Meeting of the Technical Advisory Committee
Monday, August 2, 2021, 1:30 pm

All voting members are asked to attend in person, in compliance with Florida’s Government in the Sunshine Law. Audience members, presenters, and any others are asked to participate remotely, to minimize the potential for transmitting illness.

In-person participation:
• Please RSVP for this meeting. An accurate head-count will allow us to plan facilities.
• People attending in person are encouraged to wear mask while inside the County Center building consistent with CDC guidance.

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• To view presentations and participate on your computer, tablet or smartphone: https://attendee.gotowebinar.com/register/649753594164608014 Register in advance to receive your personalized link, which can be saved to your calendar.
• Please mute yourself after joining the conference to minimize background noise.
• Technical support during the meeting: Greg Colangelo at (813) 582-7366.

Rules of engagement:
Professional courtesy and respect for others at this meeting are expected, and failure may result in dismissal from the meeting. For more information on expectations for participation, please see the TPO’s Social Networking & Media Policy.

Agenda

I. Call to Order & Introductions

II. Public Comment - 3 minutes per speaker, please

III. Approval of Minutes – June 7, 2021

IV. Action Items
   A. Nondiscrimination and Equity Plan (Joshua Barber & Dayna Lazarus, TPO Staff)

V. Status Reports
   A. Heights Mobility Study Next Steps (FDOT, Tampa, HART representatives)
B. Storm Evacuation Forecast & Shelter in Place Scenarios Study (Allison Yeh, 
   TPO Staff)

VI. Old Business & New Business

VII. Adjournment

VIII. Addendum

A. TPO June Minutes and Committee Reports
B. Legislative News Update
C. Peter Hsu Safety Update and Challenge
D. Hillsborough MPO Mobility Profile
E. Publication of the NOFO for the FY21 ATCMTD Program
F. Article: If Cars are Getting Safer, Why are they Killing More of Us?

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

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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.

Se recomienda a las personas que necesiten servicios de interpretación o adaptaciones por una 
discapacidad para participar en esta reunión, o ayuda para leer o interpretar los temas de esta 
agenda, sin costo alguno, que se pongan en contacto con Joshua Barber, (813) 576-2313 o 
barberj@plancom.org, tres días hábiles antes de la reunión. Si sólo habla español, por favor 
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is made, which record includes the testimony and evidence upon which the appeal is to be based.
The Transportation Planning Organization (TPO) Technical Advisory Committee (TAC), Hillsborough County, Florida, met in Regular Meeting, scheduled for Monday, June 7, 2021, at 1:30 p.m., held virtually.

The following members were present:

Jeffrey Sims, Chair
Jay Collins
Leland Dicus (via telephone)
Gina Evans
Robert Frey (via telephone)
Anthony Garcia
Mark Hudson (via telephone)
Danni Jorgenson (via telephone)
Nicole McCleary
Chris DeAnnuntis for Brian Pessaro
Jonathan Scott
Nicole Sutton (via telephone) (arrived at 1:38 p.m.)
Michael Williams

The following member was absent:

Michael English

I. CALL TO ORDER AND INTRODUCTIONS

Chair Sims called the meeting to order at 1:35 p.m. Ms. Gena Torres, TPO, called the roll and noted a quorum was present.

II. PUBLIC COMMENT – None.
III. APPROVAL OF MINUTES – MAY 3, 2021

Regarding the minutes of the May 3, 2021, TPO TAC meetings, Chair Sims sought a motion. Mr. Scott moved to approve, seconded by Ms. Evans, and carried unanimously by members present. (Mr. English was absent.)

IV. ACTION ITEMS

A. Transportation Improvement Program (TIP)

Dr. Johnny Wong, TPO, gave a presentation. Chair Sims touched on the expansion of Gibsonton Avenue/Big Bend Road. Mr. Dicus sought clarification on the Maydell Bridge project and regional trail priorities, which Mr. Wade Reynolds, TPO, addressed. Discussion ensued on funding sources, equity analysis, prioritizing TIP projects, and the Brush Street Gateway project.

Mr. Collins moved to approve the TIP update for fiscal year (FY) 2021/2022, FY 2025/2026, and approve Table 2 of the TIP priority list, seconded by Ms. Evans, and carried unanimously by members present. (Mr. English was absent.)

V. STATUS REPORTS

A. Gandy Project Development and Environment Study Kickoff

Mr. Craig Fox, Florida Department of Transportation (FDOT), presented the item. Chair Sims asked about the scale of the pedestrian trail. Mr. Frey wanted clarity on construction funding. Mr. Collins inquired about public waterfront impacts. Responding to Ms. Torres, Mr. Fox expounded on controlled/limited access. Ms. Christine Acosta, Walk Bike Tampa Incorporated, verified the desired speed limit.

B. FDOT Interstate 275/Downtown Interchange Aesthetics Package/Trellis Noise Wall


C. TBARTA Transit and Telework Survey

Mr. Chris Jadick, TBARTA, explained the item.
VI. OLD BUSINESS AND NEW BUSINESS

Sale of Agency-Owned Property to Other Agencies

▶ Ms. Torres suggested the item be deferred to the next meeting. Chair Sims confirmed the agency name change from the Metropolitan Planning Organization (MPO) to the TPO.

VII. ADDENDUM

A. TPO Meeting Summary and Committee Report
B. MPO Advisory Council Legislative News Update
C. Announcement Virtual Public Information Meeting: State Road 56 Extension Alternative

VIII. ADJOURNMENT

▶ There being no further business, the meeting was adjourned at 3:34 p.m.

READ AND APPROVED: ___________________________ CHAIR

ATTEST:
CINDY STUART, CLERK

By: ____________________________
Deputy Clerk

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Board & Committee Agenda Item

**Agenda Item:**
Nondiscrimination and Equity Plan

**Presenter:**
Joshua Barber and Dayna Lazarus, TPO Staff

**Summary:**
Recipients of Federal financial assistance are required to ensure nondiscrimination in the execution of activities on the basis of race, color, national origin, age, sex, disability, and other characteristics as identified in Federal Acts, Regulations, and Executive Orders. The TPO is required to comply with these Federal authorities, and compliance is demonstrated through the Nondiscrimination and Equity Plan. Similarly, the Hillsborough County City-County Planning Commission is a beneficiary of Federal financial assistance through the Staff Services Agreement (2014) between the TPO and Planning Commission. As a result, the Plan has been expanded to identify how the Planning Commission is taking meaningful steps to ensure nondiscrimination in agency activities in compliance with this Agreement and Federal regulations.

In addition, this plan seeks to advance equity in both agency processes and outcomes above and beyond Federal and State requirements.

The 2021 update reflects major additions to the Title VI Plan, while building upon the elements of the 2018 Plan. The Plan includes:

- New map products using two different methodologies, which allow us to identify the location of Title VI, Environmental Justice, and other communities that have been underserved or underrepresented.
- An overview of how Plan Hillsborough conducts public outreach, evaluates the equity needs and outcomes of our plans, and evaluates outreach effectiveness.
- A self-evaluation of TPO and Planning Commission planning products on how they incorporate equity and the principles of Title VI/Environmental Justice.
- A review of how racism and discrimination was historically embedded in planning processes and plans in Hillsborough County.
- A public engagement process to better understand perceived disparities in access to community elements, and how residents feel discrimination has shaped that access.
- Recommendations for advancing equity within Plan Hillsborough activities and programs.
**Recommended Action:**
Approve the Nondiscrimination and Equity Plan

**Prepared By:**
Joshua Barber, TPO Staff

**Attachments:**
Board & Committee Agenda Item

**Agenda Item**
Heights Mobility Study Next Steps

**Presenter**
FDOT, City of Tampa, and HART Representatives

**Summary**
The Heights Mobility Study is an effort to improve safety and mobility in the Greater Seminole Heights/Tampa Heights area, especially, along the Florida Avenue and Tampa Street/Highland Avenue corridor between downtown Tampa and the Hillsborough River. Additionally, the Study Team will work with the community to develop a long-term vision for transportation improvements in the area.

The Study Team will be providing an update on short-term improvements, presenting long-term concepts for the Phase I improvements along Florida Ave/Tampa Street from Tyler St to Dr. MLK Jr Blvd, potential interim pilot concepts, and providing details on upcoming public engagement.

**Recommended Action**
None. For information only.

**Prepared By**
Gena Torres, TPO staff

**Attachments**
Visit the [Heights Mobility Study website](http://www.planhillsborough.org) for more information.
Board & Committee Agenda Item

Agenda Item:
Storm Evacuation Forecast & Shelter-in-Place Scenarios Study

Presenter:
Allison Yeh, TPO Staff

Summary:
A critical component of transportation agencies’ policy and program decision-making is system resilience to disruption. Evacuation plans are one way to respond to disruptions, such as hurricanes, or flooding. These plans are part of state and county operations plans, and include an inventory of available shelters, identification of evacuation routes, and providing transportation services for persons unable to evacuate on their own.

The Storm Evacuation Forecast & Shelter-in-Place Scenarios Study will supplement this ongoing work by providing a high-level analysis of Hillsborough’s evacuation practices today. The study will evaluate best practices in evacuation regionally and nationally, assess potential evacuation enhancement options in Hillsborough County, and develop a set of recommendations and next steps for the Hillsborough Transportation Planning Organization and other agencies to consider supporting emergency evacuations in Hillsborough County. The overall goal of this study is to assess and identify potential strategies to improve evacuation procedures without undertaking expensive road widening projects.

Recommended Action:
None; for information only.

Prepared By:
Allison Yeh, AICP, LEED GA

Attachments:
None
The Transportation Planning Organization (TPO), Hillsborough County, Florida, met in Regular Meeting and Public Hearing, scheduled for Wednesday, June 9, 2021, at 6:00 p.m., in the Boardroom, Frederick B. Karl County Center, Tampa, Florida, and held virtually.

The following members were present:

Harry Cohen, Chair
Charles Klug for Paul Anderson
Joseph Citro
John Dingfelder (arrived at 6:05 p.m.)
Derek Doughty
Gina Evans for Joe Lopano
Pat Kemp
Nate Kilton for Rick Lott
Guido Maniscalco
Gwen Myers
Kimberly Overman
Andrew Ross
Mariella Smith
Joe Waggoner for Robert Frey
Jessica Vaughn

The following member was absent:

Melanie Williams

I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Chair Cohen called the meeting to order at 6:02 p.m.

II. ROLL CALL

The Deputy Clerk called the roll and noted a quorum was present.
III. APPROVAL OF MINUTES – MAY 12, 2021

Chair Cohen sought a motion to approve the May 12, 2021, TPO minutes. Commissioner Kemp so moved, seconded by Commissioner Overman. Upon roll call vote, the motion carried fifteen to zero. (Ms. Williams was absent.)

IV. PUBLIC COMMENT ON ITEMS OTHER THAN THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) – None.

V. COMMITTEE REPORTS

Mr. Bill Roberts, Citizens Advisory Committee (CAC), and Ms. Davida Franklin, TPO, delivered the reports.

VI. ACTION ITEMS

A. Revised Committee Appointments

Ms. Cheryl Wilkening, TPO, sought a motion to affirm the appointment nominations. Commissioner Overman moved to confirm, seconded by Councilman Citro. Upon roll call vote, the motion carried fourteen to zero. (Ms. Vaughn was out of the room; Ms. Williams was absent.)

B. Renewal of Internship Agreement with University of South Florida (USF) Master of Urban and Regional Planning

Ms. Allison Yeh, TPO, expounded on the item. Chair Cohen announced the retirement of Dr. Mark Hafen, USF, who made remarks. Commissioner Overman commented on the importance of college youth involvement. Commissioner Overman moved the item, seconded by Councilman Citro. Upon roll call vote, the motion carried fourteen to zero. (Ms. Vaughn was out of the room; Ms. Williams was absent.)

C. TPO Public Participation Plan Amendment

Ms. Franklin presented the item. Responding to Commissioner Overman, Ms. Beth Alden, TPO Executive Director, affirmed public outreach on the TIP amendment would begin 14 days in advance of TPO Board consideration and suggested utilizing a press release to increase TPO transparency. Commissioner Overman expressed concern on the equity of shortening the public outreach time frame. Commissioner Kemp sought an explanation of the time frame deadline advantages. Discussion ensued on the deadline, funding, and
advertisement. Upon recommendation by Ms. Alden, Chair Cohen agreed to hold the item until the next meeting.

VII. PUBLIC HEARING: TIP ANNUAL UPDATE

TIP for October 1, 2021 - September 30, 2026

- Staff Presentation

Subsequent to highlighting the item, Chair Cohen deferred to Dr. Johnny Wong, TPO, who supplied the presentation.

- Public Comment

Chair Cohen called for public comment. The following individuals spoke: Attorney Ronald Weaver; Mr. Nathan Hagen; Ms. Sharon Graham; Mr. Joshua Frank; Ms. Connie Rose; Attorney Ricardo Fernandez; Ms. Ann Kulig; Messrs. Shane Ragiel, Andrew Van Cleave, and Mauricio Rosas; Ms. Lena Young Green; Mr. Jose Salazar; and Ms. Alexandra Khalel.

- Summary of Comments Submitted in Advance

Ms. Franklin relayed background material.

- Board Discussion and Action

After remarks, Mayor Ross moved to adopt staff’s recommendation to move that second phase of that project back to table two, so that the TPO would not lose that placeholder for funding when the TPO needs the funding, seconded by Commissioner Overman. Talks occurred. Upon roll call vote, the motion carried fifteen to zero. (Ms. Williams was absent.)

Expressing rapid growth concerns, Commissioner Overman moved to direct the Metropolitan Planning Organization (MPO) (TPO) staff to coordinate with the Florida Department of Transportation (FDOT) and other local stakeholder agencies to develop cost estimates and approximate timelines for implementing a passenger rail service along the CSX lines in our region and to identify eligible requirements for Federal and State financial participation; further, staff would also identify possible roles and responsibilities of each pertinent agency in that effort, and desired to move the project forward. The motion was seconded by Councilman Dingfelder, who suggested
coming back to the item later in the meeting. Discussion ensued. Chair Cohen said the TPO would revisit the motion later.

Touching on the CAC recommendations in background material, reading from the CAC’s recommendation: “Phase 2 funding requested from north of Hillsborough Avenue to north of Bearss Avenue, construct one additional general purpose lane in each direction, noise walls, and hardened shoulders; interchange improvements at Bearss Avenue,” and making remarks, Commissioner Kemp supported removing Phase 2, as read, as the CAC voted removing 47 Phase 2, what was just read, language, again recommended by the CAC, from the TIP at this time, seconded by Commissioner Overman. Talks occurred on the rationale for the change. Citing Pasco County growth and the possibility of a chokepoint at Hillsborough and Bearss Avenues, Mayor Ross would not support the motion. Councilman Maniscalco and Commissioner Overman backed the motion. Commissioner Myers noted the Board Of County Commissioner appoints CAC members and their recommendation should be given weight. Commissioner Smith favored more careful assessments of TIP prioritizations. Following a suggestion by Councilman Dingfelder, Commissioner Kemp amended the motion to leave the sound walls and take every single other part out; just construct sound walls, seconded by Commissioner Overman. After dialogue, Mr. Waggoner looked to District Secretary David Gwynn, FDOT, who clarified federal money could not be used without the other improvements, reminded the TPO board the project was not funded yet, and wanted the TPO Board to consider large traffic flows from the north and the idea of using right of ways (ROW). Conversations arose on sound walls/shoulder hardening, transit options, and road capacity. Upon roll call vote, the motion carried eleven to four; Members Evans, Kilton, Klug, and Ross voted no. (Ms. Williams was absent.)

Confirming staff would look into the MacDonald Training Center Incorporated’s request for sidewalks in backup material, and referring to 2021 Priority Line 49 (Table 2), Councilman Dingfelder moved to strike that particular provision, striking the words “add express lanes on Interstate (I) 275 from west of Lois Avenue to north of Hillsborough River (section 5) with connections at Himes Avenue and downtown Tampa,” seconded by Commissioner Smith for discussion. In response to Councilman Citro, Mr. Gwynn said any modifications would negate the project. Councilman Citro opined on community impact and the light rail alternative. Commissioner
Smith asked if there was a more surgical way to remove toll lanes without taking out the Westshore interchange. Based on the conversations, Councilman Dingfelder accepted a friendly amendment to the motion, instead of striking that sentence, maybe if the TPO added the parenthetical, so instead where the item says “add express lanes (untold).” Chair Cohen corrected the motion to “non-told.” In response to Chair Cohen, Mr. Gwynn commented on the project being vetted already and any changes would set the project back. Commissioner Myers agreed. Chair Cohen wondered how to eliminate toll lanes without jeopardizing the project. Ms. Alden verified the project had been debated on many previous occasions. Mr. Gwynn detailed lane strategies/configurations. Discussion occurred on toll lanes/management. Councilman Dingfelder suggested an amendment to the motion, after the words, “add express lanes,” the TPO would add the parenthetical (managed lanes, that do not necessarily include toll lanes). Following talks, Councilman Dingfelder amended the motion after the words “express lanes,” was trying to define what an express lane was (managed lanes, that do not necessarily include toll lanes), seconded by Commissioner Smith. Mr. Waggoner touched on the implications of the motion. Ms. Evans expressed concern the motion would jeopardize the project. Chair Cohen and Commissioner Kemp would not support the motion. Upon roll call vote, the motion failed four to eleven; Chair Cohen and Members Doughty, Evans, Kemp, Kilton, Klug, Maniscalco, Myers, Overman, Ross, and Waggoner voted no. (Ms. Williams was absent.)

Commissioner Myers moved the TPO accept Line Item 48 as is. (The motion died for lack of a second.) Chair Cohen informed Commissioner Myers the item would be included with the approval of the TIP. Raising concerns on Line Item 49 regarding road safety and the I-275 flyover, Commissioner Overman moved to modify that particular item, 49, to an additional lane on the fly over ramp on Southbound I-275 to I-4 and if necessary not to add an additional footprint, but to add a lane to the Westbound to I-275 as you approach the on-ramp to go north on I-275, and expressed interest in seeing improvements and safety concerns addressed on the flyover. In response to Chair Cohen, Commissioner Overman clarified the motion was to remove the language beyond the comma before and; so keep, addition of a lane on the flyover ramp from Southbound I-275 to I-4 and addition of a lane on the ramp from Westbound I-4 to Southbound I-275 and downtown Tampa; all that past that comma would be removed, seconded by Commissioner Kemp for discussion.
DRAFT

WEDNESDAY, JUNE 9, 2021

(The motion was subsequently withdrawn.) Commissioner Overman explained the purpose of the motion was to fix the Southbound I-275 flyover. Dialogue ensued. Ms. Alden shared the MPO (TPO) would not be able to unilaterally remove items from the TIP without FDOT agreement, which Senior Assistant County Attorney Cameron Clark affirmed and summarized Florida Statute Section 339.175 Subsection 8 D. Following discussion, Commissioner Overman withdrew her motion. Ms. Alden provided details on District 7 identifying ROW impacts with the Quick Fix project, the letter of comment on the supplemental environmental impact statement from October 2019, adopting the Quick Fix program into the Long Range Transportation Plan, and fixing the language used to advertise the project to the public. Councilman Dingfelder suggested the item for consideration for next year. Attorney Clark deliberated on Florida Statute implications regarding the motion. Commissioner Myers wanted the effects of the statute on the project included in a future report. Mr. Waggoner emphasized the consequences of removing certain project elements. Commissioner Kemp remarked on projects needing traffic counts. Chair Cohen pondered the best way to move the project forward.

Referencing prior meetings on the Smart Cities program, Commissioner Kemp inquired about adding HART scheduling software in and save the other priorities for next year, would like to make sure that a priority that would serve so many people and was so important, would definitely be an express priority, seconded by Commissioner Smith for discussion. (The motion was not voted on.) Subsequent to Commissioner Kemp explaining the motion, Ms. Alden recommended the TPO make a motion to move the HART project further up the Smart Cities program priority list. Commissioner Kemp moved to move the item to Priority 18, seconded by Commissioner Overman. Chair Cohen clarified the motion was to move the HART scheduling software to Priority 18 of the Smart City’s list. Upon roll call vote, the motion carried fifteen to zero. (Ms. Williams was absent.)

Responding to Councilman Dingfelder on the potential project addition of middle turn-lanes on Westshore Boulevard, Ms. Alden and Dr. Wong expounded on the projects priority list. Commissioner Smith pointed out a scrivener’s error in Item 41 and stated the item should have said “South Coast Greenway” not the South County Greenway. Chair Cohen sought a motion. Mayor Ross
moved to approve the TIP as amended tonight, seconded by Mr. Klug. Upon roll call vote, the motion carried eleven to four; Members Citro, Dingfelder, Maniscalco, and Vaughn voted no. (Ms. Williams was absent.)

After talking on project challenges, referring to her previous motion, and requesting Mr. Gwynn to outline the motion intent, Commissioner Overman moved to have a workshop with the stakeholders to really understand who had to do what, what kind of funding mechanisms could be implemented to make this happen, and who needed to be at the table in order to make this work, seconded by Councilman Dingfelder. Dialogue ensued on including light rail and developing transit strategy for passenger rail access. Mayor Ross clarified the motion was to have the TPO get all the stakeholders together and how to get the conversation moving. Commissioner Overman amended the motion to direct the MPO (TPO) staff to coordinate with FDOT and other local stakeholder agencies to develop cost estimates and approximate timeline for implementing a passenger rail service along the CSX lines in our region and to identify eligibility requirements for federal and State financial participation; further, staff would also identify possible roles and responsibilities of each of the pertinent agencies in this effort. Mayor Ross questioned if the motion was feasible without enough funding. The motion was seconded by Councilman Dingfelder. Upon roll call vote, the motion carried fifteen to zero. (Ms. Williams was absent.)

VIII. EXECUTIVE DIRECTOR’S REPORT

- Tampa Bay Transportation Management Area Leadership Group and Suncoast Transportation Planning Alliance (formerly known as CCC) meetings: June 25, 9:30 a.m. and 11:30 a.m. respectively, FDOT District 7 Auditorium and GoToWebinar

Ms. Alden gave the report, touched on the addendum, highlighted summer camp educational opportunities, and shared information on an upcoming July 31, 2021, event.

IX. OLD BUSINESS AND NEW BUSINESS

Commissioner Smith invited TPO members to review the addendum regarding the State Road (SR) 56 extension before the June 15, 2021, meeting.
X. **ADDENDUM**

A. **Announcements**

- Public comment period through June 7 on Big Bend Road widening Project Development and Environment (PD&E) Study
- SR 56 Extension public meeting, June 15
- Tampa Mobile Opportunity Vision Equity Safety Plan – Leave comments on the Idea Map
- Gulf Coast Safe Streets Summit: Save the Date, November 2-4
- Call for Entries: PC’s Planning and Design Awards

B. **Project Summaries and Other Status Reports**

- Federal transportation spending reauthorization bill summaries
  - National Association Regional Councils summary of Senate Bill
  - Association of MPOs summary of Senate Bill
  - Senate bill – Grand Old Party counteroffer
- Gandy Bridge Replacement PD and E Study
- Federal Highway Administration Publishes Transportation Performance Measure Data

C. **Correspondence**

- From MPO Advisory Council to FDOT re: MPO’s Freight Priorities
- To Federal Transit Administration 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.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

XI. ADJOURNMENT

There being no further business, the meeting was adjourned at 10:45 p.m.

READ AND APPROVED: ________________________________

CHAIR

ATTEST:
CINDY STUART, CLERK

By: ____________________________
    Deputy Clerk

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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.

  o 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.

  o 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)

  o 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
  
o 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
  
o 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)
  
o 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
  
o 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.
Member Legislative Alert – Senate Infrastructure Framework

The Senate will vote next week on a multi-year investment in the nation’s infrastructure, including a five-year transportation reauthorization and investments in water, energy, electric vehicle charging, housing, resilience, and more. NARC, with the Association of Metropolitan Planning Organizations (AMPO) and the National Association of Development Organizations (NADO), sent a letter to each Senate office outlining two simple requests to secure funding for important local and regional priorities and help ensure that strategic planning is an important element of the final legislation:

1. Provide a proportional share of the agreed-upon funding increases for local needs, including strategic planning. Additional PL, STBG, TAP, and CMAQ funds provided as a result of the bipartisan agreement should be at 100 percent federal share.
2. Set aside a portion of funds provided to all policy areas in the framework for strategic planning and public engagement with regional and metropolitan planning organizations as eligible recipients of and applicants for these funds.

We recommend calling or writing to your Senators and make similar requests, using your own letter or this adaptable version to personalize the request. Please let us know if you reach out to your Senators and what you hear back.

Resources:
AMPO-NADO-NARC Letter to Senate Offices
Adaptable Version of the Letter

If you need help identifying your Senators or the appropriate contacts in those offices, please contact Erich Zimmermann and he will be happy to assist.

Erich Zimmermann, NARC Deputy Director and Transportation Director
erich@narc.org 202-618-5697

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Congress

The Senate is in session. The House is doing committee work and will return Monday, July 19.

U.S. Senate Panel Passes Energy Measure Likely to Shape Infrastructure Bill
The Senate Energy and Natural Resources Committee voted Wednesday to endorse a roughly $95 billion energy infrastructure bill. The Senate energy panel voted 13 to 7 to pass the bill, which authorizes about $95 billion for initiatives such as helping the power grid handle more electricity from renewable sources, boosting production of hydrogen from sources that are cleaner than fossil fuels, and capturing carbon from fossil fuel plants and other industry before it can reach the atmosphere. Chairman of the committee, Joe Manchin (D-WV), has indicated the bill could be included in broader infrastructure legislation. The proposal, which will likely need all 50 Senate Democrats to pass, includes a Clean Energy Standard (CES) that aims to help Biden reach a goal of achieving 80% clean electricity by 2030 while advancing environmental justice.

Schumer Sets Up Key Vote on Bipartisan Infrastructure Bill
Senate Majority Leader Charles Schumer (D-NY) today said the Senate will take a vote on Monday that will allow them to begin debate on the bipartisan infrastructure deal on Wednesday. Schumer will file cloture on a shell bill that senators will later swap the bipartisan legislation into, and will need 60 votes to get over this initial hurdle. If every Democrat votes to advance the bill, Schumer would need ten Republican votes. Wednesday is also the deadline Schumer has set for Democrats to be ready to "move forward" on a separate budget resolution that tees up $3.5 trillion in spending, which . The party hopes to pass its budget and the budget reconciliation package with just Democratic votes. Schumer's strategy, announced on the Senate floor, is a hardball strategy to try to force agreement on advancing Democrats biggest legislative priority before Congress leaves for August.

Reconciliation Bill May Limit GOP Support for Infrastructure
The $3.5 trillion Democratic reconciliation agreement reached on Tuesday could jeopardize Republican votes on the previously agreed-to bipartisan infrastructure package. Senate Minority Whip John Thune (R-SD) called the Democratic proposal “a distraction from the infrastructure bill” and said that it “muddies the picture.” Still, some Republicans, like Senators John Cornyn (D-TX) and Lisa Murkowski (R-AK), say they will support a bipartisan bill regardless of what else the Democrats put forward, so long as it is responsibly paid
Democratic congressional leaders, meanwhile, have stressed that they will not vote on the bipartisan package until the reconciliation bill is agreed upon. It remains unclear which bill Democratic leaders will move forward with first, but Senate Majority Leader Chuck Schumer (D-NY) reiterated that he believes both bills will pass the Senate before the August recess.

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Administration

**DOE Announces $52.5 Million to Accelerate Progress in Clean Hydrogen**

The U.S. Department of Energy (DOE) announced $52.5 million to fund 31 projects to advance next-generation clean hydrogen technologies and support DOE’s recently announced Hydrogen Energy Earthshot initiative to reduce the cost and accelerate breakthroughs in the clean hydrogen sector. Clean hydrogen is a form of renewable energy that can have a major role in supporting President Biden’s commitment to tackling the climate crisis. These 31 projects will focus on bridging technical gaps in hydrogen production, storage, distribution and utilization technologies, including fuel cells, thereby paving the way toward decarbonization of the electricity sector by 2035 and creation of good-paying jobs across the hydrogen sector. DOE funding includes $36 million from the Department’s Office of Energy Efficiency and Renewable Energy (EERE) and $16.5 million from the Office of Fossil Energy and Carbon Management (FECM).

**Executive Order on Promoting Competition in the American Economy**

President Biden on Friday issued an executive order aimed at promoting competition throughout the economy as the recovery from the COVID-induced recession continues. In transportation, the order clarifies rules for refunds from airline companies and instructs railroad track owners to provide rights of way for passenger rail. According to Politico the fact sheet suggests that the order will encourage DOT to ensure airlines are subject to certain consumer protection rules, including some that would make it easier for airline passengers to demand refunds for add-on services such as Wi-Fi and checked bags. Those add-on fees will also have to be made clear at the time of purchase. The language in the fact sheet hints at a change to a practice known as reciprocal or competitive switching. Freight ownership of tracks puts passenger rail at a disadvantage, which the order seeks to remedy by “encouraging” the Surface Transportation Board to require railroad track owners to provide rights of way to passenger rail and to strengthen their obligations.

**Federal Grants Program to Include Focus on Environmental Justice, Racial Equality**

For the first time, the Federal Highway Administration’s Advanced Transportation and Congestion Management Technologies Deployment program will prioritize projects that focus on racial equity and environmental justice. The program, which will provide $60 million in grants, reflects a broader goal of the Biden administration to reduce greenhouse gas emissions in traditionally underinvested minority communities throughout the United States. The program has provided over $256 million for projects across 25 states and the District of Columbia, but this is the first time it will include emphasis on climate and environmental justice. State departments...
of transportation, local government groups, transit agencies and metropolitan planning organizations are eligible to apply. According to the Notice of Funding Opportunity synopsis, the closing date for applications is August 23.

Other News

Amtrak Spending $7B on New Passenger Train Cars, Locomotives
Amtrak is embarking on upgrading their aging rail fleet, much of which is decades old. The national railroad is spending $7 billion on 83 new multi-powered trains from Siemens Mobility. The purchase will create 2,100 jobs at the Siemens plant in Sacramento, California as it manufactures the parts and complies with the Federal Railroad Administration Buy America Standards. Amtrak plans to use the new cars to improve service and customer experience on the Northeast Corridor and state-supported routes. The new fleet will feature individual power outlets, USB ports, and a new seat reservation system to improve the passenger experience. In addition to an improved passenger experience, the new rail cars will reduce Amtrak’s carbon footprint and increase fuel efficiency.

How One State Used Technology and Data to Improve Traffic and Reduce Emissions
The transportation industry is responsible for one-third of greenhouse gas emissions in the United States, the largest of any sector. While experts agree there must be large-scale reform efforts made to halt the effects of climate change, there are many ways that local government leaders are working with the innovation and technology sectors to reduce the transportation sector’s carbon footprint and improve environmental outcomes. Hawaii’s Department of Transportation for example, added new technology across major roads and intersections that reduced traffic by seven minutes per person per day, which significantly impacted Hawaii’s air quality—even during a lower-than-usual travel season for the state. Ultimately, this initiative cut back on 140 metric tons of carbon dioxide emissions per day, or 51,100 metric tons per year, and it’s just getting started. HiDOT was able to identify “problem corridors” and adjusted traffic signal times in a way that shaved several minutes off of a commuter’s travel time, while simultaneously reducing emissions.

Regions

The Triangle Bikeway Could Help Us Reimagine How We Commute, But Its Future Is Uncertain
Although the Triangle Bikeway—a proposed 17-mile, shared-use bike path in North Carolina connecting the Raleigh, Cary, Morrisville, Research Triangle Park, Durham, and Chapel Hill areas—would make commuting by bike a much more viable option within the region,
whether it will successfully move forward remains unclear for community leaders. Although the region already has decent existing bike infrastructure, the Bikeway would help to fill gaps in coverage and better integrate the current systems. Still, details about the Bikeway beyond an initial route need to be hammered out, including an estimated user count, price tag, and source of funding. And, although the Bikeway would help implement goals established by the local metropolitan planning organizations, concerns still exist about equitable access to all communities within the region.

**Street Safety Through Public Art Featured in Kahului Quick Build Project Video**
A “Quick Build” Demonstration Project in Kahului, Hawai’i — assembled collaboratively by the Maui Metropolitan Planning Organization, the County of Maui Department of Public Works, and the Healthy Eating + Active Living Coalition of the Hawai’i Public Health Institute — aims to encourage residents to exercise while also catalyzing community engagement, social cohesion, and revitalization. A video featuring the project was released to encourage other communities to introduce similar developments by sharing its benefits with them. The development includes new bike and pedestrian crossings to make walking safer for residents, back-in angled parking, and street art by a local artist to beautify the intersection.

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### Featured Jobs

*View full job posts here!*

**Communications and Membership Associate**
Posted 7/06/2021
National Association of Regional Councils, Washington, DC

**Communications and Public Engagement Manager**
Posted 7/06/2021
Northeast Ohio Areawide Coordinating Agency, Cleveland OH

**Finance Director**
Posted 7/06/2021
Mid-Ohio Regional Planning Commission, Columbus, OH

**Loan Officer-Loan Specialist**
Posted 7/06/2021
Mid-Willamette Valley Council of Governments, Salem, OR

**Director of Government and Public Affairs**
Posted 7/06/2021
Southern California Association of Governments, Rocklin, CA
Opportunities

View full list of opportunities!

New York City Connected Vehicle Pilot Operational Capability Showcase
Tuesday, July 20 - 1:30 PM ET
Webinar attendees will see how the deployed vehicle-to-vehicle and vehicle-to-infrastructure applications operate in NYC’s urban environment and will learn about the pilot deployment’s emphasis on safety goals and benefits. Attendees will also learn more about aftermarket safety device communications along with how the devices communicate with other roadside units that are deployed in the field. Additional resources about the project objective, performance, and continued operations will be shared during the webinar.

TRB Webinar: Public Transit as a Climate Solution
Wednesday, July 21 - 1:00 PM ET
Drawing on the Transit Cooperative Research Program (TCRP)'s TCRP Report 226: An Update on Public Transportation’s Impacts on Greenhouse Gas Emissions, the webinar will cover how the transit industry can contribute to fighting climate change. Speakers will also provide tools transit agencies can use to plan low-carbon transportation solutions.

Evolution of Virtual Public Involvement (VPI) During the Pandemic: State Transportation Agency Practices
Wednesday, July 21 - 1:00 PM ET
This webinar is offered as part of FHWA’s Every Day Counts Initiative on Virtual Public Involvement. The webinar features presentations by: Ohio Department of Transportation about how their approach to virtual public involvement changed during the COVID-19 pandemic; Maryland State Highway Administration about how they used virtual public meetings for the I-495 and I-270 managed lanes study; Maryland Transportation Authority about how they adapted their approach to public involvement for the Chesapeake Bay Crossing study to include virtual public involvement techniques; and a questions and answer session.

CONTACT US

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We are sending you this e-mail primarily for your information, and because you requested to receive emails from the National Association of Regional Councils.
Dear Safety Professionals in Hillsborough/Pinellas/Pasco/Hernando & Citrus Counties + City of Tampa, Plant City, Clearwater, St Pete, St Pete Beach, Largo, Pinellas Park, Tarpon Springs, Zephyrhills & Dade City + 4 MPO Executive directors: Happy Tuesday.

This is Peter Hsu, FDOT D7 safety administrator (or the FDOT Candy Man 😊) which FDOT needs a Safety Team work help from you to address overall traffic safety challenges we are facing – after the pandemic. ➔ # of traffic fatalities in Tampa Bay is increasing in year 2021 (ie, 20+) which we saw so many traffic fatalities related to fatalities were related to speeding, impairment + distraction. Also, I saw a higher # of severe & fatal crashes on City & County roadways.

During the last few years, D7 safety office has worked with many of you to address local road safety actions which we provided “many” million $ safety equipment help, LAP projects & other safety supports which I saw those local road safety improvement implemented by you.

Also, Thanks for the help provided by many of you to help FDOT D7 to create “tons” of team safety action -- implemented Leading Pedestrian Interval (LPI) implementation on many state highway intersections (we are targeting to implement LPI @ 500 state signalized intersections by 12/31/21), created the LPI education video (by Pinellas County @ LPI Video - YouTube), worked with us to roll out signal cabinet safety education program, help FDOT to work with your local power companies to address street lighting need ....

Peter will use this email to mention the proposed local road safety help FDOT D7 can provide to you in the coming months:

- D7 has a new Local Road Safety program manager, Mike Zinn which Mike will work with you closely to know your safety need on your local roads to address severe & fatal crashes.
- D7 set aside $350K/year to provide Safety Equipment to locals which we provide Quick Kurb, City Posts, Speed Feedback Signs, RRFBs ...
- D7 is providing teen traffic safety education to all high schools in Tampa Bay which thousands of teens were educated yearly.
- D7 can provide the technical support to your agencies to roll out LPI on your City or County signalized intersections.
- D7 is working with Pasco, Hernando & Citrus Counties to address local road curve safety actions by using S&PM approach (see following photo).
- D7 works with FL LTAP to provide so many important safety webinars with AICP & PDH credits.
- D7 can work with you to address Arterial Wrong Way Driving (WWD) on your City or County roadways based on the latest (attached) FDOT Arterial WWD engineering actions. Currently, we are working with City of Tampa & Hillsborough County for pilot trail help for their City or County roadways.
- Whatever safety dreams you have to reduce severe & fatal crashes which those ideas can meet the FHWA $ usage requirement.

Thanks so much for this team work help..........................

If you are ready to work with us to address the safety challenge you are facing in your City or County roadways, please BUG 😊 Mike @

**CTST Program Manager**  
**Local Road Safety Program Manager**

**TARGET ZERO**  
**FATALITIES & SERIOUS INJURIES**

Florida Department of Transporation  
District Seven  
[Michael.Zinn@dot.state.fl.us](mailto:Michael.Zinn@dot.state.fl.us)  
Office (813)975-6747 – Cell (352)942-8381  
Hours: Monday – Thursday 6:00 A.M. to 4:30 P.M.
HILLSBOROUGH MPO MOBILITY PROFILE

produced by
Florida Department of Transportation
Forecasting and Trends Office

published
2021
**Hillsborough**

**MPO Mobility Profile - 2019**

**Travel Time Reliability**

- **Planning Time Index**
  - Freeways: 2.24
  - Non-Freeways: 1.98
  - Average: 1.98

- **On-Time Arrival**
  - Freeways: 73%
  - Non-Freeways: 76%
  - Average: 76%

- **16% Heavily Congested**

- **Daily Truck Miles Traveled**
  - National Highway System: 1.5M (17%)
  - State Highway System: 1.6M (16%)
  - Freeways: 1.1M (27%)
  - Non-Freeways: 0.5M (11%)

- **Daily Vehicle Miles Traveled**
  - National Highway System: 22.1M
  - State Highway System: 23.1M
  - Freeways: 13.7M
  - Non-Freeways: 9.4M

**Percent Miles Heavily Congested**

- **Average Job Accessibility by Automobile**
  - Within 30 Minutes: 531.7 (thousands)

- **Average Job Accessibility by Transit**
  - Within 30 Minutes: 8.4 (thousands)

**Average Job Accessibility by Bicycle**

- In Urban Areas: 76.0%

- Percent Facility Coverage: 52.0%

**Average Job Accessibility by Pedestrian**

- In Urban Areas: 97.0%

**Planning Time Index**

- Freeways: 1.98
- Non-Freeways: 1.98
- Average: 1.98

**On-Time Arrival**

- Freeways: 76%
- Non-Freeways: 76%
- Average: 76%

**Daily Vehicle Hours of Delay**

- National Highway System: 48,700
- State Highway System: 52,800
- Freeways: 27,900
- Non-Freeways: 24,900

**Note:** Please go to Page 3 for measure definitions.
DEFINITIONS

Travel Time Reliability:

Travel Time Reliability:

**Planning Time Index:** The 95th percentile travel time divided by free flow travel time. A planning time index of 1.5 means a 20-minute trip at free flow speed takes 30 minutes - an informed traveler should plan for the extra 10 minutes to arrive on time. For this reporting, the measure is captured in the peak hour, which is from 5 to 6 pm.

Vehicle On-Time Arrival:

Vehicle On-Time Arrival:
The percentage of freeway trips traveling at greater than or equal to five mph below the posted speed limit. In the urbanized areas of the seven largest MPOs, on-time arrival is defined as the percentage of freeway trips traveling at least 45 mph. For arterials, travel time reliability is defined as the percentage of trips traveling greater than or equal to 20 mph. For this reporting, the measure is captured in the peak hour, which is from 5 to 6 pm.

Daily Vehicle Hours of Delay:

Daily Vehicle Hours of Delay:
Delay is the product of directional hourly volume and the difference between travel time at “threshold” speeds and travel time at the average speed. The thresholds are based on Level of Service (LOS) B as defined by FDOT. For the definitions of LOS B, please refer to the 2020 Source Book Methodology publication for more details.

Percent Miles Heavily Congested:

Percent Miles Heavily Congested:
Arterial segments operating at LOS E or worse in urbanized areas and D or worse in non-urbanized areas; highways operating at LOS E or worse; and freeways operating at 45 mph or worse. For more calculations details, please refer to the 2020 Source Book Methodology publication.

Daily Truck Miles Traveled:

Daily Truck Miles Traveled:
(for all trucks class 4 through 13): The total number of miles traveled daily by trucks using a roadway system. For truck classifications, please refer to the Federal Highway Administration (FHWA) classification.

Daily Vehicle Miles Traveled:

Daily Vehicle Miles Traveled:
The product of a road’s length and its AADT. If a 10-mile-long road has an AADT of 5,000 vehicles, then its daily VMT is 50,000.

Percentage of Pedestrian Facilities:

Percentage of Pedestrian Facilities:
The percentage of pedestrian facilities and shared path coverage along the SHS within the metropolitan planning organization’s (MPO’s) urbanized area.

Percentage of Bicycle Facilities:

Percentage of Bicycle Facilities:
The percentage of bicycle facilities and shared path coverage along the SHS within the MPO’s boundary, the MPO’s urbanized area, and within the county boundary (or county boundaries if more than one county) that the MPO is comprised of.

Average Job Accessibility by Automobile:

Average Job Accessibility by Automobile:
The number of jobs accessible within a 30-minute automobile trip for each MPO. The Accessibility Observatory at the University of Minnesota calculated accessibility at the Census block level by measuring the travel time from each block to the neighboring blocks, then summing the total number of jobs that can be accessed within a 30-minute time period. Visit the FDOT Accessibility page for more details.

Average Job Accessibility by Transit:

Average Job Accessibility by Transit:
The number of jobs accessible within a 30-minute transit trip for each MPO. The Accessibility Observatory at the University of Minnesota calculated accessibility at the Census block level by measuring the travel time from each block to the neighboring blocks, then summing the total number of jobs that can be accessed within a 30-minute time period. Visit the FDOT Accessibility page for more details.

Three roadway systems are reported:

Three roadway systems are reported:
National Highway System (NHS), State Highway System (SHS), and Strategic Intermodal System (SIS).

Sources

FDOT Traffic Characteristics Inventory, FDOT Roadway Characteristics Inventory, 2020 Quality/Level of Service Handbook, and HERE vehicle probe speed.
### FDOT Supplied MPO Mobility Performance Measure Analyses for 2019 (Hillsborough MPO)

#### Hillsborough (MPO Boundary)

<table>
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</thead>
<tbody>
<tr>
<td>A: National Highway System</td>
<td>22.1</td>
<td>1,579.5</td>
<td></td>
<td></td>
<td>48.7</td>
<td>17%</td>
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<tr>
<td>B: State Highway System</td>
<td>23.1</td>
<td>1,647.7</td>
<td></td>
<td></td>
<td>52.8</td>
<td>16%</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C: Strategic Intermodal System</td>
<td>14.9</td>
<td>1,202.1</td>
<td>97%</td>
<td>1.73</td>
<td></td>
<td>31.6</td>
<td>26%</td>
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<td></td>
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<tr>
<td>D: Freeways</td>
<td>13.7</td>
<td>1,130.4</td>
<td>76%</td>
<td>1.98</td>
<td>27.9</td>
<td>27%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E: Interstates</td>
<td>11.5</td>
<td>981.8</td>
<td>73%</td>
<td>2.24</td>
<td>27.2</td>
<td>36%</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>F: Non-freeways (SHS)</td>
<td>9.4</td>
<td>517.3</td>
<td></td>
<td></td>
<td>24.9</td>
<td>11%</td>
<td>76%</td>
<td>52%</td>
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#### Hillsborough (Urbanized Area Boundary)

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<tbody>
<tr>
<td>A: National Highway System</td>
<td>21.5</td>
<td>1,499.8</td>
<td></td>
<td></td>
<td>48.7</td>
<td>18%</td>
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</tr>
<tr>
<td>B: State Highway System</td>
<td>22.5</td>
<td>1,553.7</td>
<td></td>
<td></td>
<td>52.8</td>
<td>17%</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C: Strategic Intermodal System</td>
<td>14.6</td>
<td>1,153.0</td>
<td>96%</td>
<td>1.91</td>
<td></td>
<td>31.5</td>
<td>27%</td>
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<td></td>
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<td>D: Freeways</td>
<td>13.4</td>
<td>1,083.6</td>
<td>75%</td>
<td>2.02</td>
<td>27.9</td>
<td>28%</td>
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<td></td>
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</tr>
<tr>
<td>E: Interstates</td>
<td>11.3</td>
<td>935.0</td>
<td>72%</td>
<td>2.30</td>
<td>27.2</td>
<td>38%</td>
<td></td>
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<tr>
<td>F: Non-freeways (SHS)</td>
<td>9.1</td>
<td>470.0</td>
<td></td>
<td></td>
<td>24.9</td>
<td>12%</td>
<td>76%</td>
<td>57%</td>
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#### Hillsborough (County Boundary)

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<tbody>
<tr>
<td>A: National Highway System</td>
<td>22.4</td>
<td>1,600.1</td>
<td></td>
<td></td>
<td>48.9</td>
<td>17%</td>
<td></td>
<td></td>
<td>531.6</td>
<td>8.4</td>
</tr>
<tr>
<td>B: State Highway System</td>
<td>23.5</td>
<td>1,668.4</td>
<td></td>
<td></td>
<td>52.9</td>
<td>16%</td>
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<tr>
<td>C: Strategic Intermodal System</td>
<td>15.3</td>
<td>1,222.8</td>
<td>96%</td>
<td>1.82</td>
<td>31.7</td>
<td>26%</td>
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<tr>
<td>D: Freeways</td>
<td>13.9</td>
<td>1,144.8</td>
<td>74%</td>
<td>2.05</td>
<td>27.9</td>
<td>26%</td>
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<tr>
<td>E: Interstates</td>
<td>11.8</td>
<td>996.1</td>
<td>71%</td>
<td>2.30</td>
<td>27.2</td>
<td>34%</td>
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<tr>
<td>F: Non-freeways (SHS)</td>
<td>9.5</td>
<td>523.6</td>
<td></td>
<td></td>
<td>25.0</td>
<td>12%</td>
<td>76%</td>
<td>52%</td>
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</tbody>
</table>

1. These six Annual Measures are reported each year.
2. These four Rotating Measures change every other year. Odd year measures consist of 1) Percent Sidewalk Coverage, 2) Percent Bicycle Lane Coverage, and 3) Average Job Accessibility within a 30-minute car trip and 4) within a 30-minute transit trip.
3. Measures C and D are captured in the peak hour, which is from 5 to 6 pm.
4. SIS On-Time Arrival and Planning Time Index exclude freeways.
Annual MPO Performance Measures by MPO Population Size

Florida Department of Transportation Mobility Measures Program provides valuable information on performance measures for all 27 MPOs in Florida. On an annual basis the MPOs receive reports on ten measures, six measures annually and four rotating measures biennially for the entire MPO boundary, urbanized area within the MPO, and for counties within the MPO. The annual measures, in combination with the rotating biennial measures, cover the spectrum of mobility dimensions and multiple modes. These measures can be used however each MPO sees fit such as in the development of an MPO’s Long Range Transportation Plan, Congestion Management Process, or State of the System Report. The following tables provide high, median, and low ranges for the State Highway System within the MPO boundary. MPOs are categorized as large, medium and small based on their population. The MPOs were distributed into the seven largest, ten medium, and ten small-sized MPOs. For more information, please contact Monica Zhong at Monica.Zhong@dot.state.fl.us or (850) 414-4808.

### 2019 Hillsborough MPO
Population 1,444,900

**SHS Daily Vehicle Hours of Delay in Thousands, 2019**

<table>
<thead>
<tr>
<th>Vehicle Hours of Delay (Thousands)</th>
<th>Low</th>
<th>Median</th>
<th>High</th>
</tr>
</thead>
<tbody>
<tr>
<td>Small-Sized MPO (Population below 360,400)</td>
<td>0.3</td>
<td>1.0</td>
<td>4.9</td>
</tr>
<tr>
<td>Medium-Sized MPO (Population 360,400 to 813,700)</td>
<td>0.7</td>
<td>4.6</td>
<td>9.0</td>
</tr>
<tr>
<td>Large MPO (Population over 813,700)</td>
<td>14.5</td>
<td>52.8</td>
<td>199.0</td>
</tr>
</tbody>
</table>

**SHS Percent Miles Heavily Congested, 2019**

<table>
<thead>
<tr>
<th>Percent Miles Heavily Congested</th>
<th>Low</th>
<th>Median</th>
<th>High</th>
</tr>
</thead>
<tbody>
<tr>
<td>Small-Sized MPO (Population below 360,400)</td>
<td>&lt;1%</td>
<td>&lt;1%</td>
<td>7%</td>
</tr>
<tr>
<td>Medium-Sized MPO (Population 360,400 to 813,700)</td>
<td>&lt;1%</td>
<td>1%</td>
<td>3%</td>
</tr>
<tr>
<td>Large MPO (Population over 813,700)</td>
<td>5%</td>
<td>12%</td>
<td>37%</td>
</tr>
</tbody>
</table>

12019 MPO Population is derived from FDOT Forecasting and Trends Office which provides population estimates each year based on the population study of the Bureau of Economic and Business Research (BEBR) at the University of Florida.

2Seven Largest MPOs include Broward MPO, Hillsborough MPO, MetroPlan Orlando, Miami-Dade TPO, North Florida TPO, Palm Beach TPA, and Forward Pinellas
### 2019 Hillsborough MPO

**Population 1,444,900**

#### SHS Daily Vehicle Miles Traveled in Millions, 2019

<table>
<thead>
<tr>
<th></th>
<th>Vehicle Miles Traveled (Millions)</th>
<th>Low</th>
<th>Median</th>
<th>High</th>
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<tbody>
<tr>
<td></td>
<td><strong>HILLSBOROUGH MPO</strong></td>
<td>23.1</td>
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<tr>
<td>Small-Sized MPO</td>
<td>1.6</td>
<td></td>
<td>4.3</td>
<td>6.6</td>
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<tr>
<td>Medium-Sized MPO</td>
<td>4.2</td>
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<td>8.8</td>
<td>12.7</td>
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<tr>
<td>Large MPO</td>
<td>10.2</td>
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<td>28.3</td>
<td>35.9</td>
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#### SHS Daily Truck Miles Traveled in Thousands, 2019

<table>
<thead>
<tr>
<th></th>
<th>Truck Miles Traveled (Thousands)</th>
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<tbody>
<tr>
<td></td>
<td><strong>HILLSBOROUGH MPO</strong></td>
<td>1,647.7</td>
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<tr>
<td>Small-Sized MPO</td>
<td>149.6</td>
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<td>434.2</td>
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<td>Medium-Sized MPO</td>
<td>390.2</td>
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<td>Large MPO</td>
<td>380.0</td>
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<td>1,820.4</td>
<td>3,118.2</td>
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#### Freeway On-Time Arrival, 2019

<table>
<thead>
<tr>
<th></th>
<th>On-Time Arrival</th>
<th>Low</th>
<th>Median</th>
<th>High</th>
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<tbody>
<tr>
<td></td>
<td><strong>HILLSBOROUGH MPO</strong></td>
<td>76%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Small-Sized MPO</td>
<td>88%</td>
<td></td>
<td>97%</td>
<td>99%</td>
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<tr>
<td>Medium-Sized MPO</td>
<td>85%</td>
<td></td>
<td>93%</td>
<td>97%</td>
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<tr>
<td>Large MPO</td>
<td>68%</td>
<td></td>
<td>82%</td>
<td>88%</td>
</tr>
</tbody>
</table>

#### Freeway Planning Time Index, 2019

<table>
<thead>
<tr>
<th></th>
<th>Planning Time Index</th>
<th>Low</th>
<th>Median</th>
<th>High</th>
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<tbody>
<tr>
<td></td>
<td><strong>HILLSBOROUGH MPO</strong></td>
<td>1.98</td>
<td></td>
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<tr>
<td>Small-Sized MPO</td>
<td>1.11</td>
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<td>1.14</td>
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<tr>
<td>Medium-Sized MPO</td>
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<td>1.19</td>
<td>1.45</td>
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<tr>
<td>Large MPO</td>
<td>1.64</td>
<td></td>
<td>1.91</td>
<td>2.63</td>
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</tbody>
</table>

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1. 2019 MPO Population is derived from FDOT Forecasting and Trends Office which provides population estimates each year based on the population study of the Bureau of Economic and Business Research (BEBR) at the University of Florida.
2. Seven Largest MPOs include Broward MPO, Hillsborough MPO, MetroPlan Orlando, Miami-Dade TPO, North Florida TPO, Palm Beach TPA, and Forward Pinellas
The purpose of this email is to give you a heads up of the June 22, 2021 publication of the Notice of Funding Opportunity (NOFO) for the FY 21 Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) program. The NOFO is published in Grants.gov (search using “693JJ321NF00005”) or accessed directly at: https://www.grants.gov/web/grants/view-opportunity.html?oppId=334272. The application due date is August 23, 2021. A webinar covering details of the program and the NOFO is being scheduled and we will follow up with the date and time as well as a link to register for the event. This information will be updated in the Grants.gov listing as well.

As background, section 6004 of the FAST Act created a new section – 503(c)(4) – under title 23 of the United States Code (23 USC 503(c)(4)) to establish the ATCMTD program. The ATCMTD program provides funding to eligible entities to develop model deployment sites for large-scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment. The ATCMTD program is funded at $60 million per year for Fiscal Years 2016 through 2020, for between 5 and 10 awards per year with no more than $12 million to a single grant recipient each fiscal year. This authority was extended by the Continuing Appropriations Act 2021 and Other Extensions Act (P.L. 116-159). Eligible applicants include State or local government or political subdivision thereof, transit agency, MPO (representing populations of more than 200,000), multijurisdictional groups of eligible applicants, and consortium of research or academic institutions.

Please help raise awareness of this opportunity with your many partners.
IF MODERN CARS ARE GETTING SAFER, WHY ARE THEY KILLING MORE OF US?

(WE’RE KILLING OURSELVES.)

42,060 PEOPLE DIED IN MOTOR VEHICLE CRASHES IN THE UNITED STATES IN 2020.

This number is appalling for many reasons. It translates to five roadway deaths every hour of every day. According to the Centers for Disease Control and Prevention, it represents the number-one killer (pre- and post-COVID) of people under 54. And it is fodder in the fantastical pursuit of self-driving vehicles, on which countless billions have been spent, to no great effect.

In our rush to wash these rivers of blood from our roadways with interventionist technology, we’ve overlooked the fact that this carnage has profoundly analog roots—roots that pre-date the microchip, anti-lock brakes, collision avoidance, and Elon Musk.

“Belts, booze, and speed are contributing factors to an overwhelming majority of traffic fatalities in this country,” says Jake Nelson, director of traffic safety advocacy and research for the American Automobile Association (AAA). Add in human distraction—daydreaming, or being lost in our mobile devices, or elaborate-by-design in-car infotainment systems—and we can draw a clear cause to the bulk of these deaths.

If the past year is any indication, these problems are getting worse, even as cars are technologically “safer” with each successive model. 2020 saw an increase of 8 percent in vehicle fatalities over 2019. And this was during a crippling pandemic, when many people stayed home, and miles driven decreased by more than 13 percent, the largest single-year decline in history. For context, the European Union saw a 17-percent reduction in roadway deaths in 2020, part of a 36-percent drop in the past decade.

The U.S. trend goes in the other direction; we’re up 10 percent since 2010. And last year, as measured in fatalities per 100-million vehicle miles
traveled, the U.S. saw a nearly 25 percent jump in the roadway death rate, the largest increase in 96 years of measuring.

“We don’t usually use the word unprecedented,” says Michelle Chaka, division director for data and analytics at the Virginia Tech Transportation Institute (VTTI) in Blacksburg, Virginia. “But if you get the sense that this change was unprecedented, that is correct.”

Chaka cites some background factors for this horrifying spike. Unlike previous economic crises, the pandemic brought historically low gas prices, which incentivized car travel. It resulted in a massive reduction in the use of public transportation, so that people were increasingly commuting in private vehicles. It also encouraged an uptick in bicycling and walking, increasing roadway exposure for these vulnerable groups. It shut down driver licensing centers, allowing untested novices and those with expired licenses onto the road. And, notably, it caused a stark reduction in traffic enforcement, as police avoided contact with motorists and the virus.

Most importantly, the willingness to shelter in place during stay-at-home orders varied, so COVID also incurred a marked expansion among certain populations of what Chaka calls “risky behaviors.” “Older drivers, who are characteristically more safe and more risk-averse, stayed home and minimized travel patterns,” Chaka says. This freed up room on the roadways for drivers (predominantly 18- to 34-year-olds) who, by the very act of venturing out during the pandemic, were risk-takers. And their risks all come back to the three cardinal sins: belts, booze, and speed.

“Before the pandemic, seatbelt use was around 90 percent,” says Chaka. “But if we look at data from the pandemic, there are a couple sources that indicate a decrease in seatbelt use.” Ejections per 100 vehicle crashes, as recorded by national Emergency Medical Services (EMS) statistics, are used by the National Highway Traffic Safety Administration (NHTSA) as a standard for tracking seatbelt use. According to NHTSA’s most recent data, ejection rates increased significantly in the first half of 2020. In a special report on the spike in traffic deaths during the pandemic, the agency states that, “the peak ejection rate in April 2020 was double the ejection rate in April 2019.” Double.

Driving unbelted has a multiplying effect on other behaviors strongly associated with traffic fatalities. According to a NHTSA report, “Drivers who
do not always wear seatbelts are, on average, more impulsive, less averse to risk, and less perceptive of risk.” This means that these drivers are more likely to engage in other perilous actions, like drinking or taking drugs before they get behind the wheel.

Alcohol sales and consumption, and rates of crashes attributed to impaired driving, typically decline during periods of economic uncertainty. According to NHTSA, in the recession of 2008, beer sales declined by 3.5 percent and alcohol-related crashes went down by 10 percent compared to the previous year. That was not the case last year. Alcohol sales in the summer of 2020 increased by 20 percent over 2019. During that same time period, Colorado and Oregon, two states with a long history of legal recreational cannabis sales, saw marijuana tax receipts increase by 38 percent and 45 percent, respectively.

These statistics translated to devastation on our roadways. Driving while under the influence is generally a factor in about one-third of roadway deaths. An ongoing study conducted by NHTSA at five trauma centers around the country showed a shocking increase in the use of mind-altering substances among seriously and fatally injured drivers in 2020. The presence of one active drug at the time of death increased by more than 25 percent compared to the same time period in 2019. The presence of more than one active drug increased by 43 percent. The presence of opioids during the pandemic almost doubled.

Finally, there is velocity. “Speeding tends to be involved in about one-third of all motor vehicle fatalities,” says Chaka. This is no small matter. According to studies cited by NHTSA, increased speed amplifies both the probability of accidents and the severity of injuries. A crash that is survivable at 40 mph can be fatal at 50, as occupants’ heads batter through airbags and ricochet off hard surfaces. NHTSA studies showed that rates of speed in many metropolitan areas increased during the pandemic by an astounding 22 percent.

Inebriated drivers in speeding cars also contribute to the demise of other vulnerable roadway users. According to the Governors Highway Safety Administration, the number of pedestrian deaths increased by a staggering 46 percent from 2010 to 2019. And though they remained about steady, at a hideous 3000, in 2020, this number is based on the aforementioned radical decrease in vehicle miles traveled, meaning that the rate of
pedestrian deaths per 100-million vehicle miles traveled actually increased by 20 percent.

Nelson attributes this marked increase solely to a more active populace. “As the proportion of people walking and biking increases, we would expect to see the rates of them being injured or killed in car crashes go up as well,” he says. “And that’s exactly what we think has happened.” But other analysts have a different perspective.

“The vehicle mix has changed a lot in the past ten years. There’s been this huge growth in SUVs, and sedan sales have really declined,” says Angie Schmitt, who wrote a book, Right of Way, about the soaring rates of pedestrian deaths, and runs a planning and consulting firm called 3MPH, focused on pedestrian safety. “There’s a lot of data that shows that SUVs are far more likely to kill pedestrians when they strike them.” A 2015 NHTSA meta-analysis concluded that pedestrians are two-to-three times more likely to be killed if they’re struck by an SUV than a car.

Schmitt also cites the increased migration to Sun Belt cities that were not constructed with pedestrians in mind, the lack of focus on pedestrians in driver-assistance technology, speed limits that are too high in urban and suburban areas, and urban gentrification and the “suburbanization of poverty,” which leaves many people without cars in areas that require and are dominated by them.

All of this has an unfair impact on already underprivileged populations. According to a Smart Growth America report, Dangerous by Design, “Older adults, people of color, and people walking in low-income communities are disproportionately represented in fatal crashes—even after controlling for differences in population size and walking rates.” From 2010 to 2019, Black Americans were struck and killed by drivers at a rate that was 82 percent higher than White Americans.

Most experts we spoke to herald technology as the solution to all of these problems, citing studies that show that roadway deaths can be significantly reduced by the incorporation of advanced driver-assistance systems (ADAS), like blind-spot monitoring, automatic emergency braking, and lane-departure warning.
But these systems have intrinsic shortcomings. First, many are not standard features; nor are they standardized in their operation, so different manufacturers’ systems work differently under different circumstances, and many are affected adversely by poor weather. Second, consumers who have these features on their cars frequently aren’t educated about them, so they are often not implemented even if they’re available. And third, even if every single car currently produced had a suite of ADAS, the average age of a car on the road is about 12 years.

Moreover, research by AAA and VTTI has shown that drivers who do use these systems often have overconfidence in their capabilities, relinquishing control to them and increasing, not decreasing, their risk. According to NHTSA, distracted driving is already a rising factor in fatal crashes, responsible for 8 percent of such wrecks. A key study from VTTI demonstrated that, when these systems were engaged, drivers showed an 80 percent increase in tasks that required them to take their eyes off the road or their hands off the wheel.

While the COVID-19 crisis exacerbated some of these tendencies, our death bubble is unlikely to burst. “I tend to believe that the trends that we’re seeing can’t be explained away by the pandemic and lockdowns of 2020,” says Nelson. Given the stubborn analog causality of America’s roadway deaths, perhaps our solutions are similarly analog.

Our standard for intoxication, a blood alcohol concentration (BAC) of .08, is 60 to 400 percent higher than nearly every European country, and our enforcement is far more lax. Studies have shown that lowering the BAC limit to .05 would decrease alcohol-related roadway deaths by 10 percent. The use of alcohol-level ignition interlocks, which prevent a car from starting if the driver’s breath reveals them to be intoxicated, could also contribute to diminishing the rate of driving under the influence, as could additional enforcement.

Physical solutions, like rumble strips at the middle and edges of roads, can reduce head-on crashes by up to 64 percent. Separated lanes can decrease run-off collisions between cars and bikes by half, and proper pedestrian crossings can limit interactions between cars and humans. Lower speed limits can also significantly reduce deaths. “Pedestrians struck at 20 mph almost always survive, while those struck at 40 mostly die,” says Schmitt.
So, speed limits matter. [See sidebar “Spain Cracks Down on Speed”.] Other traffic-calming measures, particularly in congested urban and suburban areas, are also needed. Adjusting lane width, sight distance, and other roadway cues can force drivers to slow down, without any additional measures.

But perhaps the largest impact can be made through a simple analog component that has been in every single new car sold in America for nearly 50 years: the three-point seatbelt. Though only 10 percent of Americans don’t wear their belt, unbelted occupants account for an astonishing 47 percent of roadway deaths. Among 25- to 34-year olds who died in crashes, 60 percent were unbelted.

In the early Seventies, a seatbelt interlock law—one that required occupants’ belts to be fastened before a car could be started—fell victim to rushed implementation, consumer complaint, and congressional fiat. [See sidebar “When America Failed to Mandate Seatbelts”.] But back then, belt usage was just for outliers. (Even by the early Eighties, only 14 percent of Americans regularly belted up.) Such a law should be an easy sell now and would be the cheapest, simplest way to significantly curtail roadway deaths. At the very least, making seatbelt use a requirement for all vehicle occupants, and adding it to the books as a primary law, would strongly increase belt-wearing compliance. Yet such laws are far from universal among the states, and they’re spottily enforced.

Perhaps the demographics of those resistant to seatbelts has something to do with our national disinterest in establishing the political will for new laws. According to Nelson, that stubborn 10 percent of non-users is predominantly made up of young males, Blacks and Latinos, and/or motorists driving older model-year vehicles—all categories associated with lower income. In a country founded on a brutal practice of capitalism and White supremacy, one that treats these populations as disposable, is it any wonder that we don’t take action?

Yet, the argument for universal seatbelt use is never described in these terms. Rather, it’s done in a way that reflects adherence to specious foundational American myths. “It really is just people wanting their freedom,” says Chaka. “I don’t really have a good reason other than people wanting to have that choice whether to buckle up or not.”
As learned during the pandemic, if we actually want to fix our problems, we have to move away from tempestuous and fantastical notions of what constitutes “freedom” and toward rational and humane ideas of what constitutes solutions.

SIDEBAR: WHEN AMERICA FAILED TO MANDATE SEATBELTS

In 1973, NHTSA passed a rule mandating that all cars be sold with a piece of equipment called a seatbelt interlock mechanism. This system would prevent a driver from starting a car unless the belt was fastened. It also required a minute-long alarm that would buzz relentlessly if both front-seat occupants weren’t belted in.

The auto industry had long resisted any meaningful advances in safety, and passive restraints—or any technology of the sort—were anathema to it. The industry engaged in a disinformation campaign, and Americans went ballistic, claiming that being reminded and required to wear a seatbelt was tantamount to Stalinism.

However, contemporary studies showed that belt use more than doubled when the systems were implemented—from 28 percent use to 67 percent. And the number of roadway fatalities dropped almost 18 percent in 1974. America was on its way to behavior modification.

Still, the auto industry and other anti-regulatory forces rebelled, insisting that it was Americans’ God-given right to drive unbelted, and die. The intensity of their stirrings caused NHTSA to do away with the interlock and limit the buzzer to a useless four-to-eight seconds.

Unsurprisingly, belt usage plummeted. NHTSA then refocused its energies on passive restraints, like automatic belts and airbags, punting regulation to the states, where it floundered into the scattershot, ad-hoc assemblage of laws we have today.

The auto industry successfully fought airbags for decades; they didn’t become mandatory until 1998. Though studies show that airbags can actually increase the risk of injuries among unbelted occupants, seatbelts are still not universally mandatory in this country.
SIDEBAR: SPAIN CRACKS DOWN ON SPEED

The Spanish government recently made an interesting observation: Following a decades-long campaign to reduce roadway deaths, it had seen an immense diminution—an 80 percent drop in fatalities from 1990 to 2017, according to the International Transport Forum.

But alongside this decrease, Spain had seen an alarming rise in both the number and proportion of these deaths occurring among pedestrians and bicyclists. In 2019, for the first time, more people killed on the country’s roads were outside of cars—walking, biking, e-scootering—than inside of them.

The government took action, and in May 2021, new regulations went into effect. From that point forward, speeds on the majority of Spanish streets were set at 30 km/h (around 19 mph). Roadways with sidewalks at the same level as the street were reduced to 20 km/h (12 mph). Roads with two lanes traveling in each direction can allow speeds of up to 50 km/h (31 mph).

This law doesn’t impact highways, where pedestrian, bicycle, and e-scooter travel is prohibited. But it affects about 60 to 70 percent of the nation’s roads.

It also aligns with Spain’s overarching roadway initiative, the 80-20 Model. This sets a goal of seeing 80 percent of vehicle travel take place on 20 percent of the roadways, and just 20 percent of the vehicles moving around on 80 percent of the country’s roads. The idea being that cars should be used for moving long distances quickly on the highway and then parked, or driven very slowly, in congested areas.