Hybrid Virtual & In-Person Meeting and Public Hearing of the TPO Board
Wednesday, June 9, 2021, 6:00 PM

The County Center and Plan Hillsborough offices continue to be closed to the public in response to the COVID-19 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 TPO's online 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 tpo@plancom.org
- by visiting the event posted on the Facebook page.

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

Agenda

I. Call to Order & Pledge of Allegiance

II. Roll Call (Clerk)

III. Approval of Minutes – May 12, 2021

IV. Public Comment on items other than the TIP - 3 minutes per speaker, please. Staff will unmute you when the chair recognizes you.

V. Committee Reports (Bill Roberts, CAC Chair, and Davida Franklin, TPO Staff)

VI. Action Items

A. Revised Committee Appointments (Cheryl Wilkening, TPO Staff)

B. Renewal of Internship Agreement with USF DURP (Allison Yeh, TPO Staff)

C. TPO Public Participation Plan Amendment (Davida Franklin, TPO Staff)
VI. Public Hearing:
Transportation Improvement Program (TIP) Annual Update

TIP for October 1, 2021-September 30, 2026

- Staff Presentation (Johnny Wong, TPO Staff)
- Public Comment - Time allotted to each speaker may be adjusted by the chairman to accommodate as many speakers as possible.
- Summary of Comments Submitted in Advance (Davida Franklin, TPO Staff)
- Board Discussion and Action – Roll-call vote required.

VII. Executive Director’s Report

- TMA Leadership Group & Suncoast Transportation Planning Alliance (f.k.a. CCC) meetings: June 25, 9:30am and 11:30am respectively, FDOT District 7 Auditorium and GoToWebinar

VIII. Old Business & New Business

IX. Adjournment

X. Addendum

A. Announcements

- Public comment period through June 7 on Big Bend Rd Widening PD&E Study
- SR 56 Extension public meeting, June 15
- Tampa MOVES Plan – Leave comments on the Idea Map
- Gulf Coast Safe Streets Summit: Save the Date, November 2-4
- Call for Entries: Planning Commission’s Planning & Design Awards

B. Project Summaries & Other Status Reports

- Federal transportation spending reauthorization bill summaries
  - NARC summary of Senate bill
  - AMPO summary of Senate bill
  - Senate bill – GOP counteroffer
- Gandy Bridge Replacement PD&E Study
- FHWA Publishes Transportation Performance Measure (TPM) Data

C. Correspondence
• From MPOAC to FDOT re: MPOs’ Freight Priorities
• To FTA re: support for HART application for service development grant for Uptown Circulator
• To Engineering Research Center re: commitment to support INFABS proposal by USF

D. Articles Related to TPO Work

• https://www.bizjournals.com/tampabay/news/2021/05/21/study-reveals-which-transit-mode-is-the-bay-areas.html
• https://www.bizjournals.com/tampabay/news/2021/05/19/commissioner-fights-proposed-surtax-refund-plan.html
• https://www.fox13news.com/video/934917
• https://www.wtsp.com/article/news/local/hillsboroughcounty/transportation-tax-hillsborough-county/67-1f29a0bd-b16d-4053-a17a-abafa941e663
• https://www.tampabay.com/news/transportation/2021/05/21/hillsborough-county-wants-your-ideas-on-big-bend-road-safety/
• https://www.wtsp.com/article/news/local/bayshore-bike-event-tampa/67-76246920-980c-4ae6-a8d3-a97c939f34a0

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

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Persons needing interpreter services or accommodations for a disability in order to participate in this meeting, free of charge, are encouraged to contact Joshua Barber, (813) 576-2313 or barberj@plancom.org, three business days in advance of the meeting. If you are only able to speak Spanish, please call the Spanish helpline at (813) 272-5940 or (813) 273-3774 and dial 1.

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I. CALL TO ORDER & PLEDGE OF ALLEGIANCE

The TPO Chairman, Commissioner Harry Cohen, called the meeting to order at 10:11 AM and led the pledge of allegiance. The regular monthly meeting was held in-person and virtual via WebEx.

The following members were present in person: Commissioner Harry Cohen, Commissioner Pat Kemp, Commissioner Kimberly Overman, Commissioner Gwen Myers, Mayor Ross, Gina Evans, Melanie Williams, Charles Klug, Joe Waggoner, Derek Doughty.

The following members were present via teleconference: Commissioner Mariella Smith, Mayor Rick Lott, Councilman Guido Maniscalco, Jessica Vaughn.

Councilman Joseph Citro was excused; Councilman John Dingfelder was absent.

A quorum was met in person.

II. APPROVAL OF MINUTES – APRIL 14, 2021

Chair Cohen sought a motion to approve the April 14, 2021 minutes. Commissioner Overman so moved; seconded by Commissioner Meyers. Roll-call vote, motion carries 13 – 0.

III. PUBLIC COMMENT

A. Chris Vela: Comments about the proposed TIP Amendment and acquisition of property is for highway and not transit. Is proud that the TPO has been making strides for equity. Questioned why this TIP Amendment is being entertained as it goes against previous work. There was another TIP Amendment approved surrounding I-4; expressed opinion that I-4 is poorly designed. Expressed that FDOT owns 14 lanes going through Seminole Heights. Questioned where the messaging is coming from. Should be looking at bicycle networks and walkability.

IV. COMMITTEE REPORTS & ADVANCE COMMENTS

A. CAC Committee (Bill Roberts) – May 5, 2021
   • Expressed appreciation for the all-volunteer committee and for the support from the TPO Staff.
   • Action Items:
     o Voted to approve the MPO/FDOT Annual Joint Certification Statement.
     o Public Participation Plan Amendment to shorten the notification period from 3 weeks to 2 weeks.
       ▪ There was a lot of discussion – upward of 20 TIP Amendments come before the CAC each year.
       ▪ Tabled; the CAC did not feel they could vote on this at this time.
     o Transportation Improvement Program Amendment for Downtown Interchange
• Motion amended with a stipulation that the FDOT not acquire any more properties for this project. Passed 13 – 5.
• Heard status reports on:
  o TIP Preliminary Draft
  o CAC ad hoc subcommittee met on May 3rd to discuss the TIP preliminary draft. Recognized Committee Member, Amy Espinosa, on putting together this sub-committee.
• Encourage that the TPO Board approve the recommended committee member from the City of Temple Terrace
• Acknowledged that the FDOT addition for the West Shore Interchange has not come before the CAC at this time. Reminded the TPO Board of it’s importance and previous support of the CAC.

B. TAC Committee (Davida Franklin) – May 3, 2021
• Approved the following:
  o MPO/FDOT Annual Joint Certification Statement
  o Transportation Regional Incentive Program Priorities
  o Public Participation Plan Amendment
  o UPWP Amendment Air Quality Monitoring
  o Transportation Improvement Program (TIP) amendment for Downtown Interchange
• Heard status reports on:
  o TIP Preliminary Draft
  o USF to Tampa Green ARTery Trail Feasibility Study

C. BPAC (Davida Franklin) – April 14, 2021
• Heard status reports on:
  o Franklin Street Vision Project
  o Non-Discrimination Plan Update
  o CUTR Equity Needs Assessment
  o Manual on Uniform Traffic Control Devices (MUTCD) Updates

D. LRC – April 21, 2021
• Heard status reports on:
  o Franklin Street Vision Project
  o Non-Discrimination Plan Update
  o CUTR Equity Needs Assessment
  o MUTCD – the Committee supported that the TPO send a letter of comment focused on improved safety and multimodal flexibility in the new MUTCD.

E. TDCB – April 23, 2021
• Action Items approved:
  o Coordinated Contract with Brandon Sports and Aquatic Center
  o Coordinated Contract with DACCO Behavioral Health
  o Community Transportation Coordinator (CTC) Service Rates for 2020/2021
  o TDCB Grievance Procedures Annual Review and Adoption
• Heard status reports on:
F. Summary of Public Comment

- **Email**
  - Dr. Govindan Parayil: Thanked Beth Alden for her participation in the 2021 Global Conference on Sustainability & Resiliency During the Pandemic.
  - Sam Owens: Displeased about worsening road conditions; wanted to make the Board aware of the consequences of Stacy White’s decision regarding the All for Transportation tax.
  - Jeff Horwath: Requested the TPO’s 2021 wall calendar.
  - Julie Scanlon and Peter Hsu: Provided feedback for the Citizens Advisory Committee re: signal timing at US 301 & Gibsonton Dr.; visual observation found unusually long wait times.
  - Mauricio Rosas: We must have reliable bus connections to appeal to the white-collar and blue-collar sectors, and we must remove the mindset that buses are for the elderly, disabled, and low-income persons.
  - Jennifer King: Concerned because there is no school zone on US 41 by Lutz K-8 that limits traffic to 20 mph during school drop off and dismissal.
  - Jane from the Safety Harbor Chamber of Commerce: requested more regional multi use trails maps.
  - Ali Ankudowich: really impressed with steps taken in the TPO’s equity planning and process for the Nondiscrimination Plan update.
  - Legislative aide David Yunk: asked for support to help an artist paint a safety crossing mural in front of Caminiti Exceptional School.
  - Lena Young: “We in Tampa Heights, are joining Vision Zero in advocating for sidewalks in the City of Tampa”.
  - Scott Clark, Director of the Sunshine Line: “Joshua and Allison have been doing an outstanding job providing proactive support, insightfulness, and care working with Sunshine Line staff.”
  - Eva Dyer: Thanked Beth Alden for speaking to their Leadership Hillsborough class.
  - FM: Stated that the South Selmon study was not a Vision Zero project.

- **Social Media Comments**
  - **Facebook**
    - 4/14/2021 – Tampa Hillsborough Expressway Authority (re: highlights from its 4/14/2021 Board presentation on the Selmon Extension): “Thank you”
    - 4/15/2021 – Andrew Gulbert (re: the grand opening of the Selmon Extension): “How is this innovation?”
    - 4/21/2021 – National Safety Council (re: to a shared post about Distracted Driving Awareness Month): “Thank you for the help to Keep Each Other Safe during Distracted Driving Awareness Month”
    - 5/11/2021 – Rick Fernandez: “This comment is directed to item VI B of the May 12, 2021 Agenda (TIP Amendment related to the DTI). I respectfully request that the TPO Board reject the
proposed amendment.

FDOT seeks funding approval to acquire 7 land parcels along the north and east borders of the DTI, in the area of VM Ybor. The goal is to expand the footprint of the DTI. This action will adversely impact a community of concern and work in contravention of our recently passed Race Equity Resolution.

Many of you have promised never to approve a project expanding the interstate footprint, displacing people and homes. This project does all three. Keep your promises.”

- Twitter
  - 4/19/2021 – Miami City Man (re: the Selmon Extension opening): “Who wants to bet that neither the author nor “Joe Waggoner” live anywhere near this monstrosity? Sucking fumes is always for others.”

G. TPO Policy Committee (Beth Alden)
- Detailed discussion about the TIP and Priority Projects.
- TPO Staff provided a summary of new funding requests.
- Discussion suggest staff bring back information about coordination from the regional level, position projects for success with regional coordination process.
- Share projects and advocate for them through our federal representatives.

V. ACTION ITEMS

A. Committee Appointments (Cheryl Wilkening, TPO Staff)
- CAC – Aiah Yassin, by the City of Temple Terrace
- TAC:
  - Sofia Garantiva, alternate for Planning Commission
  - Cal Hardie, alternate for Tampa Historic Streetcar Board
  - Rick Perez, alternate for Hillsborough County Engineering Division
- LRC – Sofia Garantiva, alternate for Planning Commission.
- BPAC – Ryan Thomas – Hillsborough County Sheriff

Recommend that the TPO confirm the above nominations.

Mayor Ross moved to approve committee appointments; Seconded by Commissioner Overman. Roll-call vote, motion carries 13 – 0.

B. Transportation Improvement Program Amendment for Downtown Interchange (Vishaka Shiva Raman, TPO Staff and Secretary David Gwynn, FDOT Staff)
- The Florida Department of Transportation (FDOT) has requested this amendment to the Fiscal Year (FY) 2020/21– 2024/25 Transportation Improvement Program (TIP) to purchase seven (7) parcels for the Downtown Interchange Operational Improvements. This amendment will add $2.5 million towards Right-of-Way acquisition.
• This project was adopted in the 2045 Long Range Transportation Plan (LRTP) as part of the FDOT Strategic Intermodal System (SIS) Cost Feasible Projects. It was the Quick Fix solution identified in the 2019 MetroQuest survey.

• Tampa Bay Next – Downtown Tampa Interchange – started in 2016 – 2017 and would have required over 200 relocations. FDOT continued to look for alternatives.

• Crashes continue to increase, doing nothing is not an option.

• Utilized community input has led to this action.

• Interchange will include addition of bicycle and pedestrian areas, landscaping, lighting, widening areas under the interstate to make it safer.

• Working with the City of Tampa to slow the traffic speeds along 14th and 15th streets. Signalizing the ramps at these interchanges as well.

• Try to match aesthetics done in Ybor City.

• Why is this important; legislature provided $2 billion to be used throughout the state, all districts are preparing projects that can be ready to start in 2022 or 2023, this project is ready. The only thing needed to get funding for this project is to move on the Right-of-Way.

Presentation: TIP Amendment - Downtown Interchange and FDOT Downtown Interchange

Recommend that the TPO approve the Transportation Improvement Program (TIP) Amendment: 445056-1 I-4/SR 400 WB to I-275/SR 93 NB from W of 14th Ave to Floribraska Ave.

Discussion:

Commissioner Overman: Expressed appreciation for time Secretary Gwynn spent the previous week. Has concerns about air quality in the this area. Properties not identified are already owned by FDOT. Blank spaces cause deterioration. Appreciates FDOT commitment to assist residents to relocate and stay in the community. Crash rate is significant. Is willing to support this because there has been community involvement and changes made to the plan.

Commissioner Kemp: Noted that she has been following this interchange for many years. At the time, this interchange was a history mistake aimed at minority communities. Is appreciative of the clear presentation and utilization of the minimal impact fix. Believes that the community involvement has been extremely important in this improved project. This is Segment 6. Segment 7 is an extension adding two more 15’ sections of pavement. Would like to see how it is going to interact with the interchange in terms of traffic congestion, patterns, air quality, and how these will push into the interchange.

Commissioner Myers: Thanked Secretary Gwynn for one-on-one meeting on this project. Is aware how these types of projects have displaced black and brown residents. Believes that adding these properties, it will enhance the interchange. Appreciates what FDOT has done by working with the communities and making sure that the displaced people will have options.

Commissioner Cohen: Expressed that his views have evolved on this issue over time. The original project was slated to take over 200 homes; the next iteration was 30 to 100 homes; now we have a project taking in the single digits in order to improve crash rates between 20 & 35% and deal with the huge congestion issues. When people look to government for compromise and cooperation, this is an example to solve legitimate problems while protecting communities.
Secretary Gwynn: (response to Segment 7) I-275 north of the Downtown Interchange. Heard a lot of opposition to express lanes but did desire general use lanes in this area. This includes a wide shoulder that could be used by buses. Now broken into 2 sub-sections. The area to Hannah would allow drivers to get into the correct lanes for the interchange. The area north of Hannah is not currently funded and is not near the top of the priority list. Noise walls will be put in as response to community request.

Commissioner Overman moved to approve the TIP Amendment for the Downtown Interchange; Seconded by Commissioner Myers. Roll-call vote, motion carries 13 – 1.

C. Letter requested by Livable Roadways Committee (LRC) regarding Manual on Uniform Traffic Control Devices (Gena Torres, TPO Staff and Paula Flores, TPO Consultant)

- The Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) is a document issued by the Federal Highway Administration to specify the guidelines by which traffic signs, road surface markings, and signals are designed, installed, and used.
- The last update to the MUTCD was in 2009, the last major rewrite was in 1971 and much has changed since then, which led to FHWA proposing an update which is now under review.
- Concerns have been raised by municipalities and transportation agencies and organizations that the draft update does not go far enough to ensure the safety of all road users. It does not fix fundamental flaws.
- Time to question validity and change the process of the MUTCD update.
- Coalition of agencies have general concerns:
  - Requesting a re-write
  - Encouraging improved inclusion and equity through a Task Force on racial equity.
  - Questioning the focus on motor vehicle operational efficiency over safety.
  - Less flexibility on Vision Zero.
  - Not consistent.
  - Better alignment with goals of cities.
  - Go back to original premise of how signs should look but not how they are applied.
  - New language which is Victim Blaming and omits the needs of children, elderly, and the disabled road users.
  - New language stipulating right-of-way to be dedicated to “highway related functions”.
  - Prioritizing emerging AV at the expense of other modes; increasing cost burden for cities.
  - Speed Limits – 85% still recommended; allows professionals to opt-out of items that should be considered when setting speed limits; ignoring the NTSB recommendations.
  - Signal warrants ignore known conflicts and lang use.
  - Pedestrian push button signals are not required even with the increase in pedestrian deaths.
  - Too many studies and restrictions on how to do bicycle lanes.
  - New language stipulates distance of mid-block crossings and must be regulated by an intersection crossing or a hawk/beacon. Do not include aesthetic treatments and those already applied are being ignored and are considered under study.
- Several other municipalities have written letters expressing their concerns over the proposed updates to this document.

Presentation: 2021 MUTCD NPA Explained
Recommend sending the letter included in the Agenda Packet to the FHWA commenting on the MUTCD update.

Discussion:

Commissioner Overman: Report is enlightening and maddening. Vision Zero improvements are not addressed in the manual. Creates an uphill battle. Intends on penning a separate letter. Spent most of neighborhood life being told that Speed Limits come from the manual is frustrating. Clear that omissions in the manual are omissions in favor of car planning. Individuals that are older walk about the same time as a person with a stroller. The timing needs to recognize the demographics and should be considered.

Commissioner Overman moved to draft and send the letter to the FHWA commenting on the MUTCD update; Seconded by Commissioner Kemp.

Commissioner Cohen: If we take action, a copy of the letter should be given to all members of the TPO Board. If they so choose, each member should send a letter. Some of what is in the MUTCD Update is “stupid” based on what we have learned over the years to make things safer.

Commissioner Kemp: Expressed that the TPO Board is lucky to have Ms. Flores and for the presentation. This topic has enormous impact on the most important issues. Science and data are not being used. Appreciated this being brought forward.

Mayor Ross: Talking about a manual for Unified Traffic Control. Part of the objections do not allow for local flexibility and some are out of not making enough requirements. Difficult to take both positions.

Commissioner Cohen called for the vote on the motion made. Roll-call vote, motion carries 14 – 0.

D. Annual Certification of TPO (Johnny Wong, TPO Staff)
   - MPOs are established and funded by federal and state laws and rules.
   - Federal government evaluates compliance every four years and public meeting is held. Done in January 2021.
   - TPO’s planning process must be certified in between major review events and concludes with a Joint TPO/FDOT Certification statement and summary of notable Achievements, recommendations, and correction actions.
   - Notable Achievements
     - Data & Analytics Platform
     - Vision Zero Speed Management Action Plan – Transportation Planning Project of the Year
     - Regional Long Range Transportation Plan – across eight counties and two FDOT Districts
     - CAC Race Equity Resolution
   - Recommendations
     - Evaluate website for ADA compliance.
     - Save current versions of UPWP only on the website to avoid confusion.
     - Advocate for partially funded projects.
   - Corrective Actions – None

Presentation: MPO/FDOT Joint Certification 2020

Request support for re-certification of the TPO and authorization for the TPO Chairman to sign the Joint Certification Statement.
Discussion: None

Commissioner Cohen: Has a copy of the Joint Certification Statement

Commissioner Kemp moved for approval; Seconded by Commissioner Overman. Roll-call vote, motion carries 13 – 0 with 1 Non-Vote.

E. Unified Planning Work Program UPWP Annual Review and Amendment (Jamal Wise and Allison Yeh, TPO Staff)
   • Currently in Fiscal Year (FY) 21 which runs from July 1, 2020 through June 30, 2021.
   • Currently adopted UPWP is being amended to reflect adjustments in the TPO’s grant from Federal Highway Administration (FHWA).
   • FY 21
     o Task 2 (Systems Planning) increase by $102,500.
     o Task 1 (Management) decrease by $65,511.
     o Task 3 (Long Range Transportation Plan & data) decrease by $36,989.
     o PL grant trued up by $2, from $1,371,098 to $1,371,096.
   • FY 22
     o Task 1 (Management) add unused PL grant funds remaining from FY20: $23,021.
     o Task 2 (Systems Planning) add unused SU grant funds remaining from FY20: $158; add increased CTD grant funds based on actual grant award: $2,081.
   • Current Status of Planning Studies, Part I: Critical Path Projects – 7 ongoing, 2 completed.
   • Current Status of Planning Studies, Part II: Discretionary Projects – 4 In Progress, 5 Pending.
   • New Requests for Planning Studies – 14.
   • Planning Studies: Staff Recommendations
     o Continue with studies approved by TPO Board in May 2020.
     o Proceed with lower-cost requests using savings from Year 1 studies.
     o Consider other requests in FY 23 & FY24 UPWP next year.
   • Disadvantaged Business Enterprises
     o TPO supports FDOT goal of 11%, current utilization is 12%.
     o DBE-support projects – 3 to be completed in latter half of 2021, 2 completed.

Recommend the approval of the UPWP Amendment and the included resolutions to implement it.

Presentation: UPWP Amendment FY 21 May

Discussion:

Commissioner Cohen reminds everyone of the time.

Commissioner Kemp: Asked for clarification on a number.

Commissioner Kemp moved for approval; Seconded by Commissioner Myers. Roll-call vote, motion carries 13 – 0 with 1 Non-Vote.

VI. EXECUTIVE DIRECTOR’S REPORT
A. Thanked members for the discussions of the group; presentation slides are posted on the website under the meeting calendar; will send your staff the language for the letter re: MUTCD; quarterly report is proved in the email to the board members.

B. Regional meeting of what is becoming the Sun Coast Transportation Alliance is June 25, 2021 at 9:30 AM. Will be having two meetings: TMA at 9:30 A – Commissioners Kemp, Overman and Councilmen Dingfielder with Mr. Klug and Ms. Evans as alternates; a meeting of the Chairs of the MPOs over lunch at 11 – 11:30 A, everyone is welcome to stay; first hybrid meeting at the regional level. At Lakewood Ranch Town Hall.

C. American Rescue Plan funding, $2 billion for transportation out of $10 billion sent to Florida, District 7 has been working very hard to position for the funding, hopeful that the Downtown Interchange safety improvements will be part of the package. December funding in the COVID Response and Relief Supplemental Act, provided $500 mil to FDOT for transportation projects, $90 mil set aside for MPOs, possibly $7 mil coming to Hillsborough, would be available in FY 23, preliminary suggestion that it go to the Bush Blvd Safety Improvement.

VII. **OLD BUSINESS & NEW BUSINESS**

A. **Commissioner Overman** reminded the members that the comment period for the MUTCD update closes on May 14, 2021.

VIII. **ADJOURNMENT** Meeting adjourned at 12:03 PM.
Committee Reports

Meeting of the Citizens Advisory Committee (CAC) June 2

Under Action Items, the CAC approved:

- Transportation Improvement Program for FY22-26 -- with the removal from the Priority List, line item #47, of the words “[construct] an additional general-purpose lane” on I-275 between Hillsborough Ave and Bearss Ave.
  - Members had an in-depth discussion, touching on regional trails, tolled versus managed express lanes, improvements to the downtown interchange, and the Florida/Fowler arterial BRT project.

- Public Participation Plan Amendment to change the public notice timeframe for TIP amendments.
  - Members suggested some additional outreach steps, such as reaching out to community leaders, using QR codes on roadside signs, and engaging more on social media. Staff will pursue these steps.

Members also discussed a recent NY Times article titled “Can Removing Highways Fix America’s Cities” which highlighted efforts in 16 U.S. cities, including Tampa, to convert Interstate highways to surface-level arterials. Several members asked how the I-275 boulevard study could be advanced, including whether it could be included in the Transportation Improvement Program. This and remainder of the items on the CAC’s June meeting agenda will be taken up in July.

Bicycle Pedestrian Advisory Committee (BPAC) on May 19

Meeting virtually with no physically present quorum, the BPAC heard status reports on:

- Transportation Improvement Program (TIP)
  - Members raised no objection to moving forward with the TIP, after receiving clarification about several projects that have been on the TPO’s priority list:
    - Green ARTery Segments D and E – Segments were removed due to the projects being funded through All For Transportation Surtax. Tampa is not seeking federal grants in 2027 because the City is continuing to look for funding sources to implement these projects as soon as possible, and has design underway.
- Trailhead beneath Selmon Expressway – This project has been delayed due to construction of a large reclaimed water line as well as the requirement of remediation of contaminated soil at the site.

- Rome Ave West River Project – This project is being funded through a BUILD grant, is listed only for illustrative purposes and is being constructed along with stormwater projects.

- Green Spine Segment 2B – This has already been constructed along with adjacent stormwater projects.

✓ Regional Trail Priorities
  - Members raised no objection to the regional trail priorities after asking about the Dale Mabry Overpass project. This project is requested to be constructed along with adjacent I-275 improvements.

✓ USF – GreenARTery Trail Study
  - Members asked how equity will be considered in this TPO trail feasibility study that is just getting underway. Staff responded that public outreach and equity are major components of the study, and that the study area is largely a food desert with high concentrations of chronic health conditions and economic disparities.

**Meeting of the Livable Roadways Committee (LRC) on May 19**

Meeting virtually with no physically present quorum, the LRC heard status reports on:

✓ Transportation Improvement Program (TIP)
  - Members supported the TIP after discussion, with clarification on inquiries regarding congestion mitigation projects, air quality funding, timing of projects, and sidewalk distribution.

✓ McIntosh Road Widening PD&E Study, Advance Notification
  - Members provided comments that the study should look at number of pedestrian crossings and at the project’s relationship to the three schools in the area.

✓ USF – GreenARTery Trail Study - No discussion.

**Meeting of the Technical Advisory Committee (TAC) on June 7**

A verbal report will be provided at the TPO meeting.
**Agenda Item**
Committee Appointments

**Presenter**
Cheryl Wilkening, TPO Staff

**Summary**

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

The following have been nominated to serve on the CAC:

- Meaza Stewart, by Commissioner Harry Cohen

The *Technical Advisory Committee (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 following have been nominated to serve on the TAC:

- Margaret Kubilins, alternate for the City of Tampa

**Recommended Action**
That the TPO confirm the above nominations

**Prepared By**
Cheryl Wilkening

**Attachments**
None
Agenda Item:
Renewal of Internship Agreement with USF DURP

Presenter:
Allison Yeh, TPO Staff

Summary:
The Hillsborough TPO annually sponsors one graduate student fellowship at the University of South Florida’s (USF’s) Department of Urban and Regional Planning (DURP). The TPO is proud to have been partaking in this opportunity for the past several years.

During the academic year, the fellow works with the TPO for an average of 20 hours a week as a paid intern on various projects, where they gain real life experience on transportation and land use topics. At the same time, the TPO receives fresh ideas and new perspectives from the student. Furthermore, current TPO staff can gain valuable leadership experience while supervising the fellow.

This year’s renewal of the agreement with place a fellow with the TPO for two academic years: Fall 2021 to Spring 2022; and Fall 2022 to Spring 2023. This will allow for an even more in-depth learning opportunity for the fellow. The TPO’s cost for the fellow is $13,250 per academic year, for a total of $26,500. USF uses these funds to provide a stipend to the student and matches the contribution with a tuition waiver for full time study.

Recommended Action:
Authorize the Executive Director to sign the agreement with USF for placement of fellow

Prepared By:
Meghan Betourney, SPHR

Attachments:
Agreement with USF for placement of student intern for 2021-2023
This Agreement is entered into on the date of last signature below and effective as of August 23, 2021, between The University of South Florida Board of Trustees, contracting agent of the University of South Florida and its College of Arts and Sciences, ("USF") and the Hillsborough County Metropolitan Planning Organization ("MPO").

WHEREAS, USF wishes to provide clinical/internship/training/research experiences for its students; and

WHEREAS, the MPO desires to assist USF in providing those experiences to USF graduate students in Urban and Regional Planning by making available educational and practical application opportunities at its facilities.

NOW THEREFORE, in consideration of their promises and the mutual benefits to be derived, the parties agree as follows:

1. The MPO agrees to provide internship opportunities for USF students when the agency has a need for intern services. The MPO currently has the need/desire for one student intern. The Work Plan for the student intern is attached as Exhibit 1.

2. USF and the MPO will share responsibility for the supervision of students and coordination of the internship experience.

3. USF students and staff must comply with the established policies and practices of the MPO with regard to performance of services and use of equipment and facilities, if applicable.

4. USF provides its faculty and staff with comprehensive general liability insurance in accordance with the terms and limitations of section 768.28, and chapter 284, part II, Florida Statutes. USF and the MPO agree that students are responsible for their own health and professional liability insurance, as necessary. The MPO will advise students if such insurance is required, and the student will purchase the necessary insurance independent of the University.

5. The MPO may require USF to withdraw any student whose conduct or work performance is not in accordance with the MPO’s policies and standards. USF may withdraw any student whose progress, conduct, or performance does not meet USF’s standards.

6. The MPO agrees to conduct periodic evaluations of each student and share these evaluations with the USF internship director to ensure that students have sufficient feedback to improve their performance if necessary. If a student’s internship is terminated, MPO and University may replace the student with a different student intern,
or may decide to end the Agreement for the current academic year. If at the end of the first academic year, MPO and University may replace the student with a different student intern of the student’s internship is terminated.

7. The funding arrangement for student tuition and stipend costs is set forth in the attached Exhibit 2.

8. The MPO and USF may change or add to this Agreement by written amendment executed by authorized representatives of the parties. Amendments will be attached to this Agreement.

9. This Agreement will continue in effect through May 4, 2023, unless it is earlier terminated. Either party may terminate this Agreement at any time with 30 days’ prior written notice. In the event of termination, the MPO will pay USF pro-rata through the date of termination. USF waives any scheduled future payments from the MPO. Students may continue further training experiences through USF or another agency.

10. With respect to any work or services provided under this Agreement, each party is liable for its own negligent acts or omissions, to the extent of its waiver of sovereign immunity under section 768.28, Florida Statutes.

11. This Agreement includes the two attached exhibits.

IN WITNESS WHEREOF, USF and the Agency have caused this Agreement to be executed by their authorized representatives.

________________________________________
Elizabeth Alden, AICP
Executive Director
Hillsborough County Metropolitan Planning Organization

_______________________________________
Date

_______________________________________
Practicum/Internship Coordinator

_______________________________________
Date

00129358.DOCX
Approved as to form:

By: ________________________________
    MPO Legal
### EXHIBIT 1
#### MPO Internship Work Plan

<table>
<thead>
<tr>
<th><strong>Goal</strong></th>
<th>To fulfill USF Master of Urban Planning Internship requirement by providing an opportunity for students to learn about the transportation and land use planning process through work on projects and plans in Hillsborough County, and the Tampa Bay Region. This hands-on experience allows students to evaluate and test their knowledge and interest of urban planning on issues currently in progress in their community.</th>
</tr>
</thead>
</table>
| **Schedule** | Fall Semester 2021-Spring Semester 2022  
Fall Semester 2022-Spring Semester 2023 (Will follow USF Academic Calendar)  
Specific start and end dates and work hours will be agreed upon on with the MPO Supervisor |
| **Compensation** | Administered by the University of South Florida.  
Funded by Hillsborough County MPO |
| **Work Tasks:** |  
**General responsibilities:**  
Review Long Range Transportation Plan (LRTP), Transportation Improvement Plan (TIP) and the Unified Planning Work Program (UPWP) to provide context for work.  
Attend select MPO & Committee meetings and other related meetings (as directed by supervisor) to gain experience and general knowledge of the planning process in Hillsborough County.  
Attend select Planning Commission, public engagement, zoning review and plan amendment meetings and public hearing for process experience.  
Support other MPO work plan activities on an as-needed basis, including the plan amendment and rezoning review process, public meetings, and other engagement activities under the direction of staff.  
**Specific team projects:**  
[All projects will be done under the supervision of MPO staff]  
- Work with USF College of Public Heath Professor Amy Stuart, Environmental Protection Commission staff, and grassroots partners, to begin a program of deploying low-cost air quality sensors around the community.  
- Assist in updating the Health Atlas as data becomes available. |
- Assist with the follow-up from the Nondiscrimination Plan and its community outreach both in the field or electronically and includes writing and presenting.

- MPO Key Stakeholders Database – Maintain and update database of key community groups. Tasks may include expanding and editing the database and adding geospatial data to enhance this public outreach tool.

- Assist with the Future Leaders in Planning (FLiP) program (November to April) - event coordination activities, assist in developing the program and producing recruitment materials.

- Research and assist staff in various support roles, such as public engagement, events coordination for ongoing studies related to land use, and transportation planning.

**Final Presentation**

PowerPoint presentation to the Plan Hillsborough staff at the agency General Staff meeting summarizing was learned during the internship.

The presentation will include the following:
- brief summary of the function and mission, GOPs, and guiding principles of the MPO,
- brief summary of the specific projects worked and their contribution, and
- statement of what was learned about the planning process and the community from this experience.
EXHIBIT 2

MPO
Funding and Payment Schedule
2021-2022 & 2022-2023 Academic Year

The Hillsborough County Metropolitan Planning Organization (MPO) will provide funds to cover a student stipend plus USF overhead of 6% for one Masters of Urban and Regional Planning student over the USF academic year for the period from **August 23, 2021 – May 4, 2023**. The total cost to the MPO will be **$13,250 each academic year which totals $26,500 for the two academic years** payable at intervals noted below.

The USF College of Arts and Sciences will provide this student with a tuition waiver for full time study during the Fall 2021 & 2022 and Spring 2022 & 2023 semesters. Tuition waivers cover approximately 80% of the cost of attendance.

Payment schedule will be as follows:

- September 24, 2021    $3,312.50
- November 26, 2021    $3,312.50
- February 11, 2022    $3,312.50
- May 13, 2022    $3,312.50
- September 23, 2022    $3,312.50
- November 25, 2022    $3,312.50
- February 10, 2023    $3,312.50
- May 12, 2023    $3,312.50

**MPO contact:**

Meghan D. Betourney, SPHR
Phone: 813-565-9386
betourneym@plancom.org

**USF contacts:**

Programmatic matters:
Evangeline Linkous, Ph.D.
Program Director, MURP
USF School of Public Affairs
4202 E. Fowler Ave. – SOC107
Tampa, FL 33620-8100
Phone: 813.974.7982
elinkous@usf.edu
Administrative matters:
Rick Barnett
Budget Analyst
College of Arts and Sciences, Dean’s Office
University of South Florida
4202 E. Fowler Ave. – CPR107
Tampa, FL 33620
Rbarnet2@usf.edu
813-974-3384
Board & Committee Agenda Item

**Agenda Item:**
Public Participation Plan Amendment

**Presenter:**
Davida Franklin, TPO Staff

**Summary:**
The Transportation Planning Organization has a Public Participation Plan (PPP) that describes the TPO’s strategies and techniques to inform and engage the public in transportation planning issues with the purpose of maximizing participation and effectiveness. The PPP spells out how the public can review and comment on pending decisions, such as adoption of a Long Range Transportation Plan or a Transportation Improvement Program (TIP), or amending these documents.

For TIP amendments, the review and comment period coincides with formal presentations made to the TPO advisory committees (at a minimum, CAC and TAC). The committees are asked to recommend approval of the amendment, before the TPO Board considers it. The review period includes posting the proposed amendment on www.PlanHillsborough.org at least three weeks before the TPO meeting, typically as part of the CAC/TAC agenda packets.

Beginning this year, the TPO changed its meeting schedule and now meets on the second Wednesday of the month, with the TAC and the CAC normally meeting a week ahead of the TPO. Therefore, the minimum public review and comment period on TIP amendments should reasonably be adjusted from 21 days to 14 days, to coincide with the mail-out of the agenda packet to the TAC and CAC.

Discussing this change in May, some CAC members expressed concern about shortening the notification window. To address this, staff proposes to conduct additional public outreach for each TIP amendment, going forward. The additional steps are described in the attached slides.

**Recommended Action:**
Approve the Public Participation Plan Amendment minimum review period from 21 days to 14 days with specific public engagement criteria.

**Prepared By:**
Rich Clarendon, AICP

**Attachments:**
Proposed changes to the PPP
Presentation slides
**Proposed Changes to MPO Public Participation Plan**  
**June 9, 2021**

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Required Public Review

<table>
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<tr>
<th>Plan or Program</th>
<th>Min. Review Period</th>
<th>Min. Public Notice/Ad</th>
<th>Min. Ad(s) Required</th>
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<td>UPWP Adoption</td>
<td>30 days</td>
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<td>None</td>
<td>No</td>
</tr>
</tbody>
</table>

Page 26:

TIP Amendments require a **21.14**-day review period, no public advertisement, and are generally considered at a public meeting. Additionally, an official transcript or record of comments must be kept for a public hearing.

Page 33:

TIP Amendment

A public review and comment period will coincide with the formal presentations made to the MPO advisory committees (at a minimum CAC, and TAC and Policy Committee) as an Action Item on the Agenda for review and comment before the MPO’s consideration, which includes posting on PlanHillsborough.org **one week prior to the CAC meeting** (the first of these committee meetings each month, **ordinarily occurring** at least three \( \text{two} \) weeks before the MPO meeting).
Public engagement will include:

- The posting of informational roadside signs in communities impacted by the proposed amendment
- The creation of a webpage that will provide details about the amendment
- A social media post that will include a link to the informational webpage created for the amendment
- A press release that will be distributed by email; the press release will include a link to the informational webpage created for the amendment
Board & Committee Agenda Item

Agenda Item
Transportation Improvement Program (TIP) Update, October 2021–September 2026

Presenter
Johnny Wong, TPO Staff

Summary
Staff has prepared a draft of the Transportation Improvement Program document for the fiscal year period of 2021/22 – 2025/26. The TIP document includes three important lists, organized into tables, which are integral parts of the plan:

1. Existing Priorities Funded for Construction: these are priorities that are under construction or have funding to begin construction within the next five years. This list also includes partially funded projects, which are included to show community support while they await completion.

2. Candidates for New Funding: these are priorities that need federal and state funding because they have been shown to address urgent transportation needs in the community. This list organizes projects into the appropriate investment program and ranks them in order based on the estimated impact they will have on the community’s goals.

3. All Other Projects Funded in the Next 5 Years: this list is quite large and includes projects programmed by the FDOT based on our previous year’s priority list. It also catalogs all projects in our partners’ local Capital Improvement Programs, even though the TPO does not control what projects appear in the CIPs. The table indicates the status of each project, what type of project it is, and the costs associated with each phase.

Staff will present the updated TIP document, including the three lists mentioned above, and describe any changes and additions made during this annual update.

Recognizing that many citizens may be unfamiliar with the TIP, staff will also explain the TIP development process and timeline; the relationship between the TIP and Long Range Transportation Plan; the prioritization methodology and process; and, how projects are created – from idea to construction.

The TPO Board will hold its annual public hearing to review and adopt the TIP on June 9th, 2021. Following the hearing, the TPO must submit the adopted TIP to FDOT by August 1st. Federal funds expenditure may be authorized using this TIP starting October 1, 2021.

Recommended Action
Adopt the FY21/22 – 25/26 Transportation Improvement Program
The Florida Department of Transportation (FDOT) District Seven is hosting a Public Information Meeting to provide an overview of the Alternative Corridor Evaluation (ACE) Study being conducted for the extension of SR 56 from US 301/SR 41 to US 98/SR 35/SR 700 in Pasco County, Florida. The referenced meeting is scheduled for **Tuesday, June 15, 2021 at the Alice Hall Community Center, located at 38116 5th Ave, Zephyrhills, FL 33542 at 3:00 p.m.**

Those who cannot attend in person, may participate virtually using this link: [Register now!](#) If using a mobile device, the free “GoToWebinar” application will be required to attend. If you prefer to dial in by phone, call +1 (866) 952-8437 and then dial the Audio Access Code: 966-819-356.

Questions and comments may be submitted prior to the meeting through the registration link, project website, or by contacting the FDOT Project Manager Brian Shroyer via email at [Brian.Shroyer@dot.state.fl.us](mailto:Brian.Shroyer@dot.state.fl.us). Project information can be viewed on the project website at: [https://fdotd7studies.com/SR56EXT/](https://fdotd7studies.com/SR56EXT/).

The meeting will provide an opportunity to review the alternative corridors and provide your input. We encourage all interested people to participate and express their views regarding the project and information presented.

The Florida Department of Transportation (FDOT) District Seven is utilizing the Alternative Corridor Evaluation (ACE) process to evaluate the extension of State Road (SR) 56 from US 301/SR 41 to US 98/SR 35/SR 700 in Pasco County, Florida. The intent is to find a suitable corridor for the extension of the existing SR 54/SR 56 facility, which currently stretches from US 19 to the intersection with US 301/Gall Boulevard/SR 41. This extension of the corridor could complete a direct east-west route across the southern portion of Pasco County into Polk County and could also serve as part of a bypass for the City of Zephyrhills. The goals of the ACE process are to identify and evaluate alternative corridors, eliminate alternative corridors that do not meet the project’s purpose and need or that have disproportionate and/or significant impacts to the surrounding environment, and to recommend a reasonable alternative corridor(s) for further study in the Project Development and Environment (PD&E) phase. This project is being coordinated with the City of Zephyrhills, Pasco County, project stakeholders and the public.

Sincerely,

**Brian L Shroyer, CPM**  
Multimodal Project Manager  
11201 North McKinley Drive  
Tampa, FL 33612  
(813) 975-6449  
[Brian.Shroyer@dot.state.fl.us](mailto:Brian.Shroyer@dot.state.fl.us)
GULF COAST
Safe Streets Hybrid Summit

SAVE THE DATE

NOVEMBER 2-4, 2021

www.GulfcoastSafeStreetsSummit.org

Keep on Rolling

BWTB 2021 VIRTUAL Summit
November 5, 2021
Overview
The Senate Environment and Public Works Committee over the weekend released a new reauthorization bill that is very similar to the bill it passed two years ago, which died from inaction from other committees. This new bill provides $304 billion in contract authority, some 90% of which goes out through formula. Though some proposed programs were eliminated from the earlier version of the bill, several notable new programs remain, including new apportionment programs focused on carbon reduction and resilience.

What follows is a brief rundown of some of the more relevant items in the bill. If you want more detail relevant to MPOs and RTPOs on a section-by-section-basis, please see NARC’s analysis. This is where you’ll find specific policy changes that the bill contains and other similar information.

- NARC Bill Analysis
- Bill Text
- EPW’s Section by Section
- Apportionment Charts (aka The Numbers)

Relevant Existing Programs
Surface Transportation Block Grant Program

- $72B over five years (24% increase over FAST Act)
- Percent suballocated by population remains at 55%
- Share of apportionment decreased (from 29.3% to 28.7%) to create Carbon Reduction Program and PROTECT Program
Dear AMPO Members,

The US Senate Environment and Public Works Committee (EPW) approved the Surface Transportation Reauthorization Act of 2021. AMPO is pleased to see that this bipartisan bill is long-term and seeks to provide certainty to metropolitan regions across the country. The bill serves as a first step in repairing and rebuilding America’s transportation infrastructure. AMPO looks forward to continuing to work with Congress to advance a robust bill that is forward-looking and provides metropolitan regions and local communities with the tools and resources needed to deliver safe, reliable, and equitable options for mobility.

AMPO - Surface Transportation Reauthorization Act of 2021 (STRA)

Please contact staff@ampo.org with any questions.

Thank you,
AMPO Staff

staff@ampo.org
www.ampo.org

444 North Capitol Street, NW, Suite 532
Washington, DC 20001
Surface Transportation Reauthorization Act of 2021 (STRA)

STRA is the Senate Environment and Public Works (EPW) Committee’s bipartisan, 5-year, highway bill approved by the Senate Environment and Public Works (EPW) Committee on May 26, 2021.

STRA sets policy and authorizes funding for the highway programs. Policy and funding authorizations for the other modes is set in the jurisdiction of different Senate Committees.

STRA authorizes a total of $300,500,000,000 in contract authority from the Highway Trust Fund (HTF). The Senate EPW Committee approved a similar bill in 2019 and authorized $283.6B in contract authority. The House bill in the last Congress authorized $316B in contract authority for highways from the HTF.

FAHP - Of the total amount authorized $273,750,000,000 is authorized for the core federal aid highway programs, which includes two new programs: Carbon Reduction Program, and Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT). By comparison, the FAST Act authorized $207 billion from 2016-2020 for the core federal aid highway programs. Funding for the Federal aid highway programs under STRA is a 31.6% increase over the FAST Act.

<table>
<thead>
<tr>
<th>STRA</th>
<th>2022</th>
<th>2023</th>
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<th>2025</th>
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<td>$273,150,000,000</td>
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<table>
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How much new revenue it needed for STRA? According to Jeff Davis at the ENO Center for Transportation the Highway Account of the HTF would need $52B over the next five years to maintain current spending plus inflation. To fund STRA the Highway Account would need close to $90B in additional revenue. Raising the revenue for this bill is in the jurisdiction of the Finance Committee that recently held a hearing on paying for infrastructure, but Democrats and Republicans in the Senate remain very far apart on how to raise new revenue.

90% of the funding in STRA will be apportioned by formula. However, the formula that is used to distribute the funds to states is still tied to the 2005 formula under SAFETEA LU. Factors like population, air quality, and lanes miles as they existed in 2007 remain as the basis for apportionments in STRA. The new bill does change that part of the formula as it pertains to a state receiving at least 95% of the estimated tax payments attributable to highway users in the state paid into the HTF “in the most recent fiscal year for which data is available.” Under SRTA states will only be guaranteed a 95% return on their Highway Account tax dollar payments of taxes as they existed on “July 1, 2019.” Each state will also be guaranteed that their total formula apportionments will increase by at least 1 percent per year and that they will be at least 2 percent above the fiscal 2021 level each year.

Metro Planning – When designating the representation on new MPOs consideration shall be given to the equitable and proportional representation of the population of the metropolitan planning area. Multiply MPOs in the same urbanized area shall ensure, to the maximum extent practicable, the consistency of any data used in the planning process, including information used in forecasting travel demand – MPOs are not required to jointly develop planning documents. MPOs may use social media and other web-based tools to further encourage public participation and to solicit public feedback during the planning process.

Fiscal Constraint on Long-Range Transportation Plans - The Secretary shall amend Federal Regulations to ensure that the outer years of a metropolitan transportation plan are defined as “beyond the first 4 years”.

Prioritization Process Pilot Program – The Secretary shall establish a pilot program with the purpose to support data-driven approaches to planning that, on completion, can be evaluated for public benefit. The Secretary may award grants to States and MPOs to fund the development and implementation of publicly accessible, transparent prioritization processes to assess and score projects according to locally determined priorities, and to use such evaluations to inform the selection of projects to include in transportation plans. Grants are capped at $2m.
Travel Demand Data and Modeling - The Secretary shall carry out a study of forecasted travel demand data compared to actual observed travel, and to use the findings of that study to inform State and MPO use of travel forecasting to evaluate the impacts of transportation investments on travel demand, to support more accurate travel demand forecasting, and to enhance the capacity of States and MPOs to forecast travel and track observed travel behavior.

Increasing Safe and Accessible Transportation Options - Requires each State and metropolitan planning organization to spend a minimum amount of funding (for MPOs not less than 2.5% of their suballocated STBGP funds) for either 1) the adoption of complete streets standards and policies, 2) development of a complete streets prioritization plan, 3) active and mass transportation planning, 4) regional and megaregional planning to address travel demand through alternatives to highway travel, or 5) transit-oriented development planning. This section provides an exemption for a State or MPO if it has Complete Streets standards and policies in place and has developed an up-to-date prioritization plan. Federal share is 80% unless the Secretary determines a lower non-federal share.

National Highway Performance Program – Adds new eligibilities for resiliency and allows up to 15% for protective features designed to mitigate the risk of recurring damage or the cost of future repairs from extreme weather events, flooding, or other natural disasters.

Federal Share – STRA permits 100% federal share for vehicle-to-vehicle infrastructure communication equipment and for innovative project delivery that includes the use of contractual provisions that provide safety contingency funds to incorporate safety enhancements to work zones prior to or during roadway construction activities.

Railway-Highway Crossings – Continues the $245M set-aside from the HSIP program each year and broadens the use of funds for projects to reduce pedestrian fatalities and injuries from trespassing at grade crossings. Federal share increases to 100% from 90%. Increase the incentive payment to local governments that permanently close at-grade public crossings from $7,500 to $100,000.

Surface Transportation Block Grant Program – adds construction of privately own ferryboat facilities and wildlife crossings, and many other eligibilities such as electric charging, vehicle to grid infrastructure, and cybersecurity measures. The suballocation of funds is fixed at 55% for all 5 years. Includes suballocation population bands of 50,000-199,999, and 5,000-49,999. Includes a new consultative process between the state and non-TMA MPOs to equitably allocate funds over the 5 years of the bill. Increased the off-system bridge set-aside from 15% to 20%. Not more than 5% may be used for eligible rural barge landing, dock, and waterfront infrastructure projects. Up to 15% may be used for maintenance activities on roads functionally classified as rural minor collectors or local roads, ice roads, or seasonal roads — the state cannot use suballocated funds unless requested by the MPO.

TAP – Will now be funded by a 10% set-aside of the STBGP, versus the fixed number in the past, which will provide roughly $1.4b per year. 59% of the funds are suballocated by population, up from 50%. A state may provide 100% suballocation with approval of the Secretary. Makes clear that MPOs under 200,000 are eligible entities to submit applications. MPOs over 200,000 are eligible to submit applications. Priority shall be given to project location and impact in high-need areas such as low-income, transit-dependent, rural, or other areas. Safety funds under HSIP may be used as the non-federal share for eligible safety projects. A state may transfer its set-aside funds only with approval from the Secretary.

CMAQ – Expands eligibility to shared micromobility (including bike sharing and shared scooter systems), to purchase the replacement of diesel engines, the purchase of medium- or heavy duty zero emission vehicles and related charging equipment, modernization or rehabilitation of a lock and dam, and a project on a marine highway corridor, connector, or crossing. States are capped at 10% of CMAQ funds for locks and dams, and marine highways. Priority funding in non-attainment or maintenance areas for fine particulate matter shall also be obligated, to the extent practicable, to prioritize benefits to minority populations or low-income populations living in, or immediately adjacent to, such area. Permits for the Secretary, at the request of an MPO, to assist that MPO with tracking progress made in minority or low-income populations as part of a performance plan. Clarifies when eligible transit operating costs are not subject to a time limitation or phase-out requirement.

Not later than 3 years after the date of enactment the Comptroller General of the United States shall submit a report that evaluates the congestion mitigation and air quality improvement program.

Nationally significant freight and highway projects (INFRA) – Adds new eligibility for new projects like wildlife crossings, projects at border crossings, and projects along a marine highway. Raises the cap on eligible multimodal projects to 30 percent of the amounts made available for grants in each of fiscal years 2022 through 2026 — FAST Act limited these projects to $500M over the life of the bill. Sets aside $150,000,000 per year of NSFHP funds for a pilot program that prioritizes applications offering the greatest non-Federal share of project costs. This section also increases the minimum amount (from 10 percent to 15 percent) that the Secretary shall reserve for small projects, as defined by NSFHP, and requires that not less than 30 percent of funds reserved for small projects...
be used for certain projects in rural areas. This section also increases the Federal share allowable for small projects from 60 to 80 percent and allows increased maximum Federal involvement for a State with a population density of not more than 80 persons per square mile.

**Highway Safety** – Adds flexibility to fund certain non-infrastructure activities and behavioral safety projects, such as educational campaigns about traffic safety and enforcement activities and allows a State to spend up to 10 percent of its Highway Safety Improvement Program (HSIP) funding on such projects. Expands on the type of traffic calming measures permitted and includes several eligibilities for bike and pedestrian safety. Requires states to expend additional HSIP funds when fatalities of vulnerable road user exceed prescribe thresholds.

**National highway freight program** - Increases the maximum number of highway miles a State may designate as critical rural freight corridors from 150 to 300 miles, and as critical urban freight corridors from 75 to 150 miles. Adds a new provision for rural states to designate as critical rural freight corridors a maximum of 600 miles of highway, or 25 percent of the primary highway freight system mileage in the State – whichever is greater. Increases the percent of program funds that may be used for eligible multimodal projects from a 10 percent cap to a 30 percent cap, and adds lock, dam, and marine highway projects as eligible if the projects are functionally connected to the National Highway Freight Network and are likely to reduce on-road mobile source emissions.

**Bridge Investment Program** – New program to replace, rehabilitate, preserve, or protect 1 or more bridges on National Bridge Inventory. Under this program, the minimum grant amount for a large project is not less than $50,000,000; the minimum grant amount for any other eligible project is $2,500,000. In all cases, grant amounts, in combination with other anticipated funds, should be of a size sufficient to enable the project to proceed through completion. Federal grants for large projects may not be for more than 50% of eligible costs, and 80% for other eligible projects. Other federal resource may be used for the non-federal match, but the total federal share must comply with law (typically 80% but can be more in certain cases). Large projects could be funded with multi-year funding agreements. —The Secretary may make a grant under the program only to an eligible entity for an eligible project that— in the case of a large project, the Secretary recommends for funding in the annual report on funding recommendations, is reasonably expected to begin construction not later than 18 months after the date on which funds are obligated for the project; and is based on the results of preliminary engineering.

**Safe routes to school** is codified under Title 23 as Section 208 and is amended it to apply the program through 12th grade.

**Wildlife crossings pilot program** - The Secretary shall establish a competitive wildlife crossings pilot program to provide grants for projects that seek to achieve a reduction in the number of wildlife-vehicle collisions and improving habitat connectivity for terrestrial and aquatic species. MPOs may apply.

**Public Transportation** – Specifically permits federal funding of bus rapid transit corridor or dedicated bus lanes under STBGP and the new Carbon reduction program.

**Rural surface transportation grant program** - The Secretary is directed to establish a rural surface transportation grant program to provide grants, on a competitive basis, to eligible entities to improve and expand the surface transportation infrastructure in rural areas. A grant under the program shall be at least $25,000,000, and the federal share shall be at least 80 percent, and up to 100 percent for projects on the Appalachian Development Highway System. No more than 10 percent of funds may be used for projects smaller than $25,000,000, and at least 25 percent of funds shall be reserved for projects that further the completion of designated routes of the Appalachian Development Highway System. Congress may disapprove a project.

**Codification of One Federal Decision** - Provides new environmental review procedures and requirements for major projects. The Department of Transportation is required to develop a schedule consistent with an agency average of two years to complete an environmental impact statement and requires accountability to the public when milestones are missed. Environmental documents under this section are limited to 200 pages unless a review is of unusual scope and complexity. The Secretary of Transportation is also directed to work with relevant Federal agencies to adopt appropriate categorical exclusions to facilitate project delivery.

**Preliminary engineering** - Eliminates the requirement that a State repay Federal-aid reimbursements for preliminary engineering costs on a project that has not advanced to right-of-way acquisition or construction within 10 years.

**Grants for Charging and Fueling Infrastructure** – The Secretary has 1 year to establish a grant program and award grants to deploy publicly accessible electric vehicle charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, and natural gas fueling infrastructure along designated alternative fuel corridors or in certain other locations that will be accessible to all drivers of electric vehicles, hydrogen vehicles, propane vehicles, and natural gas vehicles. MPOs are eligible. Applications must include a description of how the eligible entity has considered public accessibility relative to the proposed project, collaborative
engagement with stakeholders, the location of the proposed project, responsiveness to technology advancements, and the long-term operation and maintenance of the proposed project. The Secretary shall consider a range of criteria before awarding a grant.

Funds may only be used to contract with a private entity for acquisition and installation of publicly accessible alternative fuel vehicle charging and fueling infrastructure that is directly related to the charging or fueling of a vehicle. 50% of the total program funds will be made available each fiscal year for Community Grants, to install EV charging and alternative fuel in locations on public roads, schools, parks, and in publicly accessible parking facilities. These grants will be prioritized for rural areas, low-and moderate-income neighborhoods, and communities with low ratios of private parking, or high ratios of multiunit dwellings. The Federal cost-share for a project may not exceed 80 percent. Further, as a condition of contracting with an eligible entity, a private entity must agree to pay the non-Federal share of project costs.

**Carbon reduction program** – Formula program to the states to invest in projects that reduce transportation emissions. Funds may be used for STBGP projects if the Secretary certifies the state has demonstrated a reduction in transportation emissions as estimated on a per capita basis and as estimated on a per unit of economic output basis. States in consultation with MPOs will develop a carbon reduction strategy, updated every 4 years. 65% of the program funds shall be obligated based on population in urbanized areas over 200,000, 50,000-199,999, 5,000-49,999, areas under 5,000, and the remained in any area of the state. Amounts that a state must obligate in areas over 50,000 shall be based on relative population of the areas unless the Secretary approves another method. The state is required to coordinate with the MPO in areas with a population under 200,000 before any project may be carried out. Obligation authority is provided for projects in areas over 50,000. The federal share of projects is based on current law – 80% unless a state meets other conditions.

**Congestion Relief Program** - The Secretary shall establish a congestion relief program to provide discretionary grants to states, or MPOs, cities, or municipalities with a population over 1 million to advance innovative, integrated, and multimodal solutions to congestion relief in the most congested metropolitan areas of the United States. The Secretary shall give priority to projects in urbanized areas that are experiencing a high degree of recurrent congestion. Federal share is 80% and the minimum award is $10m. Tolling on the Interstate is permitted in 10 urbanized areas. High occupancy vehicles, transit, and paratransit vehicles must be allowed to use a tolled facility on the Interstate (constructed newly or a HOV facility converted) at a discount rate or without charge, unless the public authority, in consultation with the Secretary, determines that the number of those vehicles using the facility reduces the travel time reliability of the facility.

**Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program** – This provision establishes a formula and competitive grant program to help States improve the resiliency of transportation infrastructure.

Grants - Resilience grants comprise resilience improvement grants, community resilience and evacuation route grants, and at-risk coastal infrastructure grants. Eligible entities include states, MPOs, and units of local government. The Secretary shall provide planning grants to eligible entities at 100% federal share. 25% of the grants are reserved for areas outside an urbanized area with a population over 200,000.

Formula - 2% of the formula funds to state are set-aside for planning. States may use formula funds on highways, public transportation facilities, and port facilities. The federal share of projects is 80%, but other federal funds may be used to meet the non-federal share. No more than 40% of the funds may be used for new capacity. The non-Federal share of projects carried out with PROTECT funds can be reduced by 7 percent if a State or eligible entity develops a resiliency improvement plan and reduced by an additional 3 percent if a State or eligible entity incorporates a resiliency improvement plan within its long-range statewide transportation plan or metropolitan transportation plan. There is no requirement for a metropolitan planning organization or a State to develop a resiliency improvement.

**Healthy Streets Program** – The Secretary shall establish a discretionary grant program to provide grants to eligible entities to deploy cool pavements and porous pavements and to expand tree cover. The goals of the program are to mitigate urban heat islands, improve air quality, and reduce the extent of impervious surfaces, storm water runoff and flood risks, and heat impacts to infrastructure and road users. Priority will be given to an eligible entity proposing to carry out an activity or project in a low-income community or a community of color; that has entered into a community benefits agreement with representatives of the community; or that is partnering with a qualified youth or conservation corps. Not less than 80% of the grants shall be provided to projects in urbanized areas. The Secretary may waive the federal match for entities that can demonstrate economic hardship. The maximum grant is $15m.

**Reconnecting Communities Pilot Program** – The Secretary shall establish a pilot program through which an eligible entity may apply for funding to restore community connectivity. The Secretary may award a planning grant to a state, MPO, local government, Tribal
government, and non-profit organizations to study the feasibility and impacts of removing, retrofitting, or mitigating an existing transportation facility that creates a barrier to mobility, access, or economic development. Planning grants may not exceed $2m, and the federal share is limited to 80%.

The Secretary may award a grant for construction funds to carry out a project to remove, retrofit or mitigate an eligible facility and, if appropriate, to replace it with a new facility. Capital construction grants may not be less than $5m, and the federal share from a grant is limited to 50%. Other federal assistance may be provided for a maximum federal share of 80%.

**Strategic Innovation for Revenue Collection** - Continues the program to test the feasibility of a road usage fee and other user-based alternative revenue mechanisms to help maintain the long-term solvency of the Highway Trust Fund, through pilot projects at the State, local, and regional level. MPOs are eligible to receive grants. $15m is available for grants.

**National Motor Vehicle Per-Mile User Fee Pilot** - The Secretary shall establish a pilot program to demonstrate a national motor vehicle per-mile user fee to restore and maintain the long-term solvency of the Highway Trust Fund and to improve and maintain the surface transportation system.

**Transportation Access Pilot Program** – The Secretary shall establish a transportation pilot program to develop or procure an accessibility data set and make it available to each eligible entity selected to participate in the pilot program. The purpose of the program is to improve transportation planning. The pilot will measure the level of access by surface transportation modes to important destinations, which may include jobs, health care facilities, child-care facilities, educational and workforce training facilities, housing, food sources, points within the supply chain for freight commodities, domestic and international markets, and connections between surface transportation modes. The pilot will assess the change in accessibility that would result from new transportation investments. State, MPOs, and RTPOs are eligible to participate.
• Adds a fourth population band (50-200K), requiring states spend a relative portion in those areas and consult with their MPOs before doing so (and to ensure equitable division)
• Off-system bridge set aside increased to 20% (15% in current law)
• 10% set-aside for Transportation Alternatives
  o TAP suballocated increased to 59%
  o Funds come with obligation authority

Metropolitan Planning

• $2.28B over five years (32% increase over FAST Act)
• No major changes in this section specifically, but planning was impacted by other programs throughout the bill

Congestion Mitigation and Air Quality

• $13.2B over five years (+10% over FAST Act)

Highway Safety Improvement Program

• Share of apportionment decreased (from 7% to 6.7%) to create Carbon Reduction Program and PROTECT Program
• $15.6B over five years (+34% over FAST Act)

Freight Program

• $7.15B over five years (13% increase over FAST Act)

Safe Routes to Schools

• Codifies the program

Relevant New Programs and Pilots

Carbon Reduction Program

• New formula program to reduce transportation emissions
• Eligible projects include establishing or operating a traffic monitoring, management, and control facility; public transportation projects; bicycle and pedestrian facilities; advance transportation and congestion management technologies; ITS capital improvements and vehicle-to-infrastructure communications equipment; efficient street lighting and traffic control devices; congestion pricing, mode shift, and TDM; projects to reduce environmental and community impacts of freight movement; alternative fuel vehicle deployment support; diesel retrofits; certain CMAQ-eligible projects; and port congestion reduction.
• $6.4B over five years
PROTECT Program

- Creates a program for resilience improvements
- Formula funds are distributed to states; discretionary grants are for resilience planning, resilience improvement, community resilience and evacuation routes, and at-risk coastal infrastructure.
- $7.3B over five years through formula; $1.4B over five years for grants

Bridge Investment Program

- New competitive grant program to encourage bridge repair that will improve safety, efficiency, and reliability of people and freight movement, and leverages non-Federal contributions
- $6.5B over five years (half from HTF, half from general funds)
- TMAs eligible to receive grants

Congestion Relief Program

- New competitive grant program to provide discretionary grants to "advance innovative, integrated, and multimodal solutions to congestion relief in the most congested metropolitan areas…"
- Eligible projects include integrated congestion management system; HOV toll lanes, cordon price, parking pricing or congestion pricing; mobility services such as commuter buses and vans; and incentive programs to encourage carpooling.
- MPOs in areas over 1M population are eligible
- $250M over five years

Rural Surface Transportation Grant Program

- New competitive grant program to “improve and expand the surface transportation infrastructure in rural areas”
- $2B over five years
- RTPOs are eligible recipients

Charging and Fueling Infrastructure Grants

- New competitive grant program to “strategically deploy publicly accessible electric vehicle charging infrastructure and hydrogen fueling infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, and natural gas fueling infrastructure along designed alternative fuel corridors or in certain other locations that will be accessible to all drivers…”
- $2.5B over five years
• MPOs are eligible recipients

**Healthy Streets Program**

• New competitive grant program to expand the use of cool pavement and porous pavement and expand tree cover
• $500M over five years

**Prioritization Process Pilot Program**

• Pilot program to “support data-driven approaches to planning that, on completion, can be evaluated for planning benefit”
• $50M over 5 years, maximum awards of $2M
• MPOs over 200K are eligible

**Stopping Threats on Pedestrians**

• New competitive grant program to install bollards for pedestrian protection
• $25M over five years

**Reconnecting Communities Pilot Program**

• New pilot program to study the feasibility and impacts of removing an existing transportation facility that “creates a barrier to community activity” including mobility, economic development, and more
• Planning grants can be awarded, up to $2M per recipient and federal share of 80%, including to MPOs or other units of local government, to perform the necessary planning functions to establish the feasibility and impacts and conduct public engagement. Allows for the provision of technical assistance.
• Funding: Planning grants $50M over five years; capital construction grants $14M for each of fiscal years 2022-2026

**Transportation Access Pilot Program**

• New pilot program to develop or procure an accessibility data set and make it available to pilot participants to allow for improved planning by measuring access by different modes to delineated destinations and disaggregating the level of access by a variety of factors
• Requires the establishment of measures that states, MPOs, and RTPOs may choose to adopt to assess the level of safe and convenient access to previously listed destinations
• MPOs and RTPOs are eligible.

**Strategic Innovation for Revenue Collection**
• New pilot program to “test the feasibility of a road usage fee and other user-based alternative revenue mechanisms to maintain the long-term solvency of the Highway Trust Fund”

• Provides for grants to a state or group of states, local governments or a group of local governments, or an MPO or group of MPOs to carry out pilot projects to: test design, acceptance, equity and implementation including among differing income groups and rural and urban drivers; provide recommendations; quantify administrative costs; test a variety of solutions for collection of data and fees; test solutions to ensure privacy and security of data; conduct public education; and evaluate the ease of compliance and enforcement

• $75M over five years

If you have any questions, please don’t hesitate to reach out to Erich Zimmermann at erich@narc.org.
This counteroffer delivers on much of what President Biden provided in his feedback to us during our Oval Office meeting while still focusing on core infrastructure investments. As updated, the Republican Roadmap includes a $91 billion increase over baseline spending for roads and bridges and a $48 billion increase over baseline spending for water infrastructure during that period. It also includes a one-time increase of $25 billion for airports and $65 billion for broadband, respectively; a $22 billion increase over baseline spending for passenger and freight rail; and an additional $6 billion for water storage in the West. As evidenced by our work on bipartisan drinking water and surface transportation infrastructure bills, we can work in a bipartisan fashion on these priorities and deliver real results.

ROADS, BRIDGES, MAJOR PROJECTS - $506 BILLION
- EV INFRASTRUCTURE - $4 BILLION
- RECONNECTING COMMUNITIES - $800 MILLION
- RESILIENCE - $14 BILLION

PUBLIC TRANSIT SYSTEMS - $98 BILLION

PASSENGER AND FREIGHT RAIL - $46 BILLION

SAFETY - $21 BILLION

PORTS & WATERWAYS - $22 BILLION

AIRPORTS - $56 BILLION

WESTERN WATER STORAGE - $22 BILLION

WATER INFRASTRUCTURE - $72 BILLION

BROADBAND INFRASTRUCTURE - $65 BILLION

INFRASTRUCTURE FINANCING - $20 BILLION
On May 27, 2021, the Federal Highway Administration (FHWA) posted updated performance and target data to the State Performance Dashboards and Reports on its website. State Departments of Transportation (DOTs) regularly report performance data and targets for 17 national performance measures to FHWA as required by the Transportation Performance Management (TPM) program. The updates also include the second annual Safety Performance Target Assessment for each State and the first biennial Significant Progress Determination for six performance measures for each State.

Working together, FHWA, State DOTs, and stakeholders are learning from the performance data and growing their performance management capabilities. With several years of consistent national performance data, the TPM reporting process is:

- Complete. All 52 State DOTs continue to report performance data and targets for each of 17 performance measures. FHWA continues to update and published the State Performance Dashboards and Reports, sharing all data and targets in one place.
• **Accountable.** State DOTs and MPOs continue to work together to set data-informed targets. They are accountable for managing performance to make progress toward the targets they set. FHWA continues to facilitate the collaborative target-setting process, providing guidance, training, and technical assistance to State DOTs and MPOs.

• **Consistent.** With data from consistent measures across all 52 States, all stakeholders can more easily track trends and benchmark their performance. FHWA can uniformly track performance data and tell a national story.

For more information on Transportation Performance Management, please visit FHWA’s [TPM website](http://www.fhwa.dot.gov).
Dear Secretary Thibault:

On behalf of the Florida Metropolitan Planning Organization Advisory Council (MPOAC), we are pleased to transmit our 2021 Freight Priorities Program project list to FDOT for your consideration. This annual program, now in its fourth year, provides Florida’s MPOs with the opportunity to identify and promote freight priority projects throughout the state that facilitate freight mobility, promote economic growth, and support the goals of the Florida Transportation Plan (FTP).

This list represents freight priority projects on State Roadways that are construction ready. Each project was reviewed and evaluated by the MPOAC to ensure consistency and relevance. The project list has been approved by the MPOAC’s Freight Advisory Committee, the Staff Directors’ Advisory Committee, and the Executive Board Committee.

With our approval process complete, the MPOAC respectively submits the attached list of 36 projects (representing 18 MPOs and seven (7) FDOT Districts) to FDOT. We request that the Department review and consider these priorities during the annual update to FDOT’s Five-Year Work Program across all relevant funding programs (e.g., NHFP, SIS, District Discretionary). The list is organized by FDOT District and then alphabetically by MPO name. In addition, a summary sheet is attached to share program highlights for this year’s submissions.

We intend to reach out to your staff over the next few months to identify any priority projects the Department was able to advance and discuss ways we can improve the list for 2022.

If you have any questions about the program or the process, please do not hesitate to contact Jeff Kramer, and please reach out directly to your MPO partners to discuss specific projects.

Thank you for your continued support!

Commissioner Nick Maddox, Chair
MPOAC

Jeff Kramer, Acting Executive Director
MPOAC

Two Attachments:
2021 Freight Priorities Project List with Project Maps, and MPOAC Summary Presentation
Summary of Submittals

18 of Florida’s 27 MPOs Submitted Projects (67%)

- 36 total projects
- 7 FDOT Districts

25 Projects are on the SIS
- 25 are on a regional freight network
- 13 are on the NHFN

All projects support at least three FTP goals

- 86% of projects are District Freight Coordinator priorities
- 89% of projects are for roadway capacity | approx. 133 miles

- Project requests exceeded $2.3 billion for phase advancements and new funding
2021 Project Priority List

2021 Freight Priorities Program Projects

Legend
- Project
- DISTRICT
  - FDOT District 1
  - FDOT District 2
  - FDOT District 3
  - FDOT District 4
  - FDOT District 5
  - FDOT District 6
  - FDOT District 7

P1/2, P28, P29, P3, P11/12, P27, P35, P33, P25, P34, P32, P18, P36, P23, P19, P7, P22, P21, P20, P8/9, P30/31, P5, P4, P26

MPOAC
# 2021 Project Priority List - FDOT D1
(Freight Coordinator: Keith Robbins)

<table>
<thead>
<tr>
<th>Map ID</th>
<th>Project Name</th>
<th>County</th>
<th>List Category</th>
<th>FM Number</th>
<th>DFC Priority Project</th>
<th>Project Category</th>
<th>PD&amp;E Status</th>
<th>Project Cost (millions)</th>
<th>NHFN</th>
<th>SIS</th>
<th>RFN</th>
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<td>6</td>
<td>Road Widening from Cook Brown Rd to CR 74</td>
<td>Charlotte</td>
<td>Other Freight Priority</td>
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<td>Roadway</td>
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<td>Copley Ave to CR 74 (Bermont Rd)</td>
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<td>SR 29 from CR 846 to N of New Market Road N</td>
<td>Collier</td>
<td>Freight Priority</td>
<td>4175405</td>
<td>Yes</td>
<td>Roadway</td>
<td>Complete</td>
<td>$56.65</td>
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<td>SR 29 from N of New Market Rd to SR 82 N</td>
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<td>13</td>
<td>SR 70 From Jefferson Ave to CR 29</td>
<td>Highlands</td>
<td>Freight Priority</td>
<td>4145061</td>
<td>Yes</td>
<td>Roadway</td>
<td>On-Going</td>
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<td>US 98 from US 27 to East of Airport Road</td>
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<td>Freight Priority</td>
<td>4145111, 4145112</td>
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<td>Complete</td>
<td>$36.12</td>
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<td>15</td>
<td>SR 710 from US 441 to Martin Co/L Add Lanes to SR 710, including new road from SR 70 to US 441</td>
<td>Okeechobee</td>
<td>Freight Priority</td>
<td>4193443, 4193444, 4193445</td>
<td>Yes</td>
<td>Roadway</td>
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<td>Lee County MPO</td>
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<td>20</td>
<td>Metro Pkwy Widening from Daniels Pkwy to Winkler Avenue</td>
<td>Lee</td>
<td>Freight Priority</td>
<td>4313341</td>
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<td>21</td>
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<td>Roadway</td>
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<td>22</td>
<td>SR 78 Widening from SR 31 to I 75 and SR 78 Interchange Improvements</td>
<td>Lee</td>
<td>Freight Priority</td>
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<td>Roadway &amp; Interchange</td>
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<td>32</td>
<td>I-4 (SR 400) at SR 33 Interchange Modification</td>
<td>Polk</td>
<td>Freight Priority</td>
<td>4301853, 4301855</td>
<td>Yes</td>
<td>Interchange</td>
<td>Complete</td>
<td>$72.35</td>
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</table>
2021 Freight Priorities Program Projects (District 1)

Legend
- Green: Project
- Gray: FDOT B&B Facilities

Map showing project locations in District 1.
## 2021 Project Priority List - FDOT D2
(Freight Coordinator: Justin Ryan)

<table>
<thead>
<tr>
<th>Map ID</th>
<th>Project Name</th>
<th>County</th>
<th>List Category</th>
<th>FM Number</th>
<th>DFC Priority Project</th>
<th>Project Category</th>
<th>PD&amp;E</th>
<th>Project Cost (millions)</th>
<th>NHFN</th>
<th>SIS</th>
<th>RFN</th>
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</thead>
<tbody>
<tr>
<td>27</td>
<td>I-295 @ SR115 (Lem Turner) Add Lanes &amp; Reconstruct</td>
<td>Duval</td>
<td>Freight Priority</td>
<td>4475291</td>
<td>Yes</td>
<td>Roadway</td>
<td>Funded</td>
<td>$3.3</td>
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</table>
2021 Freight Priorities Program Projects (District 2)
## 2021 Project Priority List - FDOT D3
(Freight Coordinator: Holly Cohen)

### Map ID | Project Name | County | List Category | FM Number | DFC Priority | Project Category | PD&E | Project Cost (millions) | NHFN | SIS | RFN
---|---|---|---|---|---|---|---|---|---|---|---
Bay County TPO

1 | SR 75 (US 231) from SR 30A (US 98) to SR 368 (23rd St) | Bay | Freight Priority | 2179107 | Yes | Roadway | Complete | $10.25 | Yes | Yes | Yes
2 | SR 75 (US 231) from SR 368 (23rd St) to South of Pipeline Rd. | Bay | Freight Priority | 2179108 | Yes | Roadway | Complete | $25.59 | Yes | Yes | Yes
3 | Widening SR 20 from Washington County Line to SR 75 (US 231) | Bay | Freight Priority | 2206356 | Yes | Roadway | Funded | $13.19 | Yes | No | Yes

Florida-Alabama TPO

10 | Advanced Traffic Management System (ATMS) from SR 745 to SR 853 | Escambia | Freight Priority | 4280585 | Yes | Traffic Management | Complete | $12.68 | No | Yes | Yes
11 | I-10 at Beulah Road Interchange Improvement | Escambia | Freight Priority | 4331131 | Yes | Interchange | Funded | $22.57 | Yes | Yes | Yes
12 | SR 8 (I-10) EB Weigh Station to W of SR 95 (US 29) | Escambia | Freight Priority | 4379052 4379053 | Yes | Roadway | Complete | $13.20 | Yes | Yes | Yes

Okaloosa-Walton TPO

28 | State Road 20 (SR 20) Widening from SR 123 to I-10 | Okaloosa | Freight Priority | 2201714 2201715 2201716 | Yes | Roadway | Funded | $12.43 | No | Yes | Yes
29 | State Road 20 Widening | Okaloosa | Freight Priority | 2206358 | Yes | Roadway | Funded | $92.00 | Yes | No | Yes
2021 Project Priority List

2021 Freight Priorities Program Projects (District 3)

Legend
- Project
- FDOT SIS Facilities

Map showing projects P11/12, P28, P29, P3, P1/2 in District 3.
# 2021 Project Priority List - FDOT D4
(Freight Coordinator: Autumn Young)

<table>
<thead>
<tr>
<th>Map ID</th>
<th>Project Name</th>
<th>County</th>
<th>List Category</th>
<th>FM Number</th>
<th>DFC Priority Project</th>
<th>Project Category</th>
<th>PD&amp;E Status</th>
<th>Project Cost (millions)</th>
<th>NHFN</th>
<th>SIS</th>
<th>RFN</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>SR-9/I-95 from S. of SR-858/Hallandale Bch Blvd to N. of Hollywood Blvd</td>
<td>Broward</td>
<td>Freight Priority</td>
<td>4369031</td>
<td>Yes</td>
<td>Roadway</td>
<td>Complete</td>
<td>$124.22</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
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<tr>
<td>5</td>
<td>SR-5/US-1 @ SR-838/Sunrise Boulevard</td>
<td>Broward</td>
<td>Freight Priority</td>
<td>4419551</td>
<td>Yes</td>
<td>Roadway</td>
<td>Funded</td>
<td>$4.01</td>
<td>No</td>
<td>No</td>
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<tr>
<td>18</td>
<td>I-95 Interchange at Oslo Road</td>
<td>Indian River</td>
<td>Freight Priority</td>
<td>4130482</td>
<td>Yes</td>
<td>Interchange</td>
<td>Funded</td>
<td>$44.77</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
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<tr>
<td>19</td>
<td>SR-5/US-1 at Aviation Boulevard (FEC Grade Separation PDE)</td>
<td>Indian River</td>
<td>Freight Priority</td>
<td>4416931</td>
<td>Yes</td>
<td>Grade Separation</td>
<td>Funded</td>
<td>$20.22</td>
<td>No</td>
<td>No</td>
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<tr>
<td>23</td>
<td>Grade Separation of SR-714/Monterey Road at FEC Railroad Crossing</td>
<td>Martin</td>
<td>Freight Priority</td>
<td>4416362</td>
<td>Yes</td>
<td>Grade Separation</td>
<td>Funded</td>
<td>$2.01</td>
<td>No</td>
<td>Yes</td>
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<tr>
<td>30</td>
<td>Atlantic Ave from Lyons Rd to Jog Rd</td>
<td>Palm Beach</td>
<td>Freight Priority</td>
<td>4405751, 4452911</td>
<td>No</td>
<td>Roadway</td>
<td>Complete</td>
<td>$71.07</td>
<td>No</td>
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<td>31</td>
<td>West of SR-7/US-441 to East of Lyons Road</td>
<td>Palm Beach</td>
<td>Freight Priority</td>
<td>2296584</td>
<td>No</td>
<td>Roadway</td>
<td>Complete</td>
<td>$27.26</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<tr>
<td>36</td>
<td>Midway Road Multimodal/Freight Improvements and Florida's Turnpike Connection (M-FITT)</td>
<td>St. Lucie</td>
<td>Freight Priority</td>
<td>2314403, 2314404, 2314405</td>
<td>Yes</td>
<td>Roadway</td>
<td>Complete</td>
<td>$50.04</td>
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## 2021 Project Priority List - FDOT D5
(Freight Coordinator: Sarah Van Gundy)

<table>
<thead>
<tr>
<th>Map ID</th>
<th>Project Name</th>
<th>County</th>
<th>List Category</th>
<th>FM Number</th>
<th>DFC Priority Project</th>
<th>Project Category</th>
<th>PD&amp;E Status</th>
<th>Project Cost (millions)</th>
<th>NHFN</th>
<th>SIS</th>
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<tr>
<td>Space Coast TPO</td>
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<tr>
<td>33</td>
<td>SR 528 from East of SR 3 to Port Canaveral Interchange</td>
<td>Brevard</td>
<td>Freight Priority</td>
<td>4074024</td>
<td>Yes</td>
<td>Roadway</td>
<td>Complete</td>
<td>$149.16</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
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<td>34</td>
<td>St Johns Heritage Pkwy/Ellis Rd from John Rhodes Blvd to W of Wickham</td>
<td>Brevard</td>
<td>Freight Priority</td>
<td>4269054 4269052</td>
<td>Yes</td>
<td>Roadway</td>
<td>Complete</td>
<td>$45.88</td>
<td>No</td>
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<tr>
<td>35</td>
<td>SR 524 from Friday Road to Industry Road</td>
<td>Brevard</td>
<td>Freight Priority</td>
<td>4379831</td>
<td>Yes</td>
<td>Roadway</td>
<td>Funded</td>
<td>$491.00</td>
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<td>MetroPlan Orlando</td>
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<tr>
<td>25</td>
<td>I-4 Truck Parking Capacity Project</td>
<td>Orange Osceola</td>
<td>Freight Priority</td>
<td>4464451</td>
<td>Yes</td>
<td>Truck Parking</td>
<td>N/A</td>
<td>$37.00</td>
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<td>Yes</td>
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<td>24</td>
<td>US 17/92 / SR 600 / John Young Parkway: Widen to 6 Lanes with a Flyover</td>
<td>Osceola</td>
<td>Freight Priority</td>
<td>4184033</td>
<td>Yes</td>
<td>Roadway</td>
<td>Complete</td>
<td>$6.00</td>
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# 2021 Project Priority List - FDOT D6
*(Freight Coordinator: Carlos Castro)*

<table>
<thead>
<tr>
<th>Map ID</th>
<th>Project Name</th>
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<th>List Category</th>
<th>FM Number</th>
<th>DFC Priority Project</th>
<th>Project Category</th>
<th>PD&amp;E Status</th>
<th>Project Cost (millions)</th>
<th>NHFN</th>
<th>SIS</th>
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<tr>
<td>26</td>
<td>SR 25/SR 826 Interchange</td>
<td>Miami-Dade</td>
<td>Freight Priority</td>
<td>4365651</td>
<td>Yes</td>
<td>Interchange</td>
<td>On-Going</td>
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</table>
2021 Project Priority List

2021 Freight Priorities Program Projects (District 6)
## 2021 Project Priority List - FDOT D7
(Freight Coordinator: Brian Hunter)

<table>
<thead>
<tr>
<th>Map ID</th>
<th>Project Name</th>
<th>County</th>
<th>List Category</th>
<th>FM Number</th>
<th>DFC Priority Project</th>
<th>Project Category</th>
<th>PD&amp;E Status</th>
<th>Project Cost (millions)</th>
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<tr>
<td></td>
<td><strong>Hillsborough MPO</strong></td>
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<tr>
<td>16</td>
<td>US 41 at CSX Grade Separation</td>
<td>Hillsborough</td>
<td>Freight Priority</td>
<td>440749-1-52-01</td>
<td>Yes</td>
<td>Grade Separation</td>
<td>On-going</td>
<td>$92.11</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
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<tr>
<td>17</td>
<td>Downtown Interchange Operational Improv. SECTION 6</td>
<td>Hillsborough</td>
<td>Freight Priority</td>
<td>4450571, 4450561, 4450562</td>
<td>Yes</td>
<td>Interchange &amp; Traffic Management</td>
<td>Complete (SEIS)</td>
<td>$135.64</td>
<td>Yes</td>
<td>Yes</td>
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</tbody>
</table>
2021 Project Priority List

2021 Freight Priorities Program Projects (District 7)

Legend
- Project
- FDOT S/S Facilities

P16
P17
Program Overview

The Metropolitan Planning Organization Advisory Council (MPOAC) Freight Committee developed the Freight Prioritization Program (FPP) to identify and promote high-priority freight projects within the planning boundaries of Florida’s Metropolitan Planning Organizations\(^1\) for consideration in FDOT’s 5-Year Work Program and other potential funding sources. The FPP’s objective is to collaboratively develop a comprehensive list of projects that represents the unified input of the MPOAC. The MPOAC updates and endorses the FPP’s project list on an annual basis.

Project Selection Overview

The 2021 FPP Project List contains all project submissions that passed the agreed-upon requirements as well as two supplemental projects. The vetting process reviewed each project submission for program eligibility and level of readiness for advanced phase (e.g., design, ROW, construction) funding. Key activities included:

1. The 2021 Call for Projects was distributed via email to each MPO on February 1\(^{st}\), with the due date of March 12\(^{th}\). MPOs were asked to submit up-to-3 eligible freight projects. The request included a program fact sheet, instructions, and a checklist template.
2. Training webinars were scheduled and conducted on February 10\(^{th}\) and February 18\(^{th}\) to provide assistance to MPO staff. One-on-one technical assistance was provided to answer specific questions.
3. An interim list was submitted to FDOT on March 31\(^{st}\). Project submissions were reviewed for completeness. Requests for additional information were submitted to each MPO.
4. Final submissions were reviewed and used to develop the 2021 FPP Project List. As in years past, the final list was reviewed and approved by the MPOAC’s Freight Committee, Staff Directors’ Advisory Committee, and Executive Board on April 29\(^{th}\).

Summary of 2021 FPP Project List

- 18 of Florida’s 27 MPOs submitted a total of 36 projects spanning over 133 roadway miles.
- Projects were provided by MPOs for 7 of 7 FDOT Districts.
- 94 percent of projects submitted have a PD&E completed, underway, planned.
- 25 of 36 projects are on designated SIS roadways, and 13 are on the NHFN.
- 89 percent of projects are also FDOT District Freight Coordinator priorities.
- Funding requests totaled over $2.3 billion across 36 projects.
- All projects support at least 3 of 7 Florida Transportation Plan goals, with a majority supporting all 7.

\(^1\) “Metropolitan Planning Organizations” is not an exclusive term. It also encompasses Transportation Planning Organizations (TPO) and Transportation Planning Agencies (TPA).
May 20, 2021

Nuria Fernandez, Deputy Administrator
Federal Transit Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Hillsborough Area Regional Transit Authority’s (HART’s) Application for Service Development Grant for the Uptown Circulator

Dear Administrator Fernandez:

The Hillsborough Transportation Planning Organization (TPO) supports Hillsborough Area Regional Transit Authority’s (HART) Service Development Grant application for the Uptown Circulator.

The Uptown Circulator would connect key employment, health, and education centers within Tampa’s Innovation District, serving Moffit Cancer Center, University of South Florida, University Mall, Advent Health, the University Area Transit Center, Yuengling, and Busch Gardens. The service is proposed as a bidirectional circulator with a 15-minute frequency.

The proposed service supports the TPO’s Real Choices When Not Driving program, part of the It’s TIME Hillsborough 2045 Long Range Transportation Plan. The goal of this program is to prioritize funding for alternatives to driving, including connecting key economic centers utilizing public transportation and non-motorized facilities.

Not only does the Uptown Circulator achieve the goals of expanding access to jobs, health care, and higher education, it does so in a neighborhood with many low-income households and minority residents. With its benefits for equity as well as the economy, we strongly support this project.

Sincerely,

Beth Alden, AICP
Executive Director

Plan Hillsborough
planhillsborough.org
planner@plancom.org
813-272-5940
601 E Kennedy Blvd
18th Floor
Tampa, FL, 33602
May 13, 2021

Engineering Research Center Program
Division of Engineering Education and Centers
National Science Foundation

Re: Letter of Commitment to Support INFABS Proposal by USF

To whom it may concern:

The Hillsborough TPO supports the proposal by Dr. Maya Trotz of the University of South Florida to establish an Engineering Research Center program for “Innovating Inclusive Infrastructures with/in Urban Black Communities (INFABS)” and commits to provide professional expertise to support INFAB’s mission.

The INFABS proposal closely aligns with the TPO’s work. With policy guidance through the TPO’s Health in All Policies Resolution in 2019 and Racial Equity Resolution in 2020, the ongoing need to improve equity in health outcomes and transportation decision making processes is reflected in the current effort to update our Title VI and Nondiscrimination Plan.

The TPO has over the past several years collaborated with the FL Department of Health–Hillsborough County to conduct health impact assessments of transportation projects, and has contributed to and pilot-tested an equity assessment tool for identifying transportation needs developed by the USF Center for Urban Transportation Research with the support of the Center for Transportation Equity, Decision-Making and Dollars.

Our commitment to public health and equity includes grassroots engagement in historically black and brown communities. For the last several years, the TPO has partnered with the local Coalition of Community Gardens in an initiative called “Garden Steps,” to expand access to fresh food in food desert neighborhoods, by growing a network of community gardens with walk/bike access. The project won a national grant from the Aetna Foundation’s Healthiest Cities program. If the INFABS proposal is selected for funding, we anticipate it will complement and potentially expand the reach of the Garden Steps initiative.

We therefore kindly request your consideration of funding the INFABS proposal. Please contact me or Wade Reynolds, reynoldsw@plancom.org, if we can provide additional information.

Sincerely,

Beth Alden, AICP
Executive Director

Plan Hillsborough
plan@hillsborough.org
813-272-5940
601 E Kennedy Blvd
18th Floor
Tampa, FL 33602

Digitally signed by Beth Alden
DN: cn=Beth Alden, ou=Plan Hillsborough, ou=Hillsborough MPO,
email: aldens@plancom.org,
c=US
date: 2021.05.14 11:38:58 -04'00'