hillsborough and one (1) member from the Florida Trucking Association.

Terms of Membership: Members shall serve terms of indefinite length at the pleasure of their respective nominating organizations and the MPO.

4.2.7 MPO Citizens Advisory Committee (CAC): The CAC shall be responsible for providing information and overall community values and needs into the transportation planning program of the MPO; evaluating and proposing solutions from a citizen's perspective concerning alternative transportation proposals and critical issues; providing knowledge gained through the CAC into local citizen group discussions and meetings; and establishing comprehension and promoting credibility for the MPO Program.

CAC Membership: The CAC shall be composed of appointed citizens (transportation agency staff are not eligible) who together shall represent a broad spectrum of social and economic backgrounds and who have an interest in the development of an efficient, safe and cost-effective transportation system. Minorities, the elderly and persons with disabilities must be adequately represented on the CAC.

All members must be residents of Hillsborough County. Membership will be as follows: one (1) member nominated by each member of the Board of County Commissioners serving on the MPO, one (1) member nominated by each member from the City of Tampa serving

on the MPO, one (1) member from the City of Temple Terrace nominated by the Mayor of the City of Temple Terrace, one (1) member from the City of Plant City nominated by the Mayor of the City of Plant City, one (1) member nominated by each respective Chairperson of the Hillsborough County Aviation, Tampa-Hillsborough Expressway, Tampa Port and Hillsborough Area Regional Transit Authorities, one (1) member representing the transportation disadvantaged nominated by the Chairman of the Transportation Disadvantaged Coordinating Board, one (1) member nominated by the Chairperson of the Hillsborough County City-County Planning Commission and one (1) member nominated by the School Board member serving on the MPO. In addition, there shall be six (6) at-large members nominated by local organizations representing the following constituencies or through application directly to the CAC as provided in Section 4.2.1. These shall comprise one (1) person of Hispanic ethnicity, one (1) person of African-American descent, one (1) person under the age of 30, one (1) woman, one (1) person to represent neighborhoods, and one (1) person to represent the business community.

Terms of appointment shall be for a two-year period with an opportunity for reappointment thereafter, unless the official who appointed the member leaves office or the MPO board during the term of the member's appointment. In that case, the member shall be deemed to have resigned from the CAC and the new official shall have the right to appoint a new member or reappoint the same member. A member of the committee whose term has expired shall continue to serve until they are reappointed or replaced. The terms of appointment notwithstanding, CAC members shall serve at the pleasure of the MPO.

4.2.8 MPO Policy Committee: The MPO Policy Committee shall be responsible for the review and in-depth discussion of items and issues proposed to come before the MPO and for development of recommendations to the MPO, as appropriate, regarding such items and issues in order to facilitate the accomplishment of the MPO's responsibilities to manage a continuing, cooperative and comprehensive transportation planning process and the development of transportation plans and programs.

Membership: The Policy Committee shall be composed of at least five (5) members of the MPO who shall serve on a voluntary basis. Volunteers for membership will be solicited at the MPO meeting at which the Chair is elected and at any MPO meeting thereafter if the total membership of the Policy Committee falls below five (5). Those MPO members requesting to be made Policy Committee members in response to such solicitation or upon the initiative of an individual MPO member shall be so appointed by action of the MPO and shall serve terms that last until the next MPO meeting at which the Chair is elected.

4.2.9 Transportation Disadvantaged Coordinating Board (TDCB): The primary purpose of the TDCB is to assist the MPO in identifying local service needs and providing information, advice, and direction to the Community Transportation Coordinator (CTC) on the coordination of services to be provided to the transportation disadvantaged pursuant to Section 427.0157, Florida Statutes.

The following agencies or groups shall be represented on the TDCB as voting members:

- an elected official serving on the Hillsborough County MPO who has been appointed by the MPO to serve as TDCB Chairperson;
- a local representative of the Florida Department of Transportation;
- a local representative of the Florida Department of Children & Families;
- a local representative of the Public Education Community, which could include, but is not limited to, a representative of Hillsborough County Public Schools, School Board Transportation Office or Head Start Program;
- a local representative of the Florida Division of Vocational Rehabilitation or the Division of Blind Services, representing the Department of Education;
- a person recommended by the local Veterans Service Office representing the veterans in the county;
- a person who is recognized by the Florida Association for Community Action (President) as representing the economically disadvantaged in the county;
- a person over sixty years of age representing the elderly citizens in the county;
- a person with a disability representing the disabled citizens in the county;
- two citizen advocates in the county, one of whom must be a user of the transportation services of the coordinated transportation disadvantaged system as their primary means of transportation;
- a local representative for children at risk;
- the chairperson or designee of the local mass transit system's board except when they are also the CTC;
- a local representative of the Florida Department of Elder Affairs;
- a local representative of the local for-profit transportation industry;
- a local representative of the Florida Agency for Health Care Administration;
- a local representative of the Regional Workforce Development Board;
- a representative of the local medical community, which may include, but is not limited to, kidney dialysis centers, long term

- care facilities, assisted living facilities, hospitals, local health department or other home and community based services, and;
- A local representative of the Agency for Persons with Disabilities

TDCB Terms of Appointment. Except for the TDCB Chairperson, the members of the TDCB shall be appointed for three (3) year terms which shall be staggered equally among the membership. The TDCB Chairperson shall serve until elected term of office has expired or is otherwise replaced by the MPO.

TDCB Duties. The TDCB shall perform the following duties which include those specified in Chapter 41-2, Florida Administrative Code and Section 427.0157, Florida Statutes.

- a. Maintain official meeting minutes, including an attendance roster, reflecting official actions and provide a copy of same to the Commission for the Transportation Disadvantaged and the MPO Chairperson;
- b. Review and approve the CTC's memorandum of agreement and the transportation disadvantaged service plan;
- c. On a continuing basis, evaluate services provided under the transportation disadvantaged service plan. Not less than annually provide the MPO with an evaluation of the CTC's performance relative to the standards adopted by the Commission for the Transportation Disadvantaged and the MPO. Recommendations relative to performance and the renewal of the CTC's memorandum of agreement with the Commission for the Transportation Disadvantaged shall be included in the report;
- d. In cooperation with the CTC, review and provide recommendations to the Commission for the Transportation Disadvantaged and the MPO on all applications for local, state, or federal funds relating to transportation of the transportation disadvantaged in the county to ensure that any expenditures within the county are provided in the most cost effective and efficient manner;
- e. Review coordination strategies for service provision to the transportation disadvantaged in the county to seek innovative ways to improve cost effectiveness, efficiency, safety, working hours, and types of service in an effort to increase ridership to a broader population. Such strategies should also encourage multi-county and regional transportation service agreements between area CTCs and consolidation of adjacent counties when it is appropriate and cost effective to do so;
- f. Appoint a Grievance Subcommittee to process, investigate, resolve complaints, and make recommendations to the TDCB for improvement of service from agencies, users, or potential users, of the systems in the county. This

- Subcommittee shall meet as often as necessary to resolve complaints in a timely manner;
- g. In coordination with the CTC, jointly develop applications for funds that may become available;
 - h. Prepare quarterly reports outlining the accomplishments and activities or other areas of interest to the Commission for the Transportation Disadvantaged and the MPO;
 - i. Consolidate the annual budget of local and federal government transportation disadvantaged funds estimates and forward them to the Commission for the Transportation Disadvantaged. A copy of the consolidated report shall also be used by the TDCB for planning purposes;
 - j. Develop and maintain a vehicle inventory and utilization plan of those vehicles purchased with transportation disadvantaged funds for inclusion in the transportation disadvantaged service plan for the Commission for the Transportation Disadvantaged;
 - k. Assist the MPO in preparing a Transportation Disadvantaged Element in their Transportation Improvement Program (TIP);
 - l. Assist the CTC in establishing eligibility guidelines and priorities with regard to the recipients of nonsponsored transportation disadvantaged services that are purchased with Transportation Disadvantaged Trust Fund moneys;
 - m. Work cooperatively with regional workforce boards established in Chapter 445, Florida Statutes, to provide assistance in the development of innovative transportation services for participants in the welfare transition program.

4.2.10 MPO Intelligent Transportation Systems (ITS) Committee: The ITS Committee is responsible for assisting in the development of Intelligent Transportation System (ITS) planning work programs, as well as reviewing ITS related studies, reports, plans, projects (including consistency with regional architecture and other standards and/or programs) and making recommendations to the MPO and/or other agencies. ITS Committee recommendations to the MPO shall be based upon the technical sufficiency, accuracy, and completeness of studies, plans and/or programs. The ITS Committee shall coordinate its actions with the appropriate representatives of the Florida Department of Transportation.

ITS Committee Membership: The ITS Committee shall be composed of members technically qualified in the planning, programming, engineering and/or implementation of intelligent transportation systems or projects within the Hillsborough County Metropolitan Planning Organization area boundary or in the case of the member nominated by the Environmental Protection Committee, technically qualified in the area of air quality impacts of transportation. The membership shall be composed of: one (1) member each from Hillsborough County, the City of Tampa, the

Environmental Protection Commission, Tampa-Hillsborough Expressway Authority, Hillsborough Area Regional Transit Authority, the City of Plant City and the City of Temple Terrace. Members and Alternate Members shall serve terms of indefinite length at the pleasure of their respective governmental bodies or agencies and the MPO.

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

BPAC Membership: The BPAC shall be composed of up to twenty-five members. One member shall represent each of the following entities, except as noted: City of Tampa (three seats), City of Temple Terrace, City of Plant City, Hillsborough County (three seats), University of South Florida USF, the Environmental Protection Commission of Hillsborough County, the Hillsborough County City-County Planning Commission, HART, and the Florida Health Department. The remaining members shall be citizen representatives.

All members of this Committee shall serve for a two-year term, ending on June 30th of its respective year. Without restriction, each member can be appointed to serve an unlimited number of two-year terms.

4.2.12 MPO Livable Roadways Committee (LRC): The LRC shall be responsible for integrating Livable Roadways principles into the design and use of public rights-of-way and the major road network throughout Hillsborough County. The LRC seeks to accomplish this responsibility by: making recommendations to create a transportation system that balances design and aesthetics with issues of roadway safety and function; ensuring that public policy and decisions result in a transportation system that supports all modes of transportation, with a special emphasis on pedestrian and bicycle infrastructure and transit infrastructure and service; providing information and assistance to the MPO, local governments and transportation agencies relating to the mission of the Committee; and enhancing coordination among MPO member agencies and public participation in the transportation planning

process. The LRC shall coordinate its actions with the appropriate representatives of the Florida Department of Transportation.

LRC Membership: The LRC shall be composed of representatives of local government departments, transportation agencies and other organizations. They may be elected officials, appointed officials, organization members, designated representatives or staff, but may not be staff to the MPO. Members will represent the following: City of Plant City; City of Tampa Parks and Recreation Department, Public Works, Transportation Division, or Urban Development Department (up to two members); City of Temple Terrace; Hillsborough County Planning and Infrastructure (up to two members); Hillsborough Area Regional Transit; Hillsborough County MPO Board Member (appointed by the MPO to serve as chair of the committee); Hillsborough County City-County Planning Commission; Tampa Hillsborough Expressway Authority and five members from professional organizations whose mission is consistent with the principles of Livable Roadways (such as American Planning Association; American Society of Landscape Architects; Urban Land Institute; Institute of Transportation Engineers; Congress for New Urbanism and American Institute of Architects); University of South Florida; New North Transportation Alliance; Tampa Downtown Partnership; Westshore Alliance; Person with disabilities; Neighborhood representative; Transit user representative; Citizen advocate for livable communities and/or multimodal transportation.

5 MEETINGS:

5.1 SCHEDULE OF MPO MEETINGS:

- 5.1.1 Regular Meetings:** Regular meetings shall take place on the first Tuesday of each month, unless otherwise decided by the MPO and shall be held in the Chamber of the Hillsborough County Board of County Commissioners or at another suitable location designated by the Chair.
- 5.1.2 Special Meetings and Workshops:** Special meetings and workshops shall be held at the call of the Chair or majority of officers. Special meetings and workshops shall convene at a time designated by the Chair and shall be held in the Chambers of the Hillsborough County Board of County Commissioners or at another suitable location designated by the Chair.
- 5.1.3 Public Hearings:** Public hearings of the MPO shall be held at a time designated by the Chair. A public hearing can be continued until a date and time certain, with due allowance of time for public notice of the continuation of the public hearing. Public hearings shall be held in the Chambers of the Hillsborough County Board of County Commissioners or at another suitable location designated by the Chair.

- 5.2 SCHEDULE OF STANDING COMMITTEE MEETINGS:** Each standing committee shall meet monthly, with the exception of the Intelligent Transportation Systems Committee and the Transportation Disadvantaged Coordinating Board which shall meet every two months, at a regular date and time designated by the Chair.
- 5.3 SCHEDULE OF AD HOC COMMITTEE MEETINGS:** Each ad hoc committee shall meet at the call of the committee chair. Ad hoc committee meetings shall not be scheduled during the times reserved for MPO meetings. Ad hoc committee meetings shall be held at a suitable location designated by the committee chair.
- 5.4 NOTICE OF MPO AND COMMITTEE MEETINGS:** The Executive Director of the MPO shall be responsible for providing written public notice of all MPO meetings, public hearings and committee meetings. Except in case of emergencies, written notice of any meeting shall be given at least five (5) days prior to the meeting. In case of emergency, notice of such meeting shall be given to each member as far in advance of the meeting as possible and by the most direct means of communications. In addition, notice of such emergency meeting shall be given to the media, utilizing the most practicable method. Written notice of any meeting shall state the date, time and place of the meeting, a brief description of the agenda for the meeting, and shall be provided in accordance with the requirements of Florida law and the MPO's Public Participation Plan.
- 5.5 AGENDA OF MPO AND COMMITTEE MEETINGS:** The agenda for all MPO regular and special meetings, workshops and public hearings shall be established by the Chair with the assistance of the Executive Director. Members or the Executive Director may request that an item be placed on the agenda by communicating such request to the Executive Director at least ten (10) days prior to the meeting date. The Chair shall consider with the Executive Director on a month to month basis whether there shall be a consent agenda.

The agenda for each committee meeting shall be established by the committee chair and shall be prepared by the Executive Director or designated MPO support staff. Members of a committee or the Executive Director may request that an item be placed on a committee agenda by communicating such request to the MPO support staff assigned to the committee, or the Executive Director at least ten (10) days prior to the committee meeting date.

The agenda shall list the items in the order they are to be considered. For good cause stated in the record, items on the agenda may be considered out of order with the approval of the MPO Chair or the committee chair.

The agenda for any MPO or committee meeting shall be delivered to each member at least five (5) days prior to the meeting date and shall be mailed or delivered to interested persons at that time, except in case of an

emergency meeting, where the agenda will be provided to members, and interested parties as far in advance of such meetings as practicable.

5.6 RULES OF ORDER: Except where they are inconsistent with the *By-laws*, *Roberts Rule of Order* shall be used for the conduct of all MPO and committee meetings.

5.7 QUORUM: A simple majority of the total non-vacant membership of the MPO or MPO committee shall constitute a quorum for the transaction of business at all regular and special meetings and public hearings, except seven (7) members shall constitute a quorum for the CAC, and five (5) members shall constitute a quorum for the TDCB. Public hearings may be conducted with less than a quorum, but no action, other than as noted at the end of this section, shall be taken unless a quorum is present. When a quorum is present, a majority of those present may take action on matters properly presented at the meeting. Workshops may be conducted with less than a quorum, but no official action may be taken. A majority of the members present, whether or not a quorum exists, may adjourn any meeting or continue any public hearing to another time.

5.8 CONDUCT OF MEETINGS:

5.8.1 Chair Participation: The presiding MPO Chair, or committee chair, shall not be deprived of any rights and privileges by reason of being presiding Chair, but may move or second a motion only after the gavel has been passed to the Vice-Chair or another member.

5.8.2 Form of Address: Each member shall address only the presiding Chair for recognition; shall confine his/her remarks to the question under debate; and shall avoid personalities or indecorous language or behavior.

5.8.3 Public Participation: Any member of the public may address the MPO or MPO committee at a regular or special meeting, public hearing, or public participation type workshop, after signing in with the MPO Staff for a specific item. When recognized by the Chair, a member of the public shall state their name, address, the person on whose behalf they are appearing and the subject of their testimony. Each member of the public shall limit his or her presentation to three (3) minutes unless otherwise authorized by the Chair.

5.8.4 Limitation of Testimony: The Chair may rule testimony out of order if it is redundant, irrelevant, indecorous or untimely.

5.8.5 Motions: The Chair shall restate motions before a vote is taken and shall state the maker of the motion and the name of the supporter.

5.8.6 Voting: Voting shall be done by voice, as a group, but a member shall have his/her vote recorded in the minutes of the meeting if so desired. A roll call vote shall be taken if any member so requests.

Any member may give a brief explanation of his/her vote. A tie vote shall result in failure of a motion.

5.8.7 Reconsideration: A motion to reconsider an item on which vote has been taken may be made only by a member who voted with the prevailing side. The motion to reconsider must be made on the day the vote to be reconsidered was taken, or at the next succeeding meeting of the same type of meeting at which the vote to be reconsidered was taken (i.e., at the next succeeding regular meeting if the vote to be reconsidered was taken at a regular meeting). To be in order, the motion to reconsider must be made under the consideration of old business. Adoption of a motion to reconsider requires the approval of at least a simple majority of the votes cast. If a motion to reconsider is adopted, the members shall consider the need for additional notice to interested persons before a vote subject to the motion for reconsideration was taken at a special meeting or a public hearing for which no subsequently scheduled meeting will provide an opportunity for reconsideration of the item, then the motion to reconsider may be made at the next regular meeting in the manner provided.

5.9 ORDER OF BUSINESS AT MEETINGS: The order of business shall be determined by the Chair; however, the following is provided as a guide:

5.9.1 Regular MPO Meetings:

- (a) Call to Order and Pledge of Allegiance
- (b) Approval of minutes of prior meetings, workshops and public hearings.
- (c) Public input on Agenda Items, MPO Committee Reports
- (d) Presentation of the Chair's Report
- (e) Presentation of the Executive Director's Report
- (f) Consideration of Action Items
- (g) Consideration of Status Reports
- (h) Public input regarding general concerns
- (i) Consideration of items under old business
- (j) Consideration of items under new business
- (k) Adjournment

5.9.2 Special Meetings or Workshops

- (a) Call to Order
- (b) Consideration of individual agenda items
- (c) Adjournment

5.9.3 Public Hearings

- (a) Call to Order
- (b) Consideration of individual agenda items
 - 1. Presentation by staff
 - 2. Public comment

- 3. Board deliberation
- (c) Adjournment

5.9.4 Order of Consideration of Action Items: The order of consideration of any individual agenda item shall be as follows unless otherwise authorized by the Chair:

- (a) Chair introduces the agenda item.
- (b) Staff presents the agenda item.
- (c) Other invited speaker(s) make presentations.
- (d) MPO or committee members ask questions.
- (e) Motion is made, seconded and debated.
- (f) Vote is taken.

The Chair may expand all time limitations established by this section.

5.9 OPEN MEETINGS: All MPO regular and special meetings, workshops and public hearings, MPO committee meetings, and all meetings of the committees are open to the public as provided by Florida's Government-in-the-Sunshine Law, Section 286.011, Florida Statutes.

6.0 ATTENDANCE: Members are expected to attend all regular and special meetings, public hearings and workshops of the MPO and its committees.

6.1 EXCUSAL FROM MEETINGS: Each member who knows that his/her attendance at a regular or special meeting, public hearing or workshop will not be possible, shall notify the Executive Director, or committee support staff, of the anticipated absence and the reason thereof. The Executive Director, or committee support staff, shall communicate this information to the Chair who may excuse the absent member for good cause.

7.0 CODE OF ETHICS:

7.1 COMPLIANCE WITH LAWS: Members shall comply with the applicable provisions of the Code of Ethics for Public Officers and Employees, Part III, Chapter 112, Florida Statutes.

7.2 REQUESTS FOR INFORMATION: Members may request information readily available to the general public directly from the appropriate staff person. Requests for information not readily available to the general public, or information which would involve the expenditure of staff time in preparation or compilation, shall be made to the Executive Director, who may consult with the Chair for guidance.

7.3 LOBBYING ACTIVITIES: Members shall use their discretion in conducting private discussions with interested persons regarding MPO business, as long as all interested persons are treated equally. Any written material received by a member in connection with a private discussion with an interested person shall be given to the Executive Director for distribution to other members and as appropriate, to staff.

7.4 GOVERNMENT IN THE SUNSHINE: Members shall refrain from participating in any private communications regarding MPO business involving two or more members. For purposes of this section, a private discussion is one that is not conducted in accordance with the requirements of Florida's Government-in-the-Sunshine Law, Section 286.011, Florida Statutes.

Any written material received by a member in connection with MPO Business shall be given to the Executive Director or the member's committee support staff for distribution to other members and as appropriate, to staff.

7.5 STATEMENTS BY MEMBERS: Members will from time to time be asked to give their opinions regarding matters which have been or will be considered by the MPO or one of its committees. No member shall be prohibited from stating his/her individual opinion on any matter; however, in doing so, each member shall take care to make clear that the opinion expressed is his/her own, and does not constitute the official position of the MPO or one of its committees.

8.0 ADMINISTRATION: The administration of MPO activities shall be accomplished through official actions of the MPO in accordance with the following guidelines:

8.1 POLICIES: The MPO shall adopt, by a vote of a majority of the total membership, *Policies* to guide the administration of the MPO. The *Policies* shall be published in conjunction with the *By-laws*. The *Policies* may be amended from time to time by a vote of a majority of the total voting membership of the MPO.

8.2 STATUTES: The MPO shall abide by legislation authorizing and specifying its duties and functions and all other requirements of Florida law.

8.3 STAFF: The staff of the MPO shall consist of the Executive Director and such additional employees as provided by the Hillsborough County City-County Planning Commission. The staff shall be directed by the Executive Director of the MPO.

9.0 RULES OF CONSTRUCTION: The following rules apply to the text of this document.

9.1 The particular controls the general.

9.2 The word "shall" is mandatory and not discretionary. The word "may" is permissive.

9.3 Words used in the present tense include the future; words used in the singular number shall include the plural and the plural the singular unless the context indicates the contrary.

9.4 Words not defined shall have the meaning commonly ascribed to them.

10.0 AMENDMENT: The *By-laws* may be amended by two-thirds majority vote of the total voting membership of the MPO. Any amendment shall be proposed at a regular meeting and voted upon the next regular meeting.



Hillsborough MPO Metropolitan Planning for Transportation

Board & Committee Agenda Item

Agenda Item

Hillsborough County Vision Zero Corridor Studies Draft Recommendations

Presenter

Lisa Silva, MPO Staff and MPO Consultants

Summary

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.

A presentation of **draft recommendations and public outreach results** from the communities surrounding these HIN corridors:

- 78th Street (Causeway Blvd to Palm River Rd)
- Gibsonton Drive (I-75 to Balm Riverview Road)
- 15th Street (Fowler Avenue to Fletcher Avenue)
- CR579 /Mango Rd (MLK Boulevard to US 92)
- Sheldon Road (Hillsborough Ave to Waters Ave)
- Lynn Turner (Gunn Highway to Ehrlich Road)
- W. Fletcher Ave (Armenia Ave to Nebraska Ave)
- Bruce B. Downs (Fowler Ave to Bearss Ave)

[Please visit the project page to review the reports](#) for any of the corridors.

Recommended Action

Approval of recommendations.

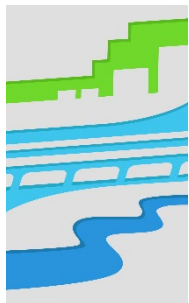
Prepared By

Gena Torres

Attachments

[Draft Reports](#)

Presentation pdf



Hillsborough Vision Zero Corridors

Lisa K. Silva, PLA, AICP

Wade Reynolds, AICP

January 13, 2021

VISIONZERO

HILLSBOROUGH



**Hillsborough
County Florida**



**Hillsborough MPO
Metropolitan Planning
for Transportation**

Vision Zero Action Plan - Four tracks

- One message, many voices
- Consistent & Fair
- **Paint Saves Lives**
- Future will not be like the past

All the safety Es



Education



Engineering



Enforcement



Equity



Evaluation

Hillsborough County Top 8 Corridors - "Paint Saves Lives"

Purpose: Planning studies on 8 of the most dangerous corridors for all users.

Funded by Hillsborough County BOCC

- Low-cost engineering strategies ("Paint Saves Lives")
- Complimented by:
 - Public education strategies
 - Community-oriented law enforcement
- Responded to HC staff and public input

SAFE STREETS NOW

VISIONZERO
ONE TRAFFIC DEATH IS TOO MANY

Tell us how you really feel when using any of these 8 roads →

Help us identify countermeasures to reduce serious injuries and deaths on eight of Hillsborough County's most dangerous corridors in brief surveys!

Mango Road
78th Street
Gibsonton Drive
15th Street
Bruce B Downs Boulevard
Sheldon Road
Lynn Turner Road
Fletcher Avenue

Walk, bike, take a bus, or drive along any of these roadways? Take a brief survey at:
planhillsborough.org/vzcorridors/

Please take and share these surveys through September 30, 2020.

QUESTIONS: TORRESG@PLANCOM.ORG #VisionZERO813
facebook.com/VisionZeroHillsborough

Hillsborough County Top 8 Corridors - "Paint Saves Lives"

Project Team

1. Gibsonton Drive-*Atkins Global*
2. Mango Road/CR 579-*Kimley Horn*
3. 15th Street-*Kimley Horn*
4. 78th Street-*Atkins Global*

Wade Reynolds, MPO Staff

5. Sheldon Road-*Greenman, Pederson Inc. (GPI)*
6. Fletcher Ave-*Tindale-Oliver*
7. Bruce B. Downs Blvd-*Element Engineering*
8. Lynn-Turner Road-*Tindale-Oliver*

Lisa Silva, MPO Staff

Public Outreach Approach

- Posted online **surveys** and videos at planhillsborough.org
- Physical distribution of **Fact Sheets** along corridor at key locations (Community of Concern)
- e-distribution of survey (Constant Contact)
- **Social media** (Facebook/Twitter)
- **Presented** to Committees for feedback (Sept)

Do you feel safe on Sheldon Road?

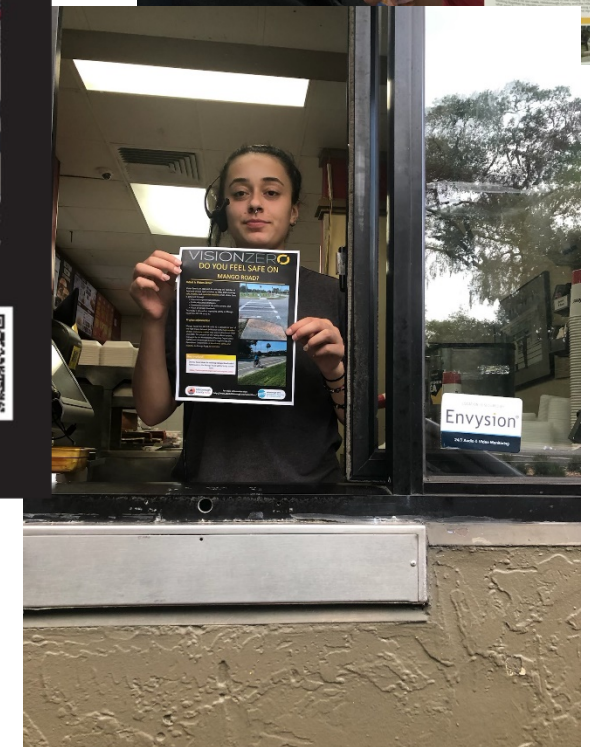
This road has so many fatal crashes that it is considered part of the High Injury Network in Hillsborough County. Over 900 crashes were reported along Sheldon Road from 2014 to 2018, resulting in 8 fatalities and 19 serious injuries.

VISION ZERO is based on the belief that traffic deaths and injuries are preventable – that these are not “accidents,” but the result of poor behaviors combined with unforgiving roadway designs. Sheldon Road, from Waters Avenue to Hillsborough Avenue, is one of the Vision Zero Corridors being studied for safety quick fixes with the goal of recommending short-term and immediately implementable countermeasures.

Hillsborough MPO
Metropolitan Planning
for Transportation

Please take a few minutes to fill out a quick survey at planhillsborough.org/VZcorridors to tell us the issues that are important to you, as we continue to improve safety on Sheldon Road as part of our Vision Zero mission.

If you have questions, or would like to submit your responses by phone, please contact Lisa Silva at (613) 273-3774 ext 329 or silval@plancom.org



Funded by Hillsborough County BOCC

- Planning studies on 8 of the most dangerous corridors for all users
 - Low-cost engineering strategies,
 - Public education strategies,
 - Community -oriented law enforcement, and
 - Focus on design standards.



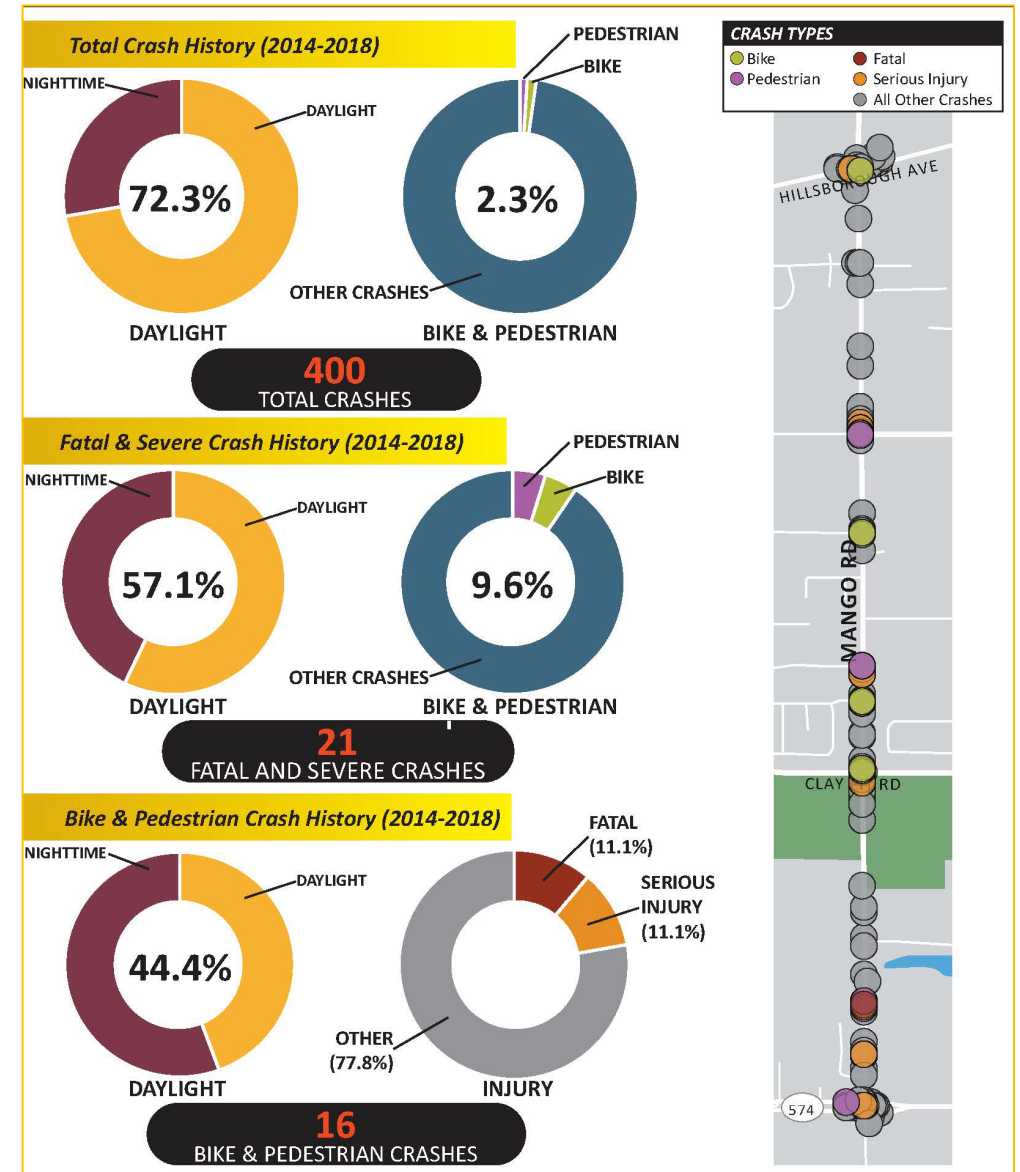
CR 579 – Mango Road

VISIONZERO

DO YOU FEEL SAFE ON
MANGO ROAD?



CR 579–Mango Road



Mango Road Corridor Improvements



SIDEWALK



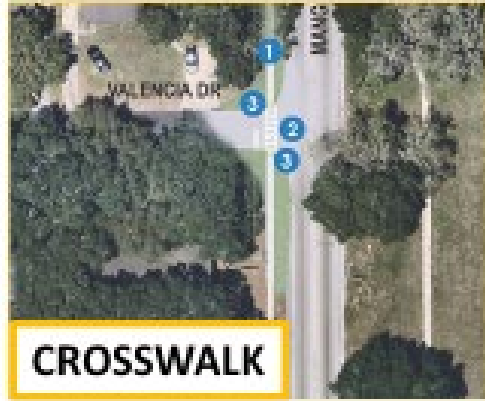
MAINTENANCE



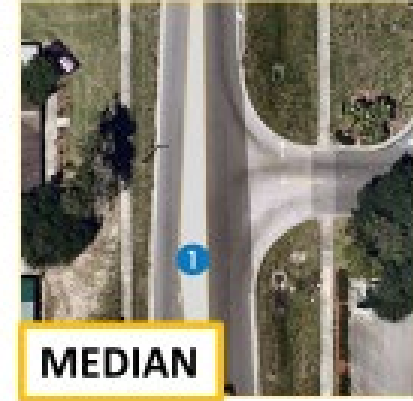
CURB & GUTTER



LIGHTING



CROSSWALK

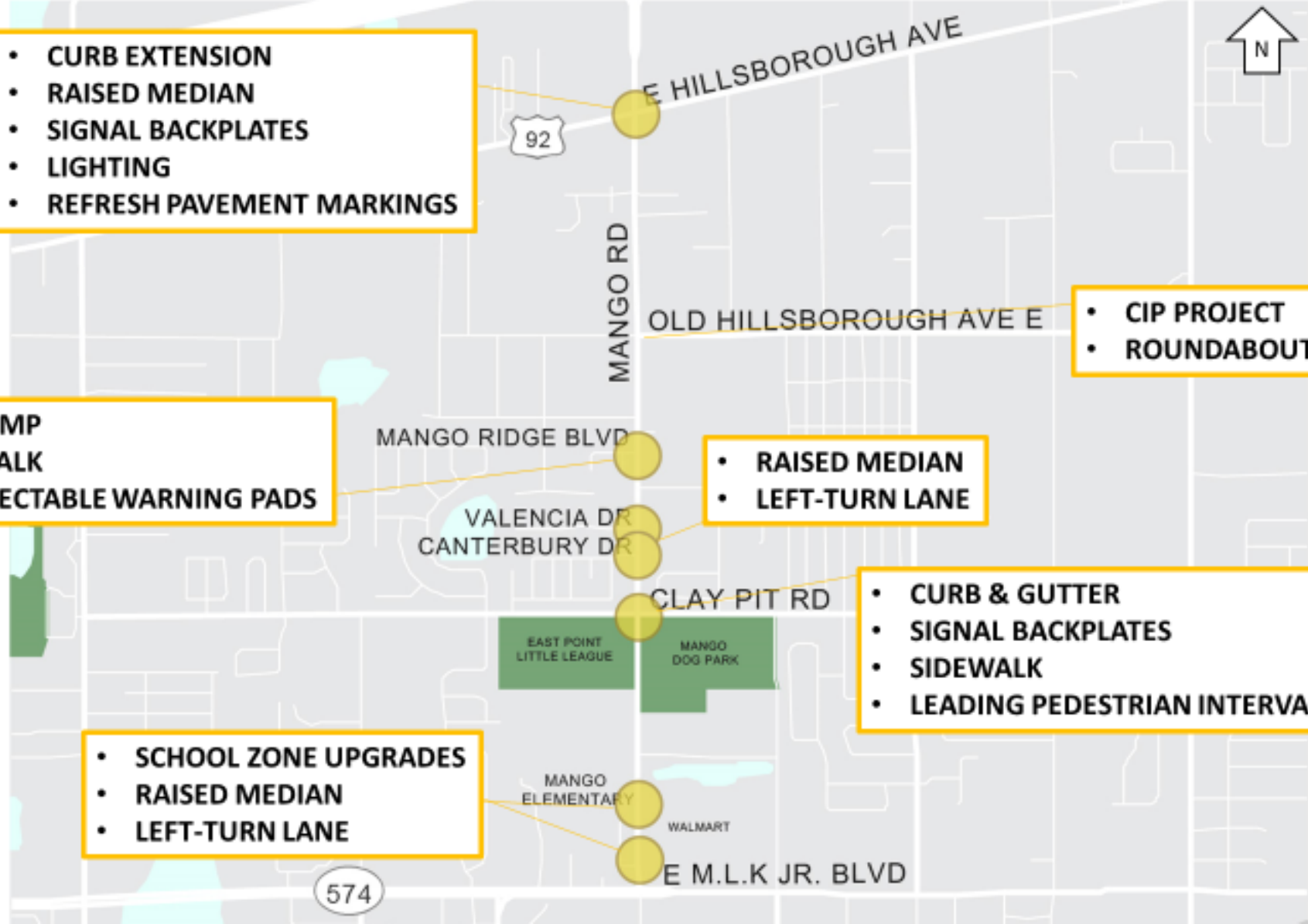


MEDIAN



TURN LANE





- CURB EXTENSION
- RAISED MEDIAN
- SIGNAL BACKPLATES
- LIGHTING
- REFRESH PAVEMENT MARKINGS

- CIP PROJECT
- ROUNDABOUT

- CURB RAMP
- CROSSWALK
- ADA DETECTABLE WARNING PADS

- RAISED MEDIAN
- LEFT-TURN LANE


- CURB & GUTTER
- SIGNAL BACKPLATES
- SIDEWALK
- LEADING PEDESTRIAN INTERVAL (LPI)

- SCHOOL ZONE UPGRADES
- RAISED MEDIAN
- LEFT-TURN LANE




Mango Road Survey Results

One Word | **Today**, Mango Road is....



dangerous
unsafe

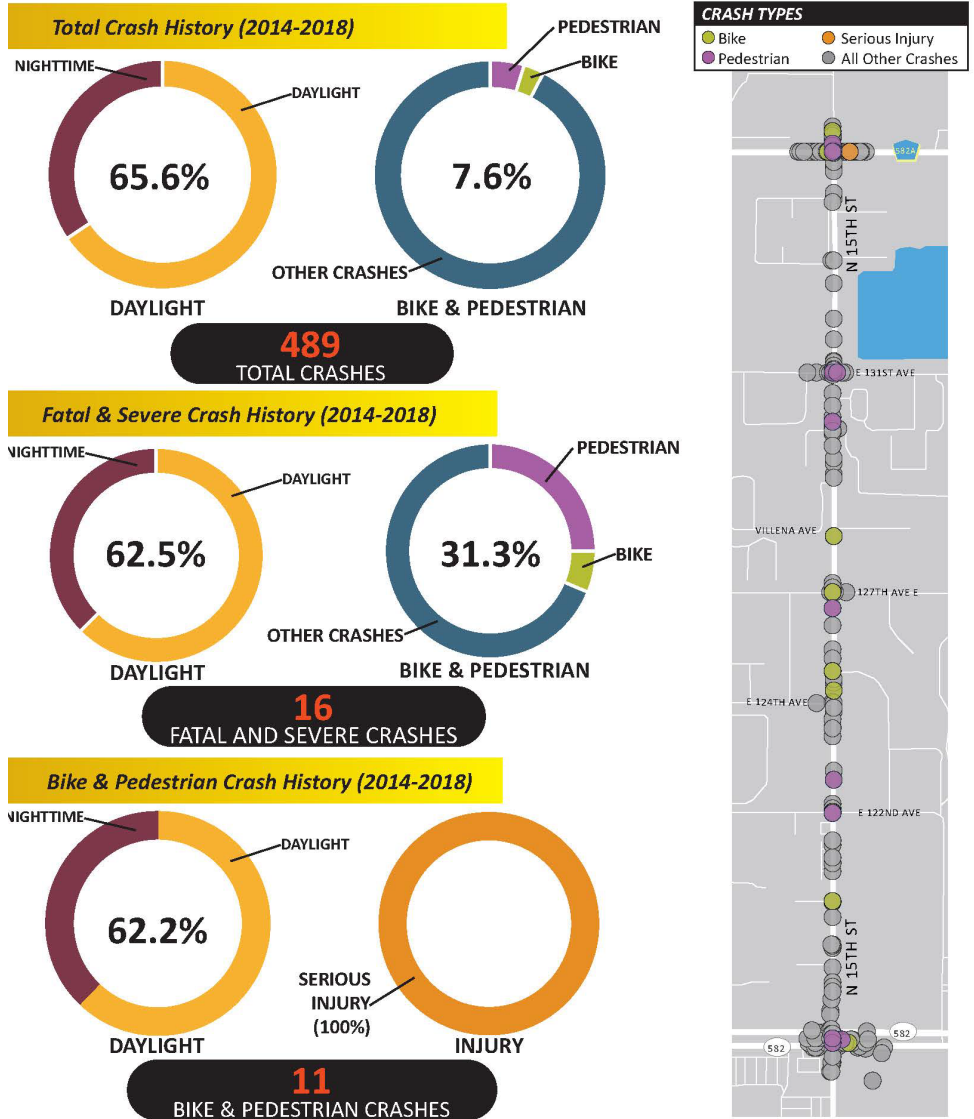
One Word | My **vision** for Mango Road is....



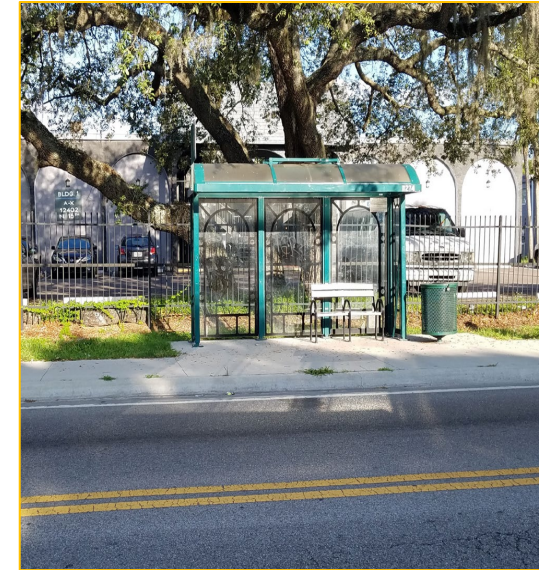
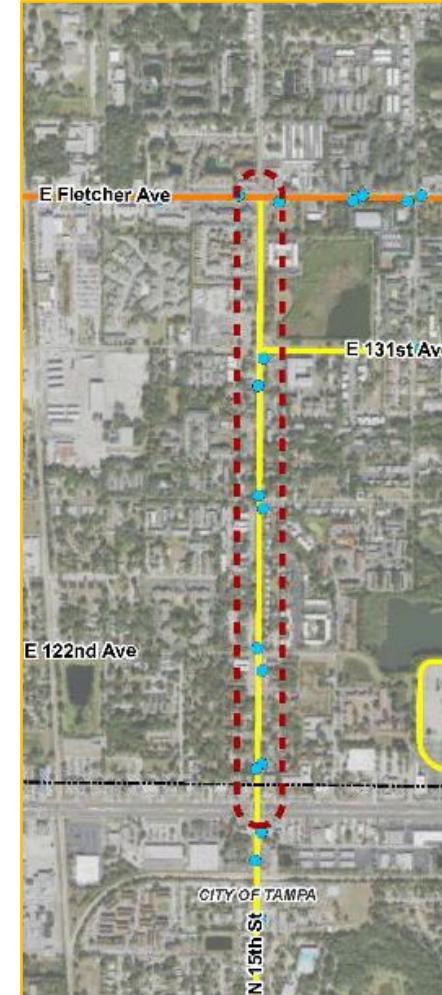
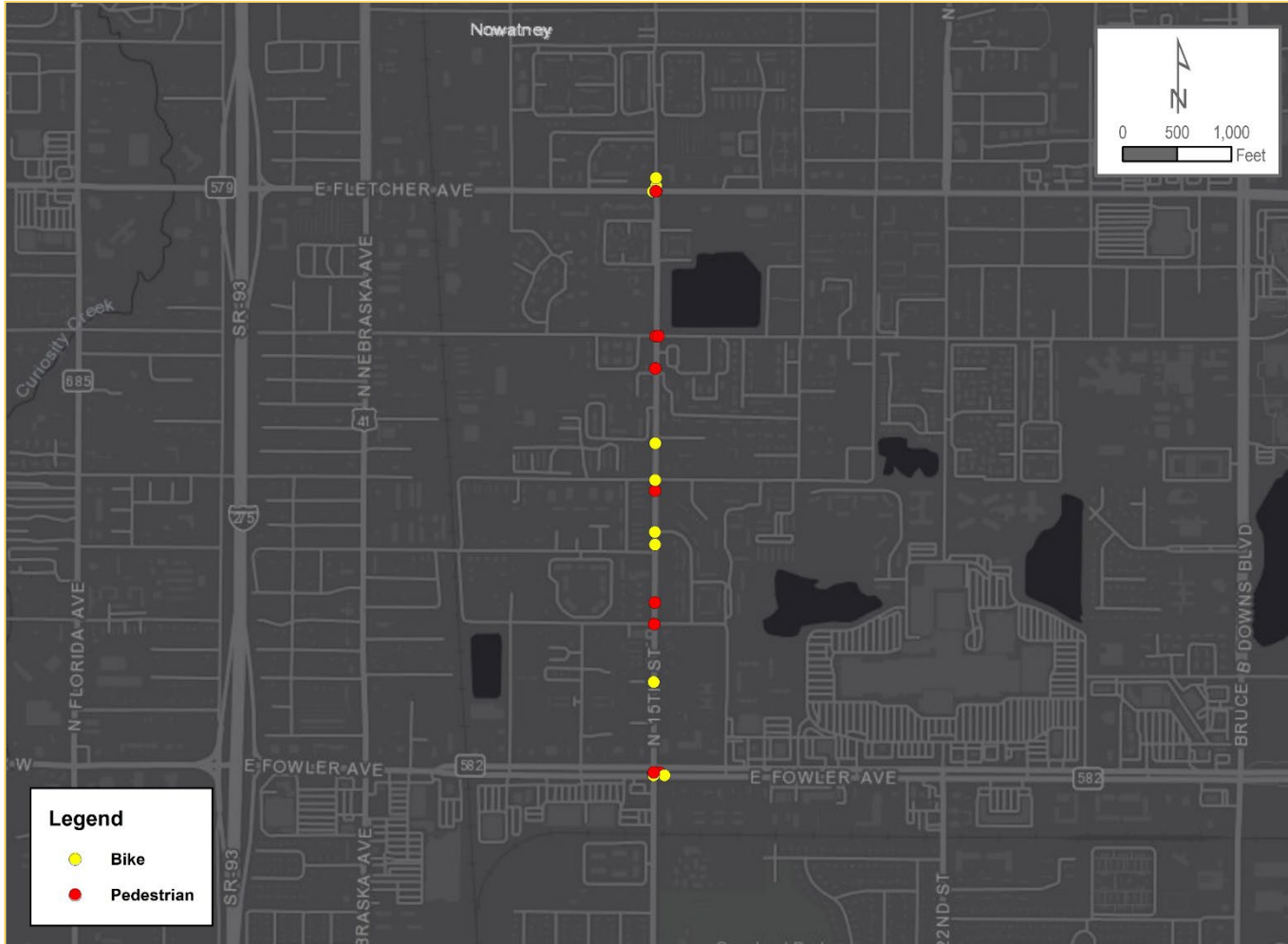
safety
safer



15th Street



15th Street



Gibson Drive

Corridor Facts

Corridor Length: 2.5 miles
Posted Speed Limit: 45 MPH
Daily Traffic (AADT): 35,000 - 42,000
Travel Lanes: 4-6 lanes
Sidewalks: Both sides, intermittent
Bike Lanes: Both sides, intermittent
Bus Routes: HART Route 31



Gibsonton Drive

VISIONZERO

Gibsonton Drive/Boyette Road

Crash History – Total Crashes

1139 Total Crashes



Daylight



Dry Roads

Top Locations

US 301 (51%)
Mathog Rd (14%)
Fern Hill Rd (12%)

Peak Crashes

6-9 AM - 317 (28%)
4-7 PM - 250 (22%)

Most Common Crash Type

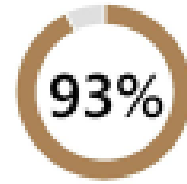
Rear End (51%)/Left Turn (19%)/Sideswipe (8%)

Crash History – Fatal and Serious Injury Crashes

92 Total Serious Crashes → **7** Fatally Injured
→ **85** Seriously Injured → **8%** of All Crashes



Daylight



Dry Roads

Top Locations

US 301 (35%)
Mathog Rd (11%)
Fern Hill Rd (11%)

Peak Crashes

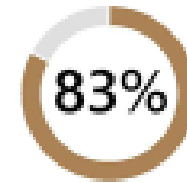
6-9 AM - 30 (33%)
4-7 PM - 13 (14%)
1-4 PM - 19 (20%)

Crash History – People Walking or Biking

12 Total Bike/Ped Crashes → **5** People Walking
→ **7** People Biking → **1%** of All Crashes



Daylight



Dry Roads

Top Location

US 301 (33%)

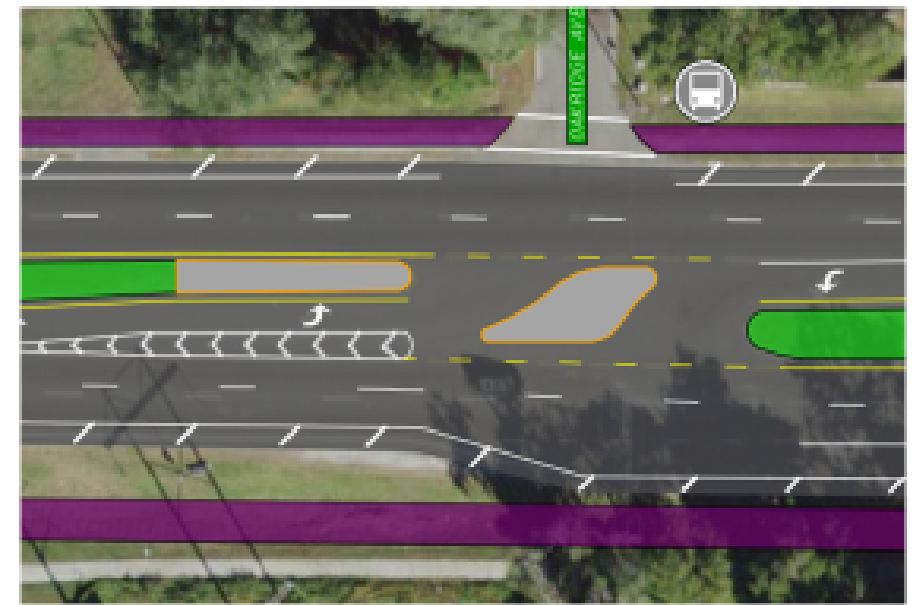
Severe Crashes

5 of 6 severe crashes occurred between 8 PM and 6 AM



Corridor Strategies

- Reduce speed limit from 45 mph to 40 mph
- Narrow travel lanes to 11' to provide expanded outside buffer
- Widen sidewalk on north side and provide 12' sidepath on southside
- Provide crosswalks and ped signals on all intersection approaches
- Extend median separators at intersections where feasible to provide pedestrian refuges
- Restrict unsignalized median openings to left turns
- Tighten turn radii at driveways and intersections
- Enhance roadway and sidewalk/sidepath lighting



78th Street

Corridor Facts

Corridor Length: 1.25 miles
Posted Speed Limit: 45 MPH
Daily Traffic (AADT): 18,500
Travel Lanes: 4 lanes
Median: Continuous center left turn lane
Sidewalks: Both sides, continuous
Bike Lanes: None
Bus Routes: HART Route 8



78th Street

VISIONZERO
78th Street

Crash History – Total Crashes

417 Total Crashes



Daylight



Dry Roads

Top Locations

Causeway Blvd (37%)
Palm River Rd (33%)

Peak Crashes

6-9 AM - 49 (12%)
1-4 PM - 92 (22%)
4-7 PM - 126 (30%)

Most Common Crash Type

Left Turn (33%)/Rear End (27%)

Crash History – Fatal and Serious Injury Crashes

32 Total Serious Crashes → **6** Fatally Injured
→ **26** Seriously Injured → **8%** of All Crashes



Daylight



Dry Roads

Top Locations

Causeway Blvd (22%)
Palm River Rd (22%)
Tidewater TI (16%)

Peak Crashes

6-9 AM - 5 (16%)
1-4 PM - 5 (16%)
4-7 PM - 7 (22%)

Most Common Crash Type

Left Turn (47%)/Off Road (19%)

Crash History – People Walking or Biking

16 Total Bike/Ped Crashes → **11** People Walking
→ **5** People Biking → **4%** of All Crashes



Daylight



Dry Roads

Top Location

Eau Claire Circle
Ridein Rd

Lighting Conditions

50% of crashes occurred between 8 PM and 6 AM



Your Ideas

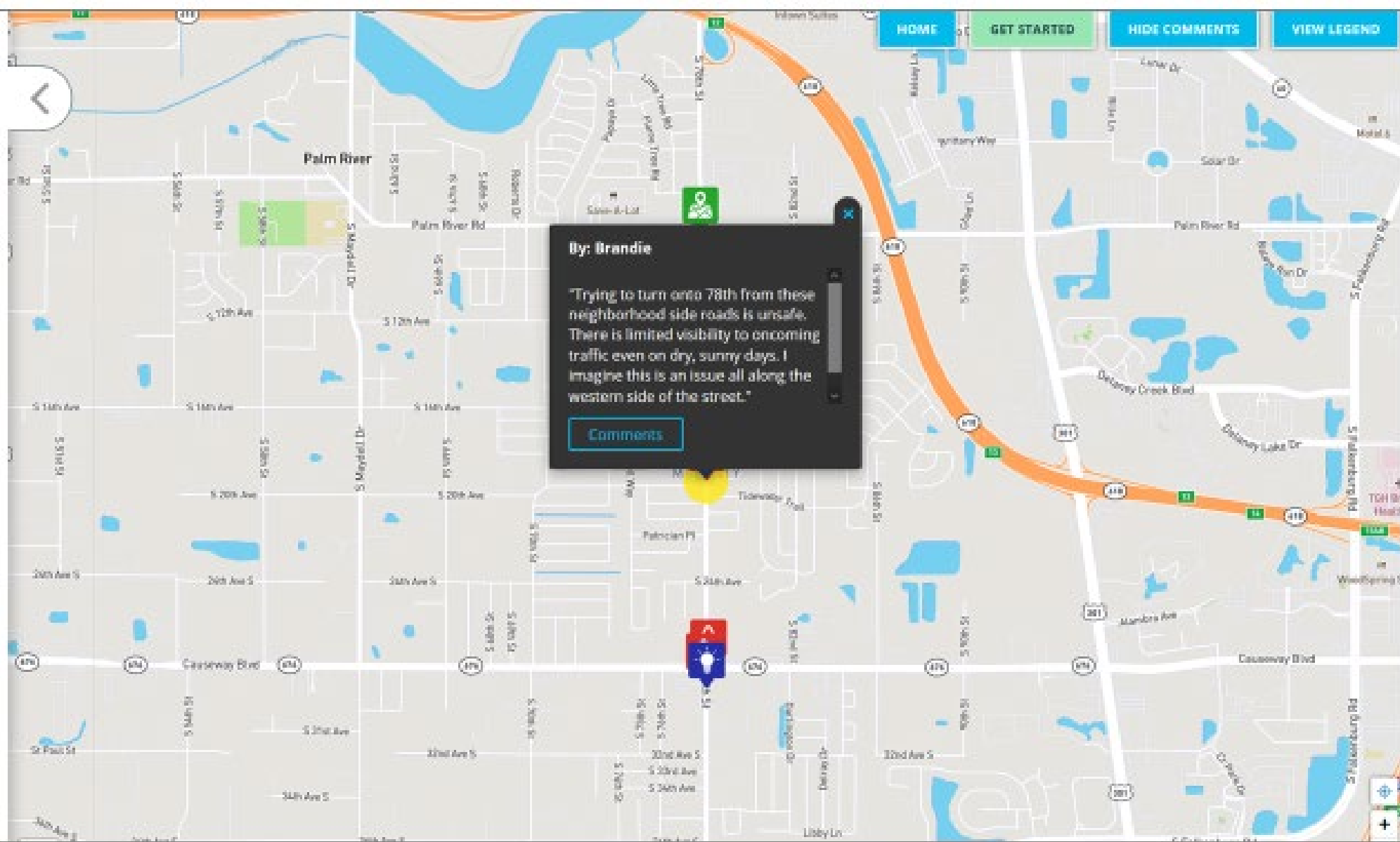
Use this interactive map to let us know about specific locations you'd like to see improved or specific ideas you have to make the corridor safer.

Important destinations to access

Ideas for potential projects

Safety concerns

Check out the map to see what other visitors have already suggested, and click or tap any point or route to see more details.



Corridor Strategies

- Reduce speed limit from 45 mph to 35 mph
- Narrow travel lanes to 11' and median to 12' to provide outside buffer
- Relocate cross street signage and to provide better sight distance
- Install raised landscaped islands
- Install mid-block crossings and relocate bus stops as needed for safe crossings
- Extend Causeway Blvd. median and adjust turn radii to provide shorter ped crossings
- Reconstruct and widen sidewalks by paving buffer space and adjusting slopes for ADA
- Enhance street lighting





VISIONZERO



Fletcher Avenue

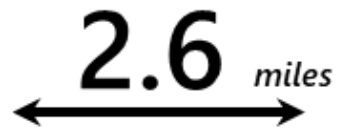
Armenia Avenue to Nebraska Avenue

HILLSBOROUGH

Corridor and Crash Trends

- Top Crash Locations
 1. Nebraska Avenue
 2. Florida Avenue
 3. North Boulevard
 4. Rome Avenue (Severe)
- Top Crash Types
 1. Rear End
 2. Angle/Left Turn
- Top Severe Crash Types
 1. Angle/Left Turn
 2. Rear End

Corridor Length



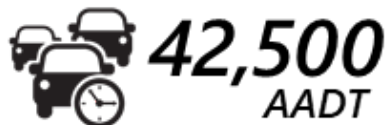
Travel Lanes



Posted Speed Limit



Traffic Volume



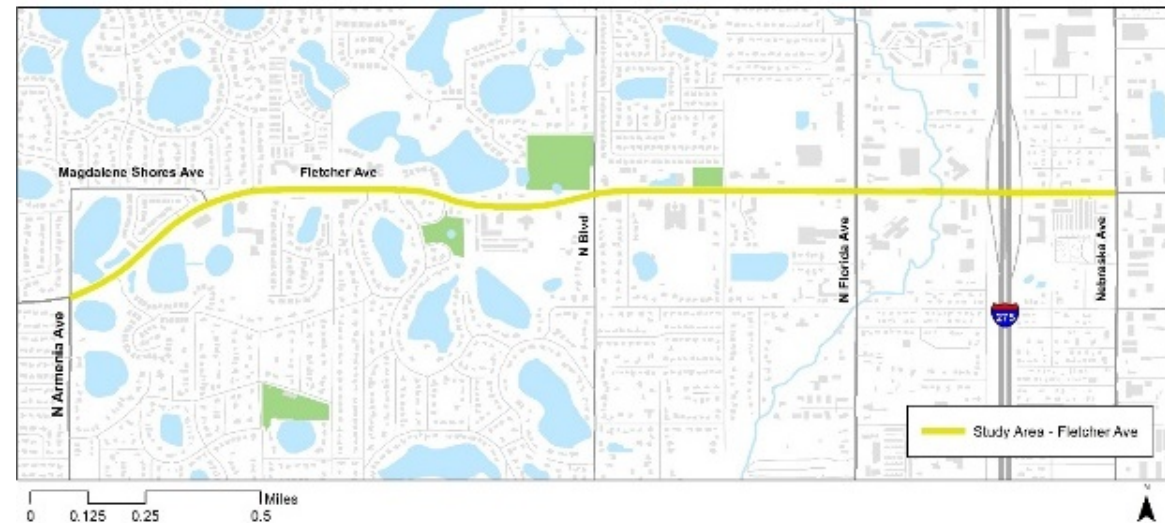
Severe Crashes



Bike/Ped Crashes



Total Crashes



Online Survey Results

- Travel Trends
 - 69% use corridor at least weekly
 - 89% drive alone
 - 37% walk or bike
 - Work, shopping, or personal trips
- Top Safety Concerns
 1. High Volume
 2. High Speed
 3. Business Access

"Traffic moves very fast, and because of the speed it can be difficult to make turns."

"[We need] intersection improvements for better movements..."

"Better access control. Having 8-10 connections per block, in a commercial area, is a recipe for accidents."

Corridor-Wide Improvements

- Speed Management (35 MPH Target Speed)
- Signal Timing and Phasing (FYA and Progression)
- Roadway Lighting
- Traffic Signal Backplates
- Pavement and Crosswalk Markings
- Sidewalk Maintenance
- Raised Medians



Source: U.S. Department of Transportation



Site-Specific Improvements

- Raised Medians
- Enhanced Pedestrian Crossings
- Potential New Signal at Ola Ave
- Intersection Enhancements
- Reduced Curb Radii





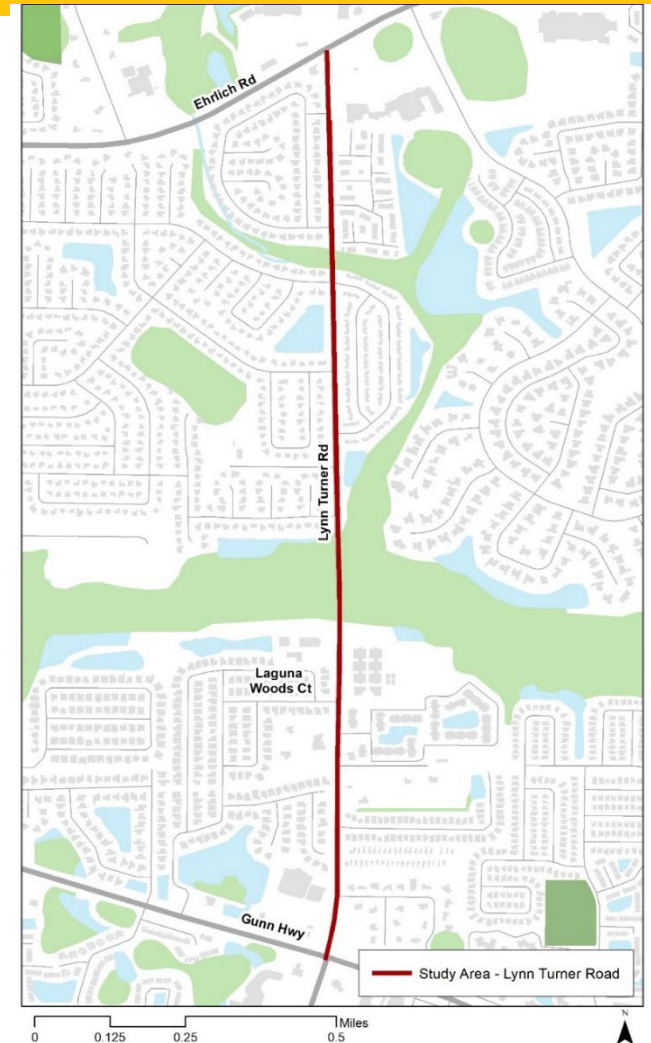
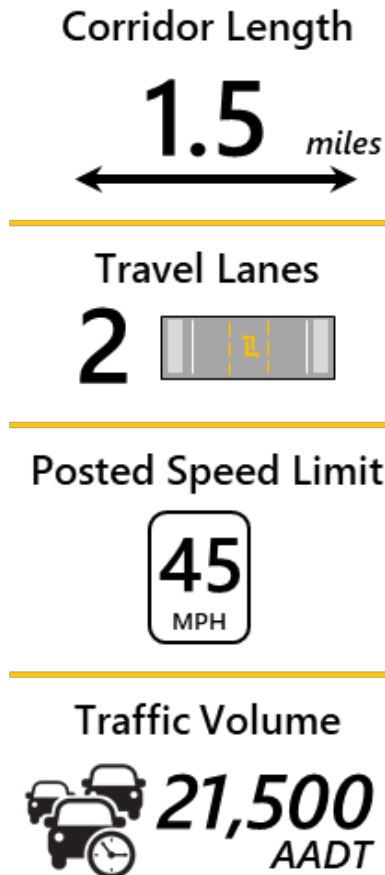
VISIONZERO

HILLSBOROUGH

Lynn Turner Road
Ehrlich Road to Gunn Highway

Corridor and Crash Trends

- Top Crash Locations
 1. Ehrlich Road
 2. Gunn Highway
 3. Laguna Woods Court
- Top Crash Types
 1. Rear End
 2. Angle/Left Turn
- Top Severe Crash Types
 1. Angle/Left Turn
 2. Rear End



Online Survey Results

- Travel Trends
 - 63% use corridor at least weekly
 - All use cars
 - Work or shopping trips
- Top Safety Concerns
 1. High Speeds
 2. Unsafe Turns
 3. Poor Lighting

"The speed limit seems too high for the narrowness of the road..."

"Lower the speed limit ..."

"More lighting"

Corridor-Wide Improvements

- Speed Management
(35 MPH Target Speed)
- Roadway Lighting
- Side Street Crosswalks
(Consistent Markings)
- Wide Sidewalk
Options



10% LIKELIHOOD OF FATALITY OR SEVERE INJURY



40% LIKELIHOOD OF FATALITY OR SEVERE INJURY



80% LIKELIHOOD OF FATALITY OR SEVERE INJURY

Source: U.S. Department of Transportation



Site-Specific Improvements

- Enhanced Pedestrian Crossings
- Gateway Feature at Gunn Hwy
- Access Enhancements (Left Turn Lanes)
- Raised Medians





VISIONZERO



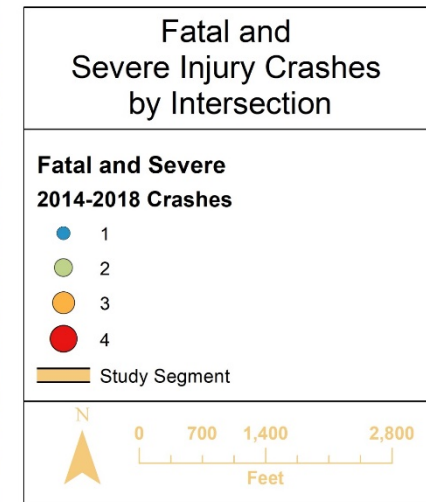
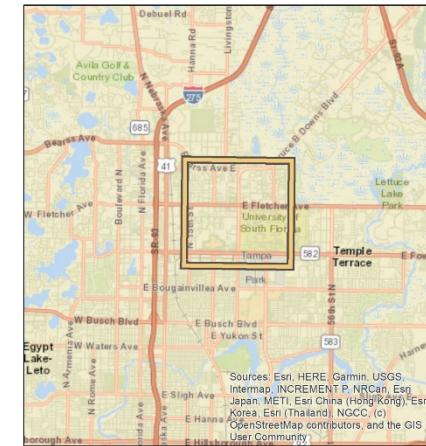
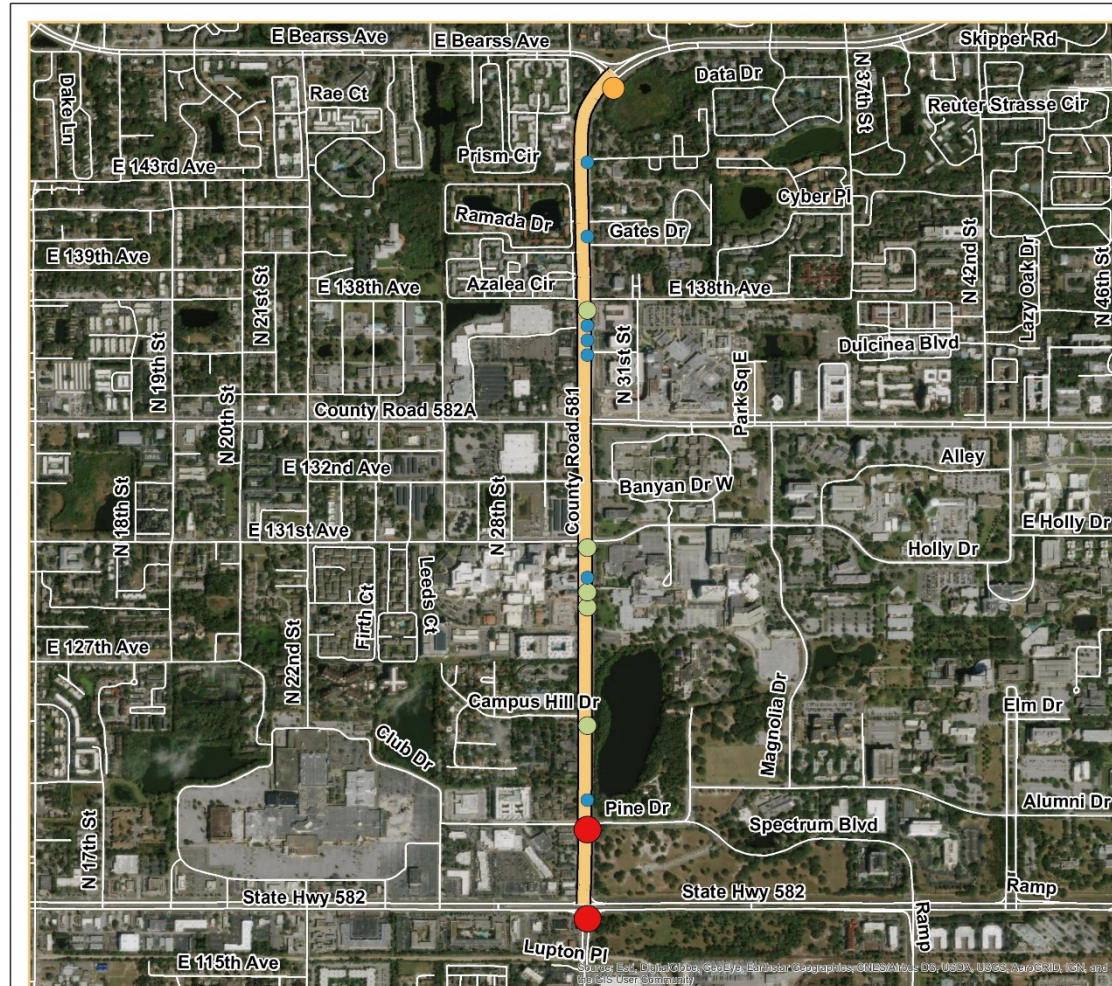
HILLSBOROUGH

Bruce B Downs Boulevard

From SR-582 (E Fowler Avenue) to E Bearss Avenue

Corridor Description

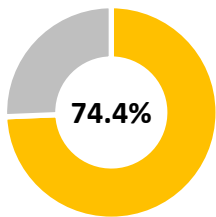
- C3C – Suburban Commercial
- C4 – Urban General
- 1.77 miles
- 6-lane
- 45 MPH
- 42K to 52K ADT
- HART Routes 5, 9, 42, 275
- Bull Runner Route D



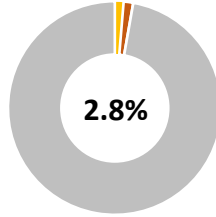
Crash Data

Total Crash History 2014 to 2018

- 1,587 Total Crashes
- 199 Sideswipe
- 156 Angle
- 113 Left-turn
- 23 Bicycle
- 21 Pedestrian



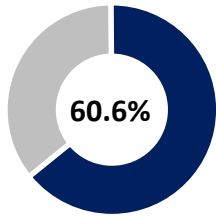
Daytime



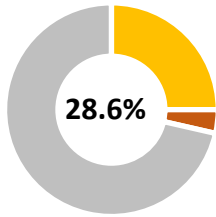
Ped & Bike

Fatal & Severe Injury Crash History 2014 to 2018

- 28 Fatal & Severe Injury Crashes
- 1.8% of Total Crashes



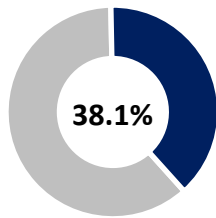
Nighttime



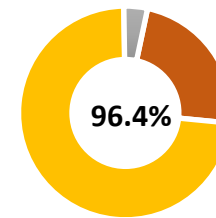
Ped & Bike

Pedestrian & Bicycle Crash History 2014 to 2018

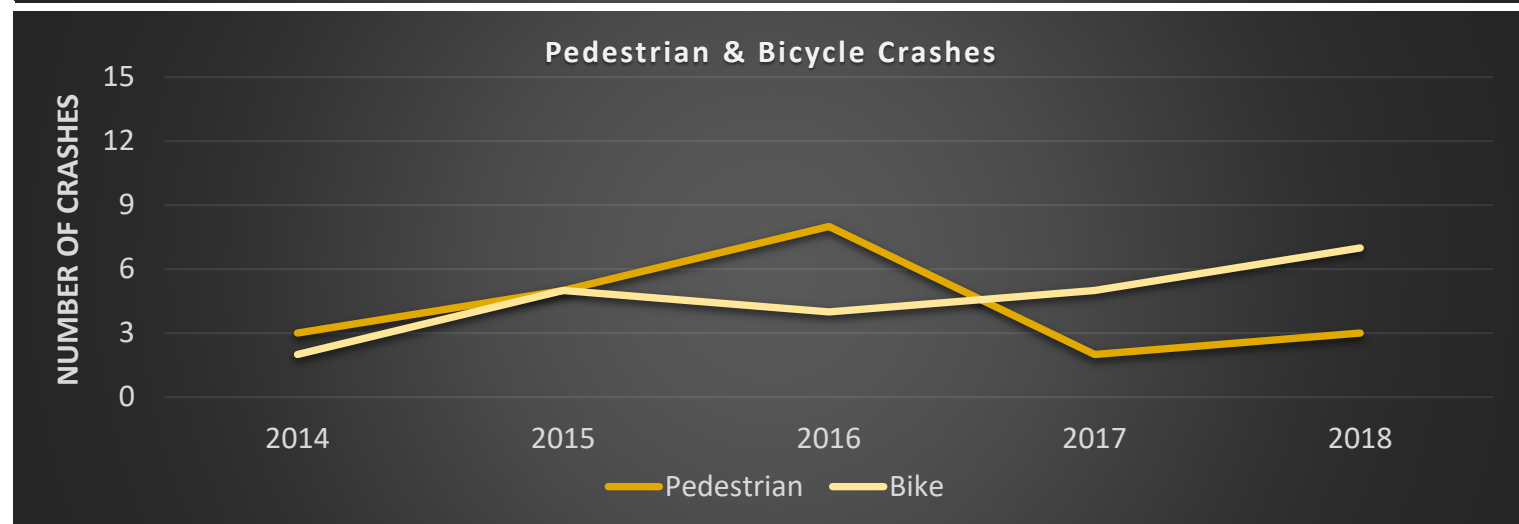
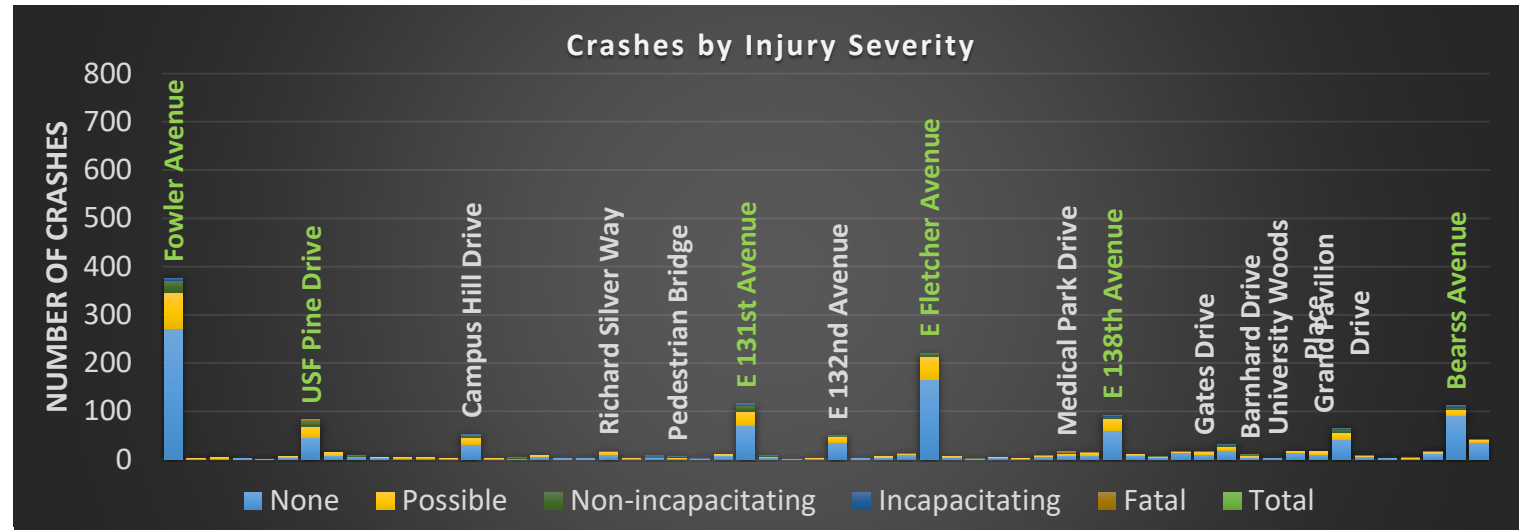
- 44 Pedestrian & Bicycle Crashes
- 2.8% of total crashes
- 28.6% of fatal and severe injury crashes



Nighttime



Injury



Upcoming Projects

<p>CIP Project Number 69679014</p>	<ul style="list-style-type: none"> CR-581 (Bruce B Downs Boulevard) at Campus Hill Drive 	<ul style="list-style-type: none"> Construction of a traffic signal Construction of pedestrian facilities on all three legs
<p>CIP Project Number 69679024</p>	<ul style="list-style-type: none"> CR-581 (Bruce B Downs Boulevard) at Richard Silver Way 	<ul style="list-style-type: none"> Construction of a traffic signal Construction of pedestrian facilities on all four legs
<p>CIP Project Number 69638030</p>	<ul style="list-style-type: none"> CR-581 (Bruce B Downs Boulevard) from USF Pine Drive / University Square Drive to E 131st Street / USF Holly Drive 	<ul style="list-style-type: none"> Resurfacing along the entire segment Construction of a new 10-foot wide sidewalk along the east side Widening the existing sidewalk on the west side to eight feet Restriped to include 11-foot travel lanes Seven foot physically buffered bike lane along both sides
<p>TTM Update</p>	<ul style="list-style-type: none"> Hillsborough County is updating the Transportation Technical Manual (TTM) 	<ul style="list-style-type: none"> Update will include context sensitive typical sections Future design efforts should follow the updated guidance when available

Corridorwide Recommendations



Speed Management

- Identify 35 MPH Target Speed from Fowler to Fletcher
 - On-street physically buffered bike lanes
 - Maximize pedestrian access
 - 11-foot travel lanes
- Identify 40 MPH from Fletcher to Bearss
 - Dedicated shared use path
 - Channelize pedestrians to protected crossings
 - 11-foot travel lanes

ADA

- Add detectable warning pads, pushbutton, and ramp issues

Signing / Pavement Markings

- “Turning Vehicles Stop for Pedestrians” signs
- Special emphasis crosswalk markings
- Green pavement markings in bicycle lane conflict areas

Roadway & Drainage

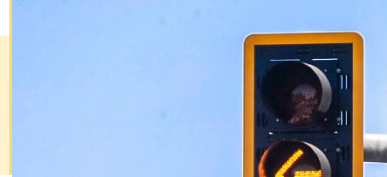
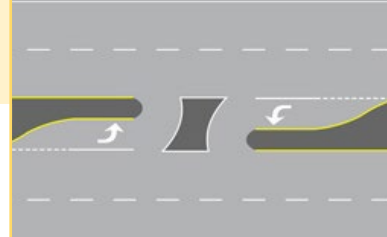
- Evaluate ponding in the ped/bike space
- Modifying unsignalized median openings based on crash history
- Positive offset for left-turn lanes

Lighting

- Continue to upgrade existing corridor lighting to LED and add fixtures to existing utility poles
- Enhance corridor and intersection lighting to meet current standards

Signalized Intersections

- Flexible yellow retroreflective backplates
- Leading pedestrian intervals (LPI)
- Pushbutton actuated right turn on red restrictions



Spot Recommendations



<p>Bearss Avenue</p>	<ul style="list-style-type: none"> ■ Connect Sidewalk on Northwest Corner ■ New Actuated Pedestrian Crossing at Right Turn Channels ■ Update Eastbound and Southbound Right Turn Geometry to Reduce Turning Speed
<p>Grand Pavilion Drive to University Woods</p>	<ul style="list-style-type: none"> ■ Potential New Pedestrian Crossing
<p>138th Avenue</p>	<ul style="list-style-type: none"> ■ Special Emphasis Crosswalks ■ New Crosswalk on South Leg
<p>E Fletcher Avenue</p>	<ul style="list-style-type: none"> ■ Potential Bulb-out Southwest Corner ■ Direct pedestrians to the nearest crosswalk
<p>University Square Drive / USF Pine Drive</p>	<ul style="list-style-type: none"> ■ Evaluate Drainage Structures ■ Protected Only Left Turns by Time of Day Using Flashing Yellow Arrow
<p>SR-582 (Fowler Avenue)</p>	<ul style="list-style-type: none"> ■ Update All Right Turn Geometry ■ Reduce All Radii with Truck Aprons ■ Coordination with Potential Improvements from FDOT SR-582 (Fowler Avenue) Multimodal Study





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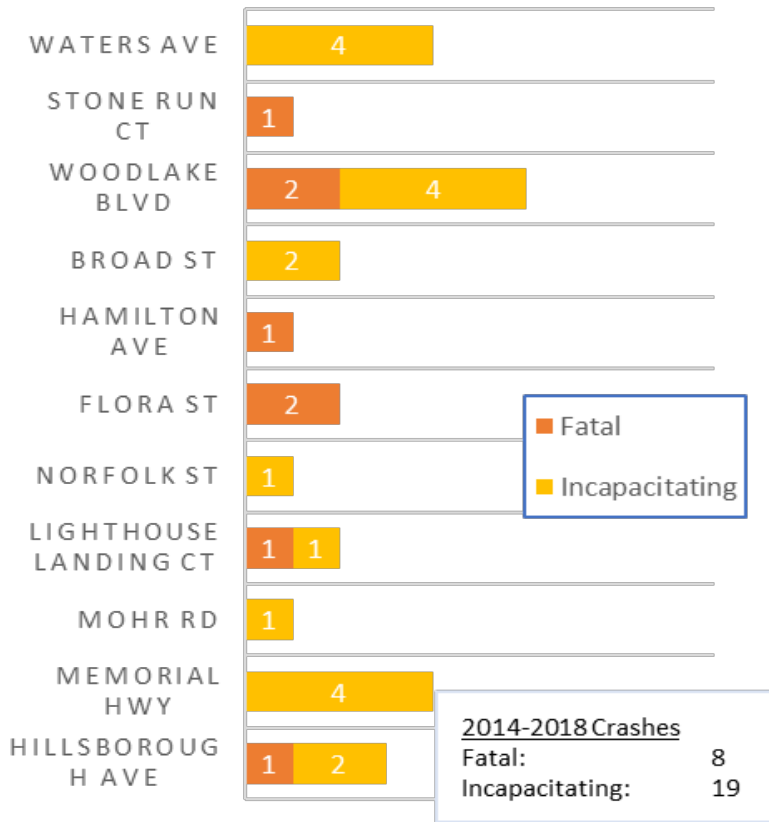
HILLSBOROUGH

Sheldon Road

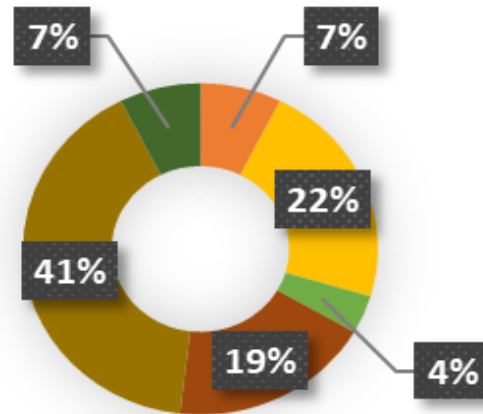
From Hillsborough Avenue to Waters Avenue

Existing Conditions Summary

FATAL AND INCAPACITATING CRASHES BY LOCATION



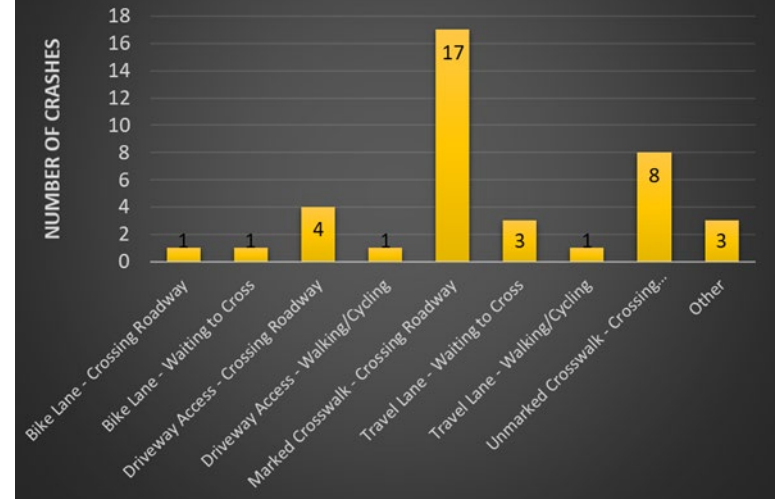
- Failed to Keep in Proper Lane
- Failed to Yield Right-of-Way
- Followed too Closely
- Operated MV in Careless or Erratic Manner
- Other Contributing Actions



Time Period of Bike and Pedestrian Crashes

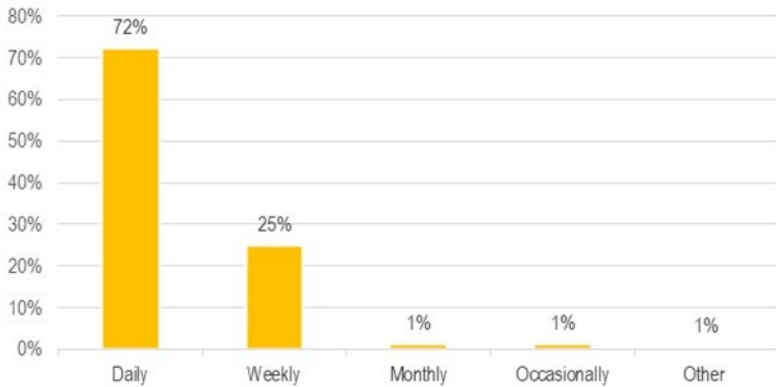


LOCATION AND ACTION OF PEDESTRIAN AND BIKE CRASHES

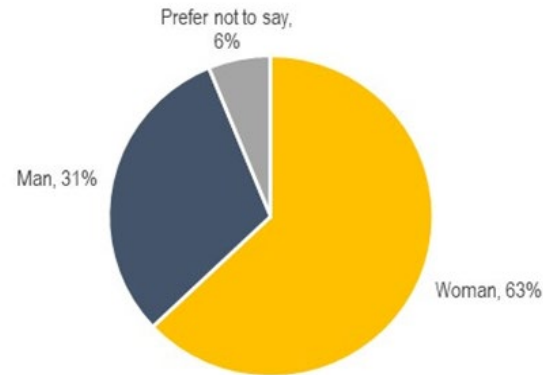


Community Input Summary

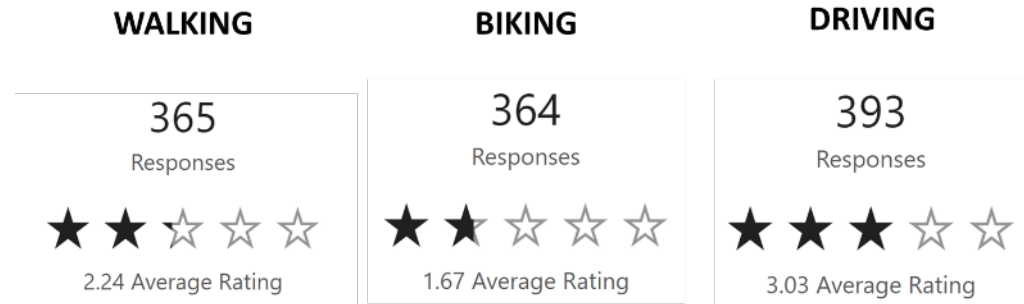
Sheldon Road Usage Frequency



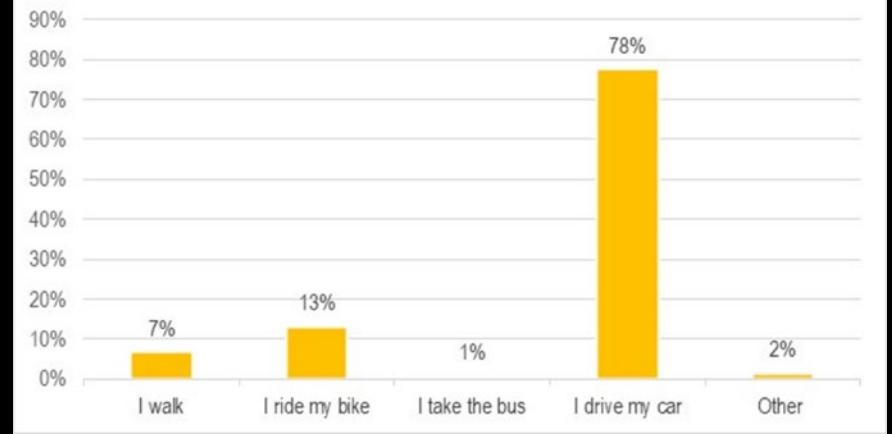
Survey Participants Gender Distribution



How safe do you feel along Sheldon Road?



Travel Mode along Sheldon Road



Initial Countermeasures

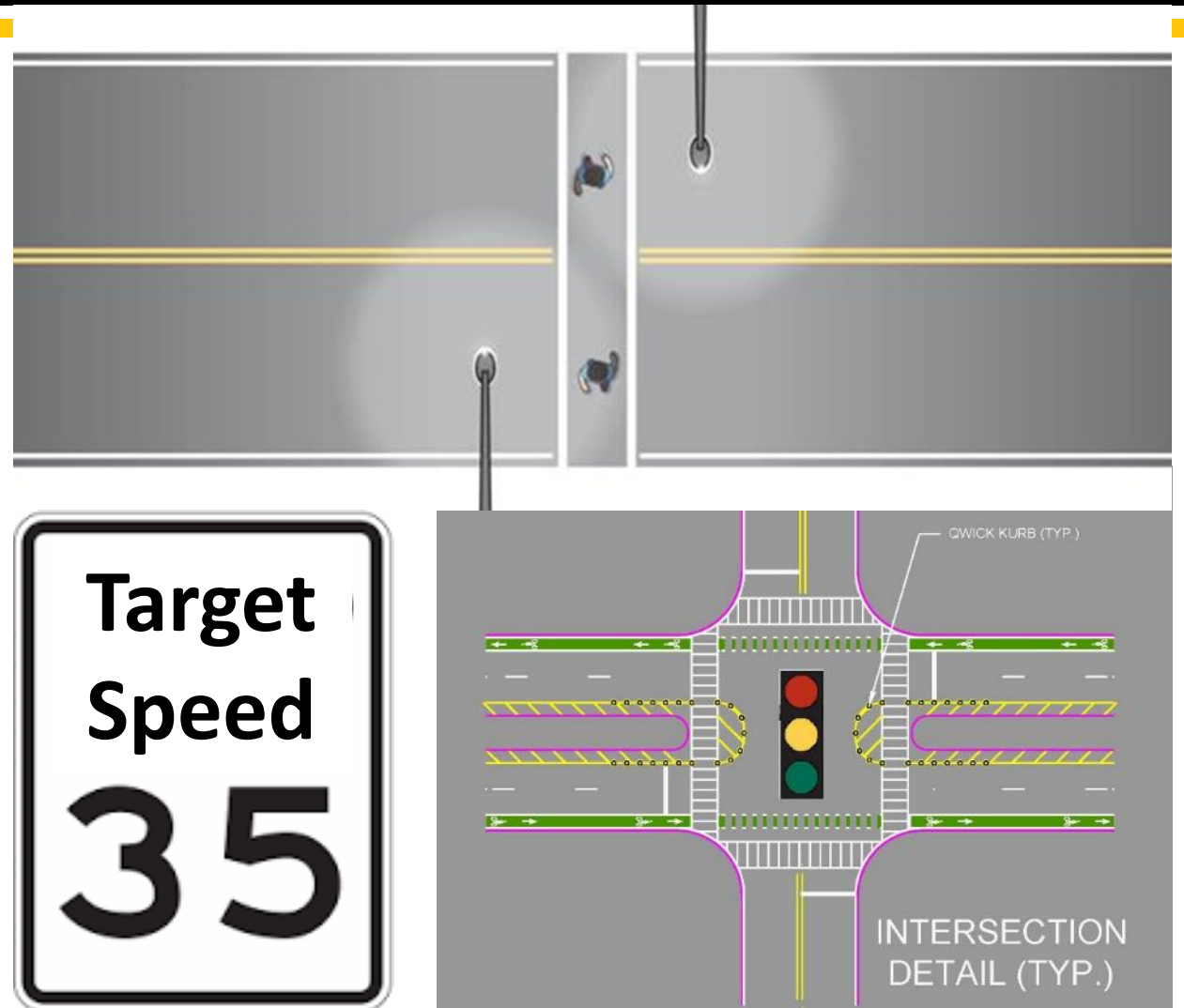


Safe People		Safe Streets		Safe Operations	
Short Term (1-2 years)					
High visibility crossings on all legs of intersections	Refuge islands (paint/bollards) at all new crossings	Additional Radar Feedback Signs (overhead mounting)			
Additional crossing locations at HART bus stops w/ RRFB's or PHB's	Advanced stop bar at signal or crossing	Town n'Country Greenway - modify signal timing			
Wider bicycles lanes	Harden center lines (paint)	Automatic Ped-recall at Waters (parallel phases to be displayed)			
Shade trees near HART bus stops	Shade trees in median for traffic calming	LPI's at all signal controlled intersections			
Pedestrian crossing w/RRFB/PHB at Patterson St (School Zone)	Reduce corner radii (paint/bollards) on side streets	APS at all signals and RRFB's			
Enhance trail connection to Upper Tampa Bay trail (wider bike lane, wayfinding)	Memorial Hwy/Gas Station - restrict opening to Left turns only	Lighting at all crossings /intersections			
Lighting at all crossings /intersections	Lighting at all crossings /intersections	Target Speed = 35MPH			
Bike Lane - Waters Avenue	Target Speed = 35MPH	Maintenance (drainage, signs, condition, landscaping)			
Educational PSA's	Extend and Update School Zone				

Recommendation Summary

Systemic improvements

- High Visibility Crossings
- Curb Radius Reduction
- Bike Lanes (5-6 feet width)
- Travel Lanes (10 feet width)
- Green Bike Lane Conflict Zone Markings
- Pedestrian and Street Lighting
- Target, Design Speed Reduction
- ADA Compliance
- Transit Stop Enhancements (shelter, lighting, shade)



Concept Recommendations



MATCH LINE - SEE DWG. NO. CP-02 (A-A)

MATCH LINE - SEE DWG. NO. CP-04 (B-B)

Sheldon Road

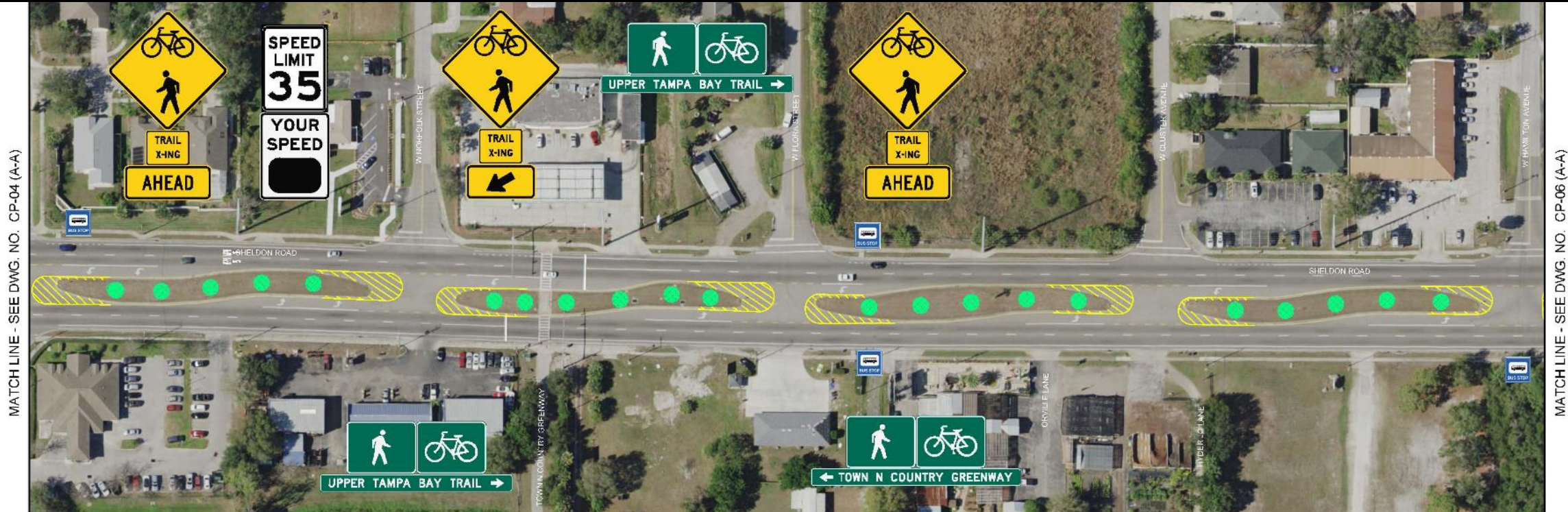
Mohr Road

- 3-Crossings at Mohr Rd
- Ped Crossing Warning Signs
- Traffic Signal Ahead
- Narrow Median Opening

Lighthouse Landing Ct

- NEW Midblock Crossing
- RRFB's and Advanced Signs
- Pedestrian Refuge Islands
- Narrow Median Opening

Concept Recommendations



MATCH LINE - SEE DWG. NO. CP-04 (A-A)

MATCH LINE - SEE DWG. NO. CP-06 (A-A)

Sheldon Road Norfolk St – Hamilton Ave Segment

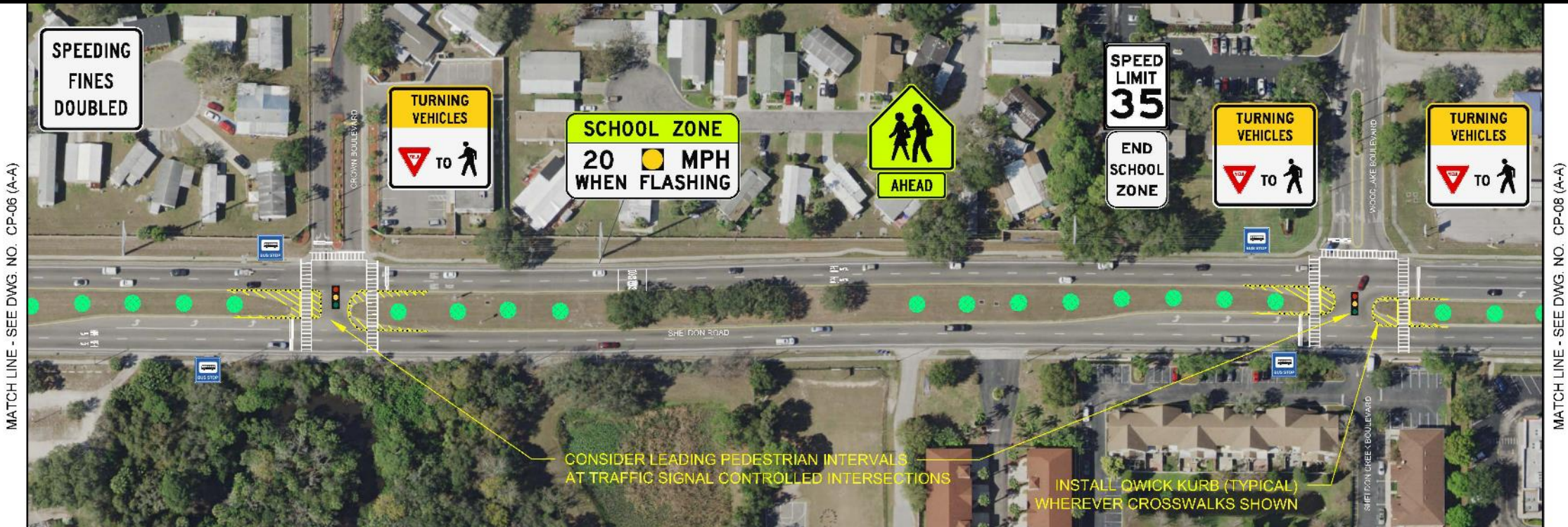
General

- Traffic Calming Trees in Median
- Narrow Median Openings
- Speed Radar Feedback Signs

Town N Country Greenway Trail

- Modify Trail Signal Timing
- Trail Connectivity Directional Signs
- Advanced Trail Crossing Signs

Concept Recommendations



Sheldon Road

Crown Blvd – Woodlake Blvd Segment

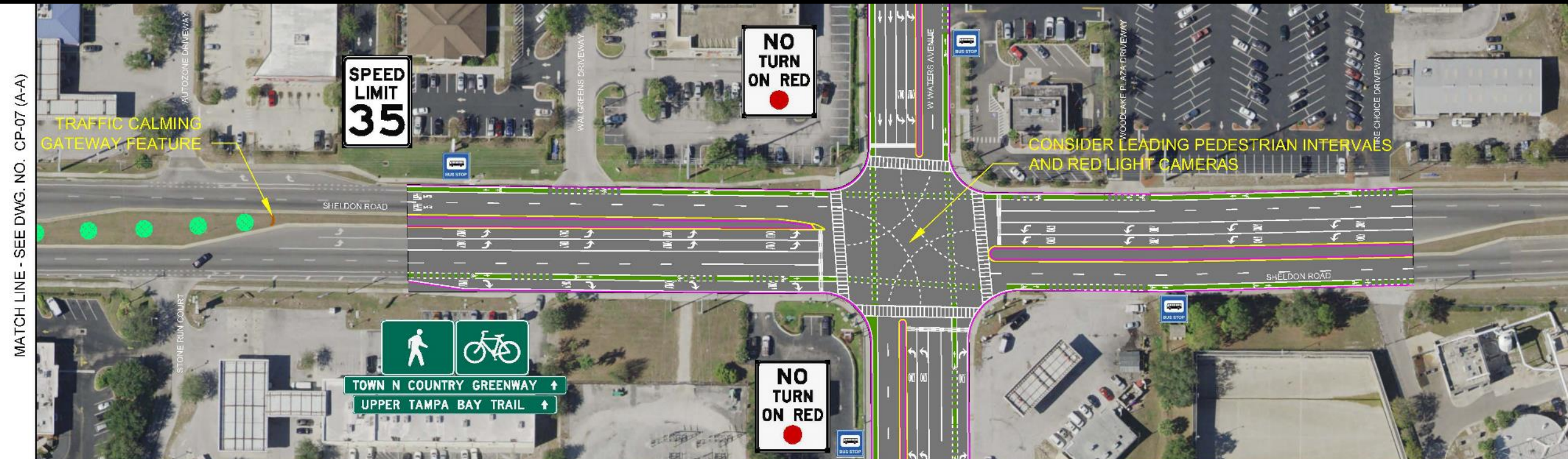
Crown Blvd

- NEW Traffic Signal w/LPI's
- Narrow Median Openings
- Speed Radar Feedback Signs
- End Extended School Zone

Woodlake Blvd

- NEW Traffic Signal w/ LPI's
- Yield to Pedestrian Signs
- Traffic Calming Trees in Median

Concept Recommendations



MATCH LINE - SEE DWG. NO. CP-07 (A-A)

Sheldon Road Waters Avenue Intersection

General

- Leading Pedestrian Interval
- Speed Limit Signs
- Trail Connectivity Directional Signs
- No Turn On Red Signs
- Waters Ave Westbound Bike Lane
- Bike Lane Conflict Zone Markings
- Traffic Calming Trees in Median

Enforcement MoreRoads Homeless Lighting BikeLanes NoMedian Weaving
SideStreetTraffic RecklessDriving U-Turns
SchoolZone TrafficCalming Landscaping Debris Congestion
TurnLanes Speeding Sidewalks
PedestrianConcerns LessTraffic Maintenance TrafficSignals Overpasses BusStops
MoreLanes MedianOpenings LowerSpeedLimit
BikeConcerns Dangerous No-RTOR MoreSigns SpeedCameras
PedestrianCrossings Noise TrailConnection



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HILLSBOROUGH

THANK YOU!



Hillsborough MPO Metropolitan Planning for Transportation

Board & Committee Agenda Item

Agenda Item:

FDOT Quarterly Update

Presenter:

FDOT Representative

Summary:

FDOT District 7 staff will provide highlights of current activities. Today's update will feature the latest news on the annual update of the FDOT Work Program.

Recommended Action:

None; for information only

Prepared By:

Cheryl Wilkening, MPO Staff

Attachments:

Hillsborough MPO Project Highlights in FDOT Draft Tentative Work Program for FY22-FY26



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601 E Kennedy Blvd
18th floor
Tampa, FL, 33602



Hillsborough MPO Project Highlights

DRAFT Tentative Work Program FY 2022-2026

11/30/2020

<i>P</i>	<i>FPN</i>	<i>Phase</i>	<i>Description</i>	<i>Work Mix</i>	<i>Project Comments</i>
P	433535-7	DSB	I-275/SR93 FM S OF SR60 TO S OF LOIS,SR60 FM S OF I-275 TO N OF MEMORIAL	ADD LANES & RECONSTRUCT	Deferred DSB from 2024 to 2026, SIS
P	434045-2	DSB	I-275 (SR 93) FROM S OF LOIS AVE TO N OF HOWARD AVE	ADD LANES & REHABILITATE PVMNT	Deferred DSB from 2024 to 2028, SIS
P	439476-3	CST	E/W GREEN SPINE CYCLE TRACK - PH 3B FROM 7TH AVE TO 13TH AVE	BIKE PATH/TRAIL	Advanced CST from 2024 to 2022, TA
P	439476-5	CST	E/W GREEN SPINE CYCLE TRACK - PH 2A FROM HOWARD AVE TO WILLOW AVE	BIKE PATH/TRAIL	Deferred CST from 2022 to 2025; TA; Local Agency request (schedule)
1	439336-5	Planning	HILLSBOROUGH COUNTY FY 2024/2025-2025/2026 UPWP	TRANSPORTATION PLANNING	Added \$600k to 2026; SU
2	414963-2	Transit	HART - FHWA SURFACE TRANSPORTATION PROGRAM	PURCHASE VEHICLES/EQUIPMENT	Added \$2M to 2026; SU
2	443852-1	Transit	HART BUS STOP CAPITAL REPAIRS	PUBLIC TRANSPORTATION SHELTER	Added \$1M to 2026; SU
3	430175-1	Transit	TBARTA - FHWA SURFACE TRANSPORTATION PROGRAM	COMMUTER TRANS. ASSISTANCE	Added \$100,000 to 2026; SU
4	448507-1	Study	SR 574 (MLK BLVD) FROM US 301 TO TURKEY CREEK	PD&E/EMO STUDY	Added Study to 2023
5	443491-1	Planning	SR 574/W MLK JR BLVD FROM N DALE MABRY HWY TO 40TH AVE	CORRIDOR/SUBAREA PLANNING	Added Planning in 2026; SU
6	435908-2	ROW	SR 580/W BUSCH BLVD FROM N DALE MABRY HWY TO N NEBRASKA	URBAN CORRIDOR IMPROVEMENTS	Added \$1.1M SU for advanced Acquisition ROW in FY 2025
7	448505-1	PDE	SR 582/FOWLER AVE FROM I-275 TO I-75	PD&E/EMO STUDY	Added PDE to 2022
7	445652-1	PE/CST	SR 582/FOWLER AVE FROM FLORIDA AVENUE TO 50TH STREET	URBAN CORRIDOR IMPROVEMENTS	Advanced PE from 2025 to 2024; added CST in 2026; SU/DDR/LF
11	448508-1	PE/CST	TWIGGS ST FROM NEBRASKA AVE TO ASHLEY DRIVE	URBAN CORRIDOR IMPROVEMENTS	Added PE to 2024, CST to 2026; CIGP
12	440511-2	CST	US 41B/N TAMPA ST & N FLORIDA AVE FROM E TYLER TO COLUMBUS DR	URBAN CORRIDOR IMPROVEMENTS	Deferred CST from 2024 to 2025; SU (Split out 1/2 of project move to 440511-7)
12	440511-7	5-2	US 41B/N TAMPA ST & N FLORIDA AVE FROM COLUMBUS DR MLK JR BLVD	URBAN CORRIDOR IMPROVEMENTS	Added CST to 2026; SU (Split out 1/2 of project move from 440511-2)
12	440511-3	PE/CST	TAMPA ST/HIGHLAND AVE & FLORIDA AVE FROM MLK BLVD TO S OF WATERS	URBAN CORRIDOR IMPROVEMENTS	Defer PE and CST to outside the TWP; locals not ready for project at this time
12	440511-4	CST	N HIGHLAND AVE FROM WEST VIOLET STREET TO SR 574/HILLSBOROUGH AVENUE	URBAN CORRIDOR IMPROVEMENTS	Deferred CST from 2025 to 2027; SU
21	448506-1	PE/ROW/CST	PALM RIVER RD AT US 41/50TH ST	INTERSECTION IMPROVEMENT	Added PE in 2022 (LFP), ROW in 2023 (LFP), CST in 2025 (CIGP/LFP)
22	440734-1	PE	PARK RD INTERSECTION AT CORONET RD AND E ALSOBROOK ST	ADD LEFT TURN LANE(S)	Deferred PE from 2022 to 2025; SU
22	440736-1	PE	E ALEXANDER ST AT JIM JOHNSON RD	ADD LEFT TURN LANE(S)	Deferred PE from 2022 to 2025; SU
29	439482-2	PE	TAMPA BYPASS CANAL TRAIL FROM N 34TH ST TO SR 581 (BRUCE B DOWNS)	BIKE PATH/TRAIL	Deferred PE from 2022 to 2025; TA; Local Agency request (schedule)
36	437608-2	Transit	CITY OF TAMPA - DOWNTOWN STREETCAR EXTENSION	CONSTRUCT TRANSIT FACILITY	Added FTA/NSTP/LF to 2022
	430337-1	ROW/CST	I-4/SR 400 WB FM W OF ORIENT RD TO WEST OF I-75 (SR 93A)	ADD AUXILIARY LANE(S)	Deferred ROW from 2026 to 2028, CST from 2028 to 2031; SIS

P	FPN	Phase	Description	Work Mix	Project Comments
	255893-4	CST	SR 574 (MLK BLVD) FROM EAST OF KINGSWAY RD TO E OF MCINTOSH RD	ADD LANES & RECONSTRUCT	Deferred CST from 2023 to 2025
	447615-1	ROW/CST	REO STREET FROM GRAY STREET TO CYPRESS STREET	ADD LANES & RECONSTRUCT	Added ROW to 2022 (LFP), CST to 2023; CIGP
	437645-2	CST	SR 60/KENNEDY BLVD FROM WOODLYNNE AVE TO N BREVARD AVE	URBAN CORRIDOR IMPROVEMENTS	Dropped CST project from 2023, work to be completed under 436489-1 in 2023.
	437650-1	CST	GIBSONTON DR EB FROM NB ON RAMP TO I-75	ADD TURN LANE(S)	Dropped CST project from 2024, work to be completed under 437650-2.
	441663-1	PE/CST	SR 60 FROM E OF US 41/SR 599/N 50TH ST TO E OF US 301/SR 43	RESURFACING	Added PE to 2022, CST to 2024
	441663-2	PE/CST	SR 60 FROM E OF US 41/SR 599/N 50TH ST TO E OF US 301/SR 43	INTERSECTION IMPROVEMENT	Added PE to 2022, CST to 2024
	446273-1	PE/CST	US 301/SR 41 FROM N OF CHERRY TREE LN TO N OF HILLSBOROUGH RIVER BRDG	RESURFACING	Added PE to 2022, CST to 2024
	446273-2	PE/CST	US 301/SR 41 FROM N OF CHERRY TREE LN TO N OF HILLSBOROUGH RIVER BRDG	INTERSECTION IMPROVEMENT	Added PE to 2022, CST to 2024
	445920-1	PE/CST	US 301/SR 43 FROM N OF BLOOMINGDALE AVE TO MLK BLVD	RESURFACING	Added PE to 2023, CST to 2024
	445920-2	PE/CST	US 301/SR 43 FROM N OF BLOOMINGDALE AVE TO MLK BLVD	INTERSECTION IMPROVEMENT	Added PE to 2023 (in-house), CST to 2024
	443665-1	PE/CST	USB 41/SR 685 FROM USB41/SR 685/FLORIDA AVE TO SR 60 E JACKSON	RESURFACING	Added PE to 2022, CST to 2024
	443665-2	PE/CST	USB 41/SR 685 FROM USB41/SR 685/FLORIDA AVE TO SR 60 E JACKSON	URBAN CORRIDOR IMPROVEMENTS	Added PE to 2022, CST to 2024
	442426-1	PE	GEORGE ROAD FROM DANA SHORES DR TO TOWN N COUNTRY GREENWAY	URBAN CORRIDOR IMPROVEMENTS	Deferred PE from 2022 to 2025; SU
	443320-1	CST	I-4/SR 400 FROM EAST OF MANGO RD TO W OF WB WEIGH STATION ON-RAMP	ADD AUXILIARY LANE(S)	Advanced CST from 2023 to 2022; SIS
	446131-1	PE	I-4 WB AUXILIARY LANE FROM E OF 50TH ST T W OF MLK JR BLVD	ADD AUXILIARY LANE(S)	Advanced PE to 2022; Freight
	44613-2	PE/CST	I-4 EB EXIT RAMP TO I-75 FROM E OF TAMPA BYPASS CANAL TO W OF I-75	ADD AUXILIARY LANE(S)	Added PE to 2023, CST to 2026; Freight
	443426-2	PE/CST	SR 60 FROM W OF SR 39 TO W OF CLARENCE GORDON JR RD	ADD LEFT TURN LANE(S)	Added PE in 2022 (in-house) and CST in 2024
	443630-1	CST	I-75/SR 93A FROM S OF PROGRESS BLVD TO N OF WOODBERRY RD	RIGID PAVEMENT REHABILITATION	Deferred CST from 2023 to 2024; SIS
	447235-1	PE/CST	SR 39 FROM S OF RAYBURN ROAD TO N OF GOLDEN RULE LANE	RIGID PAVEMENT RECONSTRUCTION	Added PE to 2024, CST to 2026; Concrete
	445551-1	PE/CST	SR 582/FOWLER AVE FROM N NEBRASKA AVE TO MORRIS BRIDGE RD	LIGHTING	Dropped PE from 2022; advanced CST from 2024 to 2022
	445555-1	PE/CST	SR 45/NEBRASKA AVE FROM FOWLER AVE TO FLORIDA AVE	LIGHTING	Dropped PE from 2022; advanced CST from 2024 to 2022
	445559-1	PE/CST	US 41 FROM 14TH AVE SW TO 19TH AVE NE	LIGHTING	Dropped PE from 2024; added CST to 2024
	437789-1	CST	I-75 (SR93A) AND I-4/SR 600 HILLSBOROUGH COUNTY VARIOUS LOCATIONS	LIGHTING	Deferred CST from 2024 to 2025
	447012-1	CST	I-4 FRAME/SR 60 FROM CHANNELSIDE DR TO DOVER RD	ITS COMMUNICATION SYSTEM	Added CST to 2022
	445362-2	CST	I-4 FRAME/SR 400 FROM DOWNTOWN TAMPA TO POLK COUNTY LINE (CAV)	ITS COMMUNICATION SYSTEM	Added CST to 2022
	447423-1	CST	I-75/SR93A FR S END OF OFF RAMP NB REST AREA TO N END OF ON RAMP SB	LANDSCAPING	Added CST to 2022
	434781-5	CST	SR 685/SR 60/SR 45 FROM W OF MACDILL AVE TO HILLSBOROUGH RIVER	DRAINAGE IMPROVEMENTS	Advanced CST from 2024 to 2023
	437823-1	PE/CST	SR 685/N TAMPA ST @ RAILROAD CROSSING 626300-V AT E POLK STREET	RAILROAD CROSSING	Added PE in 2022 and CST in 2023

<i>P</i>	<i>FPN</i>	<i>Phase</i>	<i>Description</i>	<i>Work Mix</i>	<i>Project Comments</i>
	437825-1	PE/CST	SR 685/N FLORIDA AVE @ RAILROAD CROSSING 626298-W @ E POLK ST	RAILROAD CROSSING	Added PE in 2022 and CST in 2023
	447749-1	PE/CST	US 92/SR 600 OVER TAMPA BAY LONG BRIDGE REPAIR BRIDGE 100300, 100585	BRIDGE-REPAIR/REHABILITATION	Added PE to 2025, CST to 2026
	447750-1	PE/CST	HILLSBOROUGH COUNTY VARIOUS LOCATIONS APPROACH SLAB REPAIRS	BRIDGE-REPAIR/REHABILITATION	Added PE to 2025, CST to 2026
	437607-1	PE/CST	I-75/SR93A OVER RIVERVIEW DRIVE BR# 100356 AND 100357	BRIDGE-REPAIR/REHABILITATION	Dropped project from TWP. Deterioration slower than anticipated. Moved in higher priorities.
	448483-1	CST	HILLSBOROUGH COUNTYWIDE CONNECTED VEHICLE TECHNOLOGY IMPLEMENTATION	TRAFFIC CONTROL DEVICES/SYSTEM	Added CST to 2023
	448698-1	ROW	I-4 TRUCK PARKING FACILITY	PARKING FACILITY	Added ROW to 2022; Freight
	443963-2	Transit	HART - SERVICE DEVELOPMENT ROUTE 11 - WESTSHORE AREA	OPERATING FOR FIXED ROUTE	Added Operating phase in 2022 (DPTO/LF)
	436005-1	Seaport	PORT OF TAMPA BAY GANTRY CRANE PURCHASE	SEAPORT CAPACITY PROJECT	Added PORT/LF to 2022
	440563-1	Aviation	TAMPA EXECUTIVE AIRPORT - RUNWAY PROTECTION ZONE TREE TRIMMING	AVIATION SAFETY PROJECT	Dropped from 2022 to move funds to 4368341.
	433001-1	Aviation	TAMPA EXECUTIVE AIRPORT - TAXIWAY C REHABILITATION	AVIATION PRESERVATION PROJECT	Deferred from 2022 to 2024 to move funds to 4368341.
	444218-1	Aviation	TAMPA INTERNATIONAL AIRPORT - EXPANSION OF MAIN TERMINAL	AVIATION CAPACITY PROJECT	Deferred from 2022 to 2024 to move funds to 4368341.
	444467-1	Aviation	TAMPA EXECUTIVE AIRPORT - RUNWAY 18/36 & TAXIWAY A & C REHABILITATION	AVIATION PRESERVATION PROJECT	Deferred from 2022 to 2024 to move funds to 4368341.



VISIT D7WPPH.COM
BEGINNING 1/11/2021

TENTATIVE FIVE-YEAR WORK PROGRAM ONLINE PUBLIC HEARING

FISCAL YEAR 2022
TO
FISCAL YEAR 2026

VISIT D7WPPH.COM BEGINNING JANUARY 11, 2021
PUBLIC COMMENTS DUE BY JANUARY 29, 2021

OPEN HOUSE DATE
JANUARY 14, 2021 FROM 9 AM TO 6 PM

FDOT DISTRICT 7 OFFICES
11201 N. MCKINLEY DR.
TAMPA, FL 33612

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

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Alex Henry, at (813) 975-6405, (800) 226-7220 or email: D7wpph@dot.state.fl.us.

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

Equity in Community Planning

BLACK LIVES MATTER



Throughout history, **discrimination** has been evident in **community planning**. Plan Hillsborough needs your help to understand how community planning has contributed to quality of life differences among Hillsborough County's diverse communities. Our goal is to reshape community planning to improve the lives of underserved people.

Want to help plan for equity?

Take the **Community Equity Survey**:

www.bit.ly/hcequity

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

Women and the LGBTQ population

(protected by sex, gender & orientation)

People with physical, intellectual, developmental, and mental disabilities

(protected by disability)

African American, Latinx, Asian, Native American, and other racial and ethnic minority groups

(protected race, ethnicity, color & national origins)

Youth and older adults (protected by age group)

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

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

**Groups protected under a variety of Federal laws.*



For more information, contact:

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

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



Equidad en la Planificación Comunitaria

BLACK LIVES MATTER



A lo largo de la historia, la **discriminación** ha sido evidente en la **planificación comunitaria**. Necesitamos su ayuda para comprender cómo la planificación comunitaria ha contribuido a las diferencias en la calidad de vida entre las comunidades diversas del condado de Hillsborough. Nuestro objetivo es reorientar la planificación comunitaria para mejorar las vidas de las comunidades históricamente desfavorecidas.

¿Quiere ayudarnos a planificar para la equidad?

Tome la encuesta de alcance sobre la equidad:

www.bit.ly/hcequity

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

Mujeres y la población LGBTQ

(protegidos por sexo, género y orientación)

Personas discapacidades físicas, intelectuales, de desarrollo y mentales

(protegidos por discapacidad)

Afroamericanos, Latinx, Asiáticos, Nativos Americanos y otros grupos raciales y étnicos minoritarios

(raza, etnia, color y origen nacional protegidos)

Jóvenes y adultos mayores

(protegidos por grupos de edad)

Personas desempleadas y personas con ingresos bajos y muy bajos

(niveles de ingresos protegidos)

Personas que no hablan inglés "muy bien"

(protegidos debido a su limitado dominio del inglés)

**Grupos protegidos por varias leyes federales.*



Para mas informacion, contacte:

Dayna Lazarus, Planificadora de Proyectos
Teléfono: (813) 582-7383
Email: LazarusDeplancom.org
Línea de Ayuda en Español:
(813) 273-3774 x211

O visite la página del proyecto Plan Hillsborough para leer el Título VI de la Ley de Derechos Civiles y el Plan de No Discriminación enlazado abajo.



TD Tampa Bay

Your Intercounty Connection



Powered by
UZURV



TD Tampa Bay is a new partnership of TBARTA and UZURV to provide additional Transportation Disadvantaged service within TBARTA's five-county service area of Hernando, Hillsborough, Manatee, Pasco, and Pinellas Counties.

This includes cross-county trips, as well as evening and Sunday service.

What Can TD Tampa Bay Provide for Me?

- **Trips outside of Hillsborough County (cross-county).** Starting December 1, 2020, TD Tampa Bay will provide TD eligible county-to-county trips 7 days a week, within TBARTA's five-county service area. That means trips originating in Hillsborough with a destination to Pinellas, Pasco, Manatee, or Hernando Counties.

Note – Sunshine Line is Hillsborough County's official Community Transportation Coordinator. During Sunshine Line's hours of operation your trips that begin and end within Hillsborough County are still provided by Sunshine Line.

- **Sunday and evening trips within Hillsborough County when Sunshine Line service is not available.** TD Tampa Bay provides in-county transportation with additional hours of operation on nights and Sunday.

Apply at [TDTampaBay.com](https://www.tdtampabay.com)

TD Tampa Bay Service Line: 813-445-8895



How to use TD Tampa Bay

- **Apply with TD Tampa Bay.** The application form is posted online at TDTampaBay.com. TD Tampa Bay uses the same criteria as Sunshine Line to qualify riders as Transportation Disadvantaged.
- Once qualified, **call TD Tampa Bay at 813-445-8895** to schedule rides on demand, including wheelchair accessible transportation.

SERVICE HOURS:

- **Monday through Friday: 5:00 a.m. – 10:00 p.m.**
- **Weekends: 7:30 a.m. – 7:30 p.m.**

OUR DRIVERS:

- **All meet FTA Drug and Alcohol test requirements, pass background checks, receive defensive driving and disability sensitivity training, and have a safe driving history**

YOUR COST:

- **Riders pay a \$6 co-pay, each way**

TD Tampa Bay

Your Intercounty Connection



Powered by
UZURV

Apply at TDTampaBay.com

TD Tampa Bay Service Line: 813-445-8895



Central & West Central Florida Dynamic Message Sign & CCTV Camera Installation Project

Project Description

Florida's Turnpike Enterprise (FTE) is installing two Dynamic Message Signs (DMS) and Closed-Circuit Television (CCTV) cameras at the Canoe Creek, Turkey Lake and Okahumpka Service Plazas, for a total of six DMS and six CCTV cameras.

FTE is also installing two Arterial Dynamic Message Sign (ADMS) and CCTV cameras near Veterans Expressway/SR 589 along Hillsborough Avenue, Linebaugh Avenue and Citrus Park Drive/Gunn Highway, for a total of six DMS and six CCTV cameras.

This project also includes installing:

- CCTV cameras along Florida's Turnpike/SR 91 in Lake and Orange Counties, Seminole Expressway/SR 417 in Seminole County, Polk Parkway/SR 570 in Polk County and Veterans Expressway/Suncoast Parkway/SR 589 in Hillsborough and Pasco Counties
- One DMS along westbound SR 408 approaching Florida's Turnpike

Construction and Traffic Impacts

Construction will take place during both daytime and nighttime hours. Nearby residents and businesses may experience periodic construction light, noise, vibration, and dust. FTE takes steps to reduce construction impacts and efforts will be made to limit traffic and noise disruptions.

Lane closures will generally take place during off peak hours to minimize traffic congestion and delays for most drivers. Closures will be announced in advance in the Central and Central West Florida Weekly Lane Closures and Work Zone Advisory.

Schedule and Funding

Construction Schedule

Work is anticipated to be completed in 2022.

Cost and Funding

The project cost is approximately \$7.6 million.

Public Information

Maria Parada

Community Outreach Specialist

407-269-3069

– or –

1-800-749-PIKE

Maria.Parada@dot.state.fl.us

www.FloridasTurnpike.com

twitter.com/FloridaTurnpike



T4America member summary of Consolidated Appropriations Act 2021, and the \$900 billion COVID-19 relief package

Overview

On Sunday, December 20th, Congressional leadership reached an agreement on a FY21 omnibus appropriations bill and additional COVID-19 stimulus. Congress passed this bill on December 21. The president was expected to sign it into law however the president threatened a veto on December 22 for a number of reasons including a desire to increase the size of stimulus payments available to individuals.

The Big Picture

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

Top line summary of the stimulus

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

Top line summary of FY21 THUD Appropriations

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

- \$516 million for Transit Infrastructure Grants, \$6 million above the 2020 level

Stimulus: detailed summary

Transit

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

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

The remaining \$738 million would be allocated as follows:

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

Funds are available for operating expenses for transit agencies related to COVID-19, reimbursement of operating expenses to maintain services and lost revenue due to COVID-19, including personal protective equipment (PPE), and paying administrative leave of operations or contractor personnel due to reductions of service, unless the recipient certifies that the recipient has not furloughed any employees. The monies may be provided up to 100 percent of the share of the costs.

Highways

\$10 billion is provided to state DOTs for federal aid highways, of which \$9.84b is for eligible projects under the surface transportation block grant program (an extremely flexible program that can fund all modes), \$114.5m is for the tribal transportation program, \$35.8m is for the Puerto Rico Highway Program, and \$9.5m is for the Territorial Highway Program. These funds are apportioned using existing formulas, must be suballocated where appropriate, and must be allocated within 30 days of enactment.

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

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

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

Rail

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

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

FY21 appropriations: detailed summary

Capital Investment Grants (CIG)

\$2.014 billion is provided for CIG and is allocated as follows:

- \$1.169 billion for New Fixed Guideway Grants
- \$525 million for Core Capacity Improvement Projects
- \$200 million for Small Starts
- \$100 million for expedited project delivery

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

Transit Formula Grants

\$10.8 billion is available for transit formula programs under the Mass Transit account. The bill also provides an additional \$516 million for transit infrastructure grants, from the general fund, which are allocated as follows:

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

The bill also blocks the Rostenkowski Test to prevent a \$6 billion (or 60 percent)

across-the-board cut of FY 2021 transit formula funds (a policy already enacted in the FY21 CR).

Better Utilizing Investments to Leverage Development (BUILD) Grants

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

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

generate non federal revenue as a selection criteria.

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

Rail

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

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

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

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

Amtrak

Overall, \$2 billion is provided to Amtrak allocated as follows:

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

The bill also includes other Amtrak provisions including:



- Overtime limitations - Funds may not be used to provide more than \$35,000 in overtime for any individual employee except if the President of Amtrak determines a safety risk necessitates an override and the Amtrak president is required to provide Congress with a summary of overtime payments for FY17-FY20.
- Amtrak police limitations - Amtrak is prohibited from reducing the police force below the staffing level of May 1, 2019
- A sense of Congress that long distance routes should be sustained to ensure connectivity

Highway programs

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

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

least one accident investigated by the National Transportation Safety Board between January 1, 2008 and December 31, 2018 and for which the National Transportation Safety Board issued an accident report”;

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

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

Looking ahead: FY22 and additional stimulus

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

Comparison between previous fiscal years and president’s budget

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

Transit programs

Dollars in Millions							
Funds by Program	FY19 enacted	FY20 enacted	FY21 House THUD	Emergency Supplemental House THUD	FY21 Senate THUD	FY21 enacted	Stimulus
Formula funds (Mass Transit)	\$9,900	\$10,800	\$15,900	\$0	\$10,080	\$10,800	\$14,000

Account)							
Supplemental grants (general fund)	\$700	\$510	\$510	\$0	\$702	\$516	\$0
Capital Investment Grants	\$2,552	\$1,978	\$2,200	\$5,000	\$1,889	\$2,014	
New Starts	\$1,265	\$1,458	\$1,250	\$3,000	\$1,120	\$1,169	\$0
Core Capacity with FFGA	\$635	\$300	\$525	\$1,000	\$400	\$525	\$0
Small Starts	\$526	\$100	\$300	\$500	\$200	\$200	\$0
Expedited project delivery		\$100	\$100		\$150	\$100	\$0

Rail programs

Dollars in Millions							
Funds by Program	FY19 enacted	FY20 enacted	FY21 House THUD	Emergency Supplemental House THUD	FY21 Senate THUD	FY21 enacted	Stimulus
Amtrak (Northeast Corridor)	\$650	\$700	\$750	\$5,000	\$680	\$700	\$655
Amtrak (national network)	\$1,291	\$1,300	\$1,300	\$3,000	\$1,320	\$1,300	\$344.5
Federal-State Partnership for State of Good Repair	\$400	\$200	\$200	\$0	\$225	\$200	\$0

Consolidated Rail Infrastructure & Safety Improvement Grants	\$255	\$325	\$500	\$5,000	\$340	\$375	\$0
Restoration & Enhancement Grants	\$5	\$0	\$0	\$0	\$2.7	\$4.72	\$0

Other programs

Dollars in Millions							
Funds by Program	FY19 enacted	FY20 enacted	FY21 House THUD	Emergency Supplemental House THUD	FY21 Senate THUD	FY21 enacted	Stimulus
Highway formula (from Highway Trust Fund)	\$45,268	\$46,300	\$61,900	\$0	\$47,100	\$47,100	\$10,000
Highway supplemental appropriation (from general fund)	\$3,300	\$2,200	\$1,000	\$0	\$2,365	\$2,000	\$0
BUILD (formerly TIGER)	\$900	\$1,000	\$1,000	\$3,000	\$1,000	\$1,000	\$0

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

Beth Alden

From: Association of Metropolitan Planning Organizations <lreardon@ampopo.org>
Sent: Tuesday, December 29, 2020 4:11 PM
To: Beth Alden
Subject: Policy Alert



Association of Metropolitan Planning Organizations

December 29, 2020

POLICY ALERT

Dear AMPO Members,

After several days of uncertainty as to whether or not the President would sign the end of year spending bill that also included the coronavirus relief measure, the President signed the bill into law on Sunday. In addition to providing USDOT with the remainder of its 2021 appropriation, including \$1 billion for another year of BUILD grants, the legislation also provides billions of dollars of relief funding for transportation related provisions (see below). As in previous years appropriation bills, Congress has appropriated extra general funds for the highway and transit programs above what is provided from the Highway Trust Funds. Regarding the relief bill, State DOTs will be apportioned \$10 billion, which will be treated as STPBG funds. Just under 15% of the \$10 billion will be sub-allocated to MPOs over 200,000 in population. Specific MPO amounts have not yet been provided. AMPO will provide this information as soon as the numbers are made available. Also included in the bill, public transportation providers will receive \$14 billion dollars using existing formulas. However, there is an overriding requirement that the combined funding from the CARES Act and the new funds cannot exceed 75 percent of 2018 operating expenses until all urban areas have been brought up to the 75 percent threshold. In rural areas there is a similar cap set at 125%. Airports, airlines workers, Amtrak, and bus companies [charter, tour] will also receive relief funding under the coronavirus measure. Congress has returned this week to address a number of legislative items, including the President's veto of the annual National Defense Authorization Act (NDAA).

2021 Transportation Appropriations

- BUILD Grants - \$1 billion
- Transportation Demonstration Program – \$100 million [grants to maritime port authorities or former military airports classified as general aviation airports]
- Highway Obligation Limitation - \$46,365,092,00 [same as last year of FAST Act/complies with extension]
- Highway Extra General fund - \$2 billion
 - Of the amount provided \$1.080 billion for bridge replacement and rehabilitation [Secretary shall distribute to each **qualifying** State by the proportion that the percentage of total deck area of bridges classified as in poor condition in such qualifying State bears to the sum of the percentages of total deck area of bridges classified as in poor condition in all qualifying States; \$60 million cap, each state shall receive not less than \$6 million; “Qualifying State” means any State in which the percentage of total deck area of bridges classified as in poor condition in such State is at least 5 percent or in which 5 the percentage of total bridges classified as in poor condition in such State is at least 5 percent]

- Amtrak
 - NEC - \$700 million
 - National Network - \$1.3 billion
- FRA CRISI Grants - \$375 million
- Airport Grants - \$3.350 billion
- Airport Extra General Fund – \$400 million
- Transit Obligation Limitation - \$10,800,000,00 [same as last year of FAST Act/complies with extension]
- Transit Extra General Fund - \$516,220,000
- Capital Investment Grants (New Starts) - \$2.014 billion

Coronavirus Relief Supplemental – Transportation

- State DOTs- \$10 billion/100% federal share
 - A State, territory, Puerto Rico, or Indian Tribe may transfer funds made available to State, multi-state, international, or local public tolling agencies that own or operate a tolled facility that is a public road, bridge, or tunnel, or a ferry system that provides a public transportation benefit, and that was in operation within their State in fiscal year 2020
 - Funds are suballocated to MPOs over 200,000 in population
- Public Transportation -\$14 billion/up to 100% federal share
 - Apportioned to recipients using existing formulas in law
- Airports/ Airport Concessionaires/100% federal share - \$2 billion
 - \$1.750 billion primary airports
 - \$45 million general aviation airports
 - \$200 million to sponsors of primary airports to provide relief from rent and minimum annual guarantees to on airport car rental, on-

airport parking, and in-terminal airport concessions located at primary airports

- Amtrak - \$1 billion
 - NEC - \$655,431,00
 - National Network - \$344,569,000
- Aviation Workers - \$15 billion [wages, salaries, and benefits]
- Aviation Contractors - \$1 billion
- Bus Operators (charter, tour), Passenger Ferries - \$2 billion/100% federal share

If you have any questions, please feel free to reach out to staff@ampo.org.

Thank you,
AMPO Staff

staff@ampo.org
www.ampo.org

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Hillsborough County

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Hillsborough County
School Board

Joseph Waggoner
Expressway Authority

Melanie Williams
HART

Beth Alden, AICP
Executive Director

December 3, 2020

Edith Wong

Safe Routes to School D7 Coordinator

Florida Department of Transportation

11201 McKinley Drive

Tampa, FL 33612-6403

RE: Safe Routes to School Program – Leto High School Grant Request

Dear Ms. Wong:

The Hillsborough Metropolitan Planning Organization (MPO) is pleased to issue this letter of support of Hillsborough County's Leto High School application for the Florida Department of Transportation (FDOT) Safe Routes to School (SRTS) grants program.

The MPO has a longstanding commitment to improving safety and mobility for all users and modes of transportation throughout Hillsborough County. The MPO, along with the MPO's School Transportation Working Group (STWG), has made improving safety and mobility for students one of its top priorities. The MPO established the STWG as a collaborative effort in developing a methodology to identify and prioritize school areas for a multimodal safety improvements. A data-driven methodology for prioritizing school areas was developed using factors such as students residing within the school area, pedestrian and bicycle crash history, arterial and collector intersections, communities of concern locations, percentage of students on free or reduced lunch, school survey, non-funded transportation services, and school attendance. A total of 191 elementary, middle, and high schools, in Hillsborough County, were included in the identification and prioritization methodology assessment.

Leto High School ranks as one of the top high school locations through the above-described prioritization assessment. The Hillsborough MPO is pleased to offer this letter of support.

We thank you for your time and consideration. If you have any questions, please feel free to contact me or Lisa Silva at (813) 665-1324.

Respectfully,

Beth Alden, AICP
Executive Director



Plan Hillsborough
planhillsborough.org
planner@plancom.org
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601 E Kennedy Blvd
18th Floor
Tampa, FL, 33602



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Beth Alden, AICP
Executive Director

December 3, 2020

Edith Wong
Safe Routes to School D7 Coordinator
Florida Department of Transportation
11201 McKinley Drive
Tampa, FL 33612-6403

RE: Safe Routes to School Program – Pierce Middle and Alexander Elementary Schools Grant Request

Dear Ms. Wong:

The Hillsborough Metropolitan Planning Organization (MPO) is pleased to issue this letter of support of Hillsborough County's Pierce Middle and Alexander Elementary Schools application for the Florida Department of Transportation (FDOT) Safe Routes to School (SRTS) grants program.

The MPO has a longstanding commitment to improving safety and mobility for all users and modes of transportation throughout Hillsborough County. The MPO, along with the MPO's School Transportation Working Group (STWG), has made improving safety and mobility for students one of its top priorities. The MPO established the STWG as a collaborative effort in developing a methodology to identify and prioritize school areas for a multimodal safety improvements. A data-driven methodology for prioritizing school areas was developed using factors such as students residing within the school area, pedestrian and bicycle crash history, arterial and collector intersections, communities of concern locations, percentage of students on free or reduced lunch, school survey, non-funded transportation services, and school attendance. A total of 191 elementary, middle, and high schools, in Hillsborough County, were included in the identification and prioritization methodology assessment.

Pierce Middle and Alexander Elementary Schools rank as two of the top middle school locations through the above-described prioritization assessment. The Hillsborough MPO is pleased to offer this letter of support.

We thank you for your time and consideration. If you have any questions, please feel free to contact me or Lisa Silva at (813) 665-1324.

Respectfully,

Beth Alden, AICP
Executive Director



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