Meeting of the TPO Board  
Wednesday, August 11, 2021, 10:00 am

All voting members are asked to attend in person, in compliance with Florida’s Government in the Sunshine Law. Please RSVP for this meeting. An accurate head-count will allow us to plan facilities. People attending in person are required to wear mask while inside the County Center building consistent with CDC guidance.

All Others:
Audience members, presenters, and any others are asked to participate remotely, to minimize the potential for transmitting illness.

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.

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 & Pledge of Allegiance
II. Roll Call (Gail Reese, TPO staff)
III. Approval of Minutes – June 9, 2021
IV. Special Presentation – Safety and Advocacy Awards (Lisa Silva, TPO Staff)
V. Public Comment - 3 minutes per speaker, please. Staff will unmute you when the chair recognizes you.
VI. Committee Reports (Bill Roberts, CAC Chair & Davida Franklin, TPO Staff)
VII. Consent Agenda
   A. Committee Appointments
   B. Interlocal Agreement with USF for Air Quality Monitoring Project

VIII. Action Items
   A. Federal Quadrennial Certification of TPO (Teresa Parker, Federal Highway Administration)
   B. Nondiscrimination & Equity Plan (Joshua Barber & Dayna Lazarus, TPO Staff)

IX. Status Reports
   A. Gandy PD&E Study Kickoff (Craig Fox, FDOT)

X. Executive Director’s Report

XI. Old Business & New Business

XII. Adjournment

XIII. Addendum
   A. Announcements
      • Notice of Funding Opportunity for FY 21 ATCMTD Grant
      • Press Release: Regional Transportation Leaders Reveal Unified Rebrand as the Sun Coast Transportation Planning Alliance
   B. Project Summaries & Other Status Reports
      • Hillsborough MPO Mobility Profile
   C. Correspondence
      • To Federal Transit Administration re: Support for HART TOD Grant 2
      • Plan Hillsborough and TPO Support for USDA Food Systems Grant
      • To US DOT re: Port Tampa Bay RAISE Grant
      • To FDOT re: Class 2 Noise Wall Policy
      • To FDOT re: 2021/22 – 2025/26 TIP
      • South Selmon PEIR
   D. Articles Related to TPO Work
      • Fatal crashes spike in Tampa Bay in first half of 2021 | ABC Action News | 07.12.21
      • Hillsborough Commissioner Stacy White vows to oppose transit spending | Tampa Bay Times | 06.25.21
      • Septic to sewer to septic? Hillsborough commissioner seeks to discourage sprawl | Tampa Bay Times | 06.23.21
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.

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 llame a la línea de ayuda en español al (813) 272-5940 o (813) 273-3774 ext. 1.

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If a person decides to appeal any decision made by the board, he or she will need a record of the proceedings, and for such purpose may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.
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.
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.
(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/hillsborough-county/transportation_tax-hillsborough-county/67-1f29a0bd-b16d-4053-a17a-aba941e663


• 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

ms
Board & Committee Agenda Item

**Agenda Item:**
Safety and Advocacy Awards

**Presenter:**
Lisa Silva, TPO Staff, with TPO Chair Cohen, LRC Chair Citro, and Paula Flores, TPO consultant

**Summary:**
Today we will briefly announce three awards.

First, each year at the Gulf Coast Safe Streets Summit, the Hillsborough TPO acknowledges the outstanding contributions towards traffic safety of one of our community members, by presenting a “Vision Zero Hero” or “Bob the Builder” award.

Last year’s summit was entirely virtual. At today’s first in-person meeting of the TPO Board since that time, the TPO will physically present an award to last year’s recipient.

The 2021 Summit will be held November 2-4, 2021. Hosted by Forward Pinellas this year, it will include a combination of virtual sessions and in-person mobile workshops. The TPO is seeking nominations for our 2021 award recipient; more information [here](#).

### Hillsborough TPO’s 2020 Gulf Coast Safe Streets Summit (GCSSS) “Bob the Builder” Award

Presented by TPO Chair, Commissioner Harry Cohen

**Recipient:** Robert Campbell, PE, Section Manager, Transportation Engineering, Hillsborough County Public Works Dept.

Robert (Bob) Campbell has humbly been reconstructing roadways in unincorporated Hillsborough County from one end to the other. Several examples are on the High Injury Network – adding raised crosswalks, new sidewalk, RRFBs, and more. He also strongly pushes for street lighting, and roundabouts. In addition to these duties, Bob chairs the FDOT’s Community Traffic Safety Team, where he provides leadership on several topics, including safe routes to school projects.

### 2021 Idelio Valdes Leadership Advocacy Award

Presented by Livable Roads Committee Chair, Councilman Joe Citro

**Recipient:** Arizona Jenkins, Livable Roadways Committee member representing Americans with Disabilities

On July 15, 2021, Tampa City Council recognized Arizona Jenkins’ many achievements as a recipient of the Idelio Valdes Leadership Advocacy Award.
As a longtime member of the LRC and a passionate advocate for persons of all abilities, Mr. Jenkins has guided our TPO to continue to make investments with the needs of all people in mind. Through New Horizons Support Group, he has worked tirelessly to mentor citizens and the youth of our city to be champions of their own cause and independence, including transportation training and self-advocacy training. Arizona’s kindness, generosity of spirit, and inspiring leadership have made our community a better place for all.

2021 International Institute of Transportation Engineers (ITE) Transportation Achievement Award in Planning

Presented by: Paula Flores, GPI, TPO Consultant

Recipient: Hillsborough TPO

Ms. Flores, project manager of the TPO’s Speed Management Action Plan, is pleased to announce that the Hillsborough TPO has been selected to receive an international award for the Speed Management Action Plan. The ITE Transportation Achievement Awards recognize excellence in the advancement of transportation to meet human needs, by entities concerned with transportation, such as governmental agencies, legislative bodies, consulting firms, industry, and other organizations. This is the 4th award presented for this TPO Vision Zero project.

As a recipient of this award, the TPO was honored during ITE’s biggest event of the year—the Annual Meeting & Exhibition in July 2021 – and will soon be highlighted in the ITE Journal.

**Recommended Action:**
For information only

**Prepared By:**
Lisa K. Silva, AICP, PLA, TPO Staff

**Attachments:**
VZ Bob the Builder Award – Campbell
2021 Idelio Valdes Leadership Award
Nominations are now being accepted for the 2020 Gulf Coast Safe Streets Summit Bob the Builder and Vision Zero Hero Awards!

We want to recognize community leaders, from the elected official to the local activist, who have gone above and beyond in their commitment to improving driving, bicycling, and walking safety – whether in redesigning a roadway or educating those around them, we want to celebrate their great work!

1. Information about the person you are nominating

Robert L. Campbell, P.E.
Section Manager, Transportation Engineering
Technical Services Division
Engineering and Operations Department
P: (813) 272-5170
M: (813) 235-5980
E: campbellr@HCFLGov.net
W: HCFLGov.net

2. Please tell us for which award and how your nominee meets the award criteria:

Bob the Builder - AWARD CRITERIA
• Reconstructed a high crash roadway with complete street features
• Installed bike racks, transit shelters, benches, shade
• Prioritized safety, speed mgmt, signal coordination, leading ped intervals

Vision Zero Hero – AWARD CRITERIA
• Spearheaded a community safety awareness event
• Provided time, expertise, and engaged the community in safety education
• Advanced Vision Zero movement through personal and/or professional actions

Bob the Builder
- Award
- Criteria
- Reconstructed a high crash roadway with complete street features
- Installed bike racks, transit shelters, benches, shade
- Prioritized safety, speed mgmt, signal coordination, leading ped intervals

3. Please tell us about yourself

Gena Torres, Executive Planner
torresg@plancom.org
813.273.3774 x357
planhillsborough.org
Bob Campbell, P.E.

Hillsborough "Bob the Builder" Award
Section Manager, Transportation Engineering
Hillsborough County Public Works

- Active stakeholder in the development of the Vision Zero Action Plan
- Oversaw the installation of:
  - 100% of intersection lighting improvements and LP posts
  - Over 50 enhanced pedestrian crossings
  - Numerous Complete Streets redesigns
  - Safe Routes to Schools, RRFBs, marked crossings
  - Upcoming designs for several roundabout projects
- Serves as Chair of FDOT's Community Traffic Safety Team
Tampa City Council

Commendation

Presented to

Arizona Jenkins

The Tampa City Council wishes to recognize and commend your many achievements as a recipient of the Edello Valdes Leadership Advocacy Award.

As a passionate advocate for citizens of all abilities, you’ve guided our transportation authority to continue to make investments in serving all the citizens of Tampa. Through New Horizons Support Group, you have worked tirelessly to mentor citizens and the youth of our city to be champions of their own cause and independence. The skills New Horizons empowers its members with, free public transportation training, social gatherings, and self-advocacy training. Your kindness, generosity of spirit, and leadership that has inspired countless citizens have made the City of Tampa a better place for all its citizens.

[Signatures]

CITY OF TAMPA FLORIDA
ORGANIZED JULY 15, 1849
Committee Reports

Meetings of the Citizens Advisory Committee (CAC) July 14 and August 4

On July 14th, the CAC met virtually and heard status reports on:

- USF Green ARTery Trail Study: CAC members asked about speed reduction along state roads, need for safe crossings, especially the need for the Green ARTery getting across the Hillsborough River safely.
- I-275 Boulevard Study: members expressed interest in reviving this study.
- Non-Discrimination Plan Public Involvement Findings: members expressed appreciation for the depth of this research and are looking forward to the final product.
- Transportation Demand Management: members heard a brief overview and asked for an in-depth presentation at a future meeting.

On August 4th, the CAC approved one action item:

- Non-Discrimination & Equity Plan

The CAC heard status reports on:

- Gandy PD&E Study Kickoff
- Heights Mobility Study Next Steps
- Eminent Domain & Relocation Process
- Storm Evacuation Forecast & Shelter In-Place Scenarios Study

Meeting of the Technical Advisory Committee (TAC) on August 2

The TAC approved one action item:

- Non-Discrimination & Equity Plan

One member of the public, Rob Nelson, spoke during public comment in support of the Non-Discrimination Plan and in particular, Ms. Lazarus’ efforts at outreach.

- TAC members praised the work that went into developing the Plan and noted the many benefits of hearing the history of discrimination and being able to apply lessons learned in their own profession. One suggestion was to provide any future surveys in Spanish.

The TAC heard status reports on:

- Heights Mobility Study Next Steps - The presentation was well received. Members appreciated the cross-collaboration between HART, the City of Tampa, and FDOT. Two questions were posed:
  - On Florida Avenue south of Hillsborough Avenue the road has a slight curve near the bakery, which serves to slow traffic - would the curve be maintained?
  - Would this project be eligible for funding under the new infrastructure bill?
- Storm Evacuation Forecast & Shelter In-Place Scenarios Study
**Meeting of the Transportation Disadvantaged Coordinating Board (TDCB) on June 25**

Under Action Items, the TDCB approved:
- Minor Update of the TD Service Plan
- Annual Bylaws Review
- Memorandum of Agreement between the FL Commission for the TD and the CTC

Under Status Reports, the TDCB heard:
- County School Routes Program Development Process and SRTS Projects
- Non-Discrimination Plan Public Involvement Findings

**Meeting of the Livable Roadways Committee (LRC) on June 16**

Meeting virtually, the LRC heard status reports on:
- Gandy PD&E Study Kick Off
- Branch Forbes Road and SR 56 ETDM Review
- FDOT I-275/Downtown Interchange Aesthetics Package
- Non-Discrimination Plan Public Involvement Findings

**Bicycle Pedestrian Advisory Committee (BPAC) on June 16 and July 14**

Meeting virtually, the BPAC heard status reports on:
- Gandy PD&E Study Kick Off
- FDOT I-275/Downtown Interchange Aesthetics Package
- Non-Discrimination Plan Public Involvement Findings
- Discussion on list of roads planned to be resurfaced
- Ideas for future presentations and discussion topics

**Meeting of the Intelligent Transportation System (ITS) Committee on July 8**

Meeting virtually, the ITS Committee heard status reports on:
- In-Road Safety Lights
- Smart Cities Master Plan Update
- Florida Avenue ITS Project
- 2021 Title VI and Non-Discrimination Plan
Board & Committee Agenda Item

Agenda Item
Committee Appointments

Presenter
None – Consent Agenda

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 has been nominated to serve on the CAC:

- Joshua Frank, by Hillsborough County School Board

The Intelligent Transportation Systems (ITS) Committee is responsible for assisting in the development of Intelligent Transportation System planning work programs, as well as reviewing ITS related studies, reports, plans, projects.

The following has been nominated to serve on the ITS Committee:

- Margaret Kubilins, by City of Tampa

Recommended Action
That the TPO confirm the above nominations

Prepared By
Cheryl Wilkening

Attachments
None
Agenda Item: 
Interlocal Agreement with USF for Air Quality Monitoring Project

Presenter: 
None – Consent Agenda

Summary: 
In the spring, the TPO was briefed by the Hillsborough County Environmental Protection Commission (EPC) staff and the USF College of Public Health about an opportunity to improve local air quality monitoring with new low-cost monitoring devices which can be placed with community groups, building a grassroots monitoring network over time.

The TPO agreed to include this project in its Unified Planning Work Program for this year. The attached agreement implements that decision.

As further background – Traffic-related air pollution is an important community health problem, leading to excess mortality, increased health costs, and loss of work productivity. Furthermore, evidence from around the U.S. indicates that socioeconomically disadvantaged people are disproportionately affected by traffic-related air pollution. Studies of Hillsborough County show that African Americans and households living in poverty bear the burden of high exposures. Transportation planning provides opportunities to reduce traffic-related air pollution and inequities.

Through this interlocal agreement the TPO will engage the University of South Florida to obtain data and knowledge that can inform expanded use of low-cost air quality sensors in decision making by the TPO and the local community. This project will be led Dr. Amy Stuart in collaboration with the Hillsborough County Environmental Protection Commission (EPC) and a project management team represented by USF, TPO, EPC, and FHWA.

Recommended Action: 
Approve Interlocal Agreement with USF

Prepared By: 
Allison Yeh, AICP, LEED GA

Attachments: 
USF-TPO Interlocal Agreement Package
RESEARCH AGREEMENT BETWEEN
SPONSOR NAME
AND
UNIVERSITY OF SOUTH FLORIDA

THIS RESEARCH AGREEMENT (“Agreement”) is entered into as of the date of last signature by Hillsborough Transportation Planning Organization, (“Sponsor”), and The University of South Florida Board of Trustees, a public body corporate, for the University of South Florida, (“University”), in support of the project entitled “Low-cost monitoring to reduce traffic-related air pollution exposures and inequality.” In consideration of their mutual promises and obligations, the parties agree as follows:

I. PERIOD OF PERFORMANCE: The period of performance under this Agreement begins September 1, 2021 and ends August 31, 2022. This period may be modified by mutual written agreement of the parties.

II. WORK PLAN / PROJECT ADMINISTRATION: The University will perform the project activities described in the appended Attachment 1, Scope of Work, in compliance with all applicable laws, regulations, and University policies. Amy Stuart, PhD (“University Project Director”) will direct the project for the University.

The representatives of the parties are:

For University:

University Project Director: Amy Stuart, PhD
Professor
University of South Florida
College of Public Health
13201 Bruce B. Downs Blvd, MDC 056
Tampa, FL 33612-3805
813-974-6632
als@usf.edu

Administrative contact:

Silvia Alvarez
Sponsored Research Administrator
University of South Florida
Division of Sponsored Research
4019 E. Fowler Avenue, Suite 100
Tampa, FL 33617
813-974-1089
Rsch-awards@usf.edu

For Sponsor:

Elizabeth Alden
TPO Executive Director
Transportation Planning Organization
601 E. Kennedy Blvd, 18th Floor

00184781.DOC
III. COMPENSATION: Sponsor will compensate the University on a Fixed Price basis in an amount not to exceed $50,000 for its conduct of the project. The budget is appended as Attachment 2. To receive payment, University will submit invoices signed by an authorized official of the University to Sponsor’s Project Director, quarterly, in the amount of $12,500. Sponsor will remit payment to “University of South Florida” within 30 days after receipt of each invoice to:

University of South Florida
Attention: Research Projects Receivables
P.O. Box 864568
Orlando, FL 32886-4568

University may retain any unobligated balances remaining at the end of the period of performance.

IV. INDEPENDENT CONTRACTOR/LIABILITY: The relationship of the parties is that of mutually independent contractors. Neither party nor any of its officers, agents, and employees becomes by virtue of this Agreement an officer, agent, or employee of the other party. Each party assumes the risk of all liability arising from its respective activities under this Agreement and from the acts or omissions of its own officers, agents, and employees. University’s liability is as described in section 768.28, Florida Statutes.

V. TERMINATION: The parties may mutually terminate this Agreement at any time by written agreement. Either party may terminate this Agreement with or without cause upon no less than 30 days’ prior written notice to the other party’s administrative contact. Notice must be sent by certified mail, return receipt requested, or delivered in person with proof of delivery. In the event of termination, only the percent of satisfactory progress actually achieved to the date of termination plus any non-cancellable obligations will be due and payable to the University.

If the University Project Director becomes unable or unwilling to continue project activities under this Agreement and a mutually acceptable substitute is not available, SPONSOR has the option to terminate this Agreement.

VI. PUBLICITY: Neither party may use the name of the other party or its employees in any publicity, advertising, or news release without the prior written approval of an authorized representative of that party. Under the provisions of Florida Statute 1004.22, the University is required to make available upon request the title and description of a research project, the name of the researcher, and the amount and source of funding provided for the project.
VII. CONFIDENTIALITY: In the course of performing work under this Agreement, it may be necessary for either party to disclose to the other certain confidential/proprietary information or data. All such confidential information will be clearly marked or identified as confidential at the time of disclosure; if given orally, it will be reduced to writing, marked as confidential, and provided within 30 days.

Each party agrees to hold the other’s confidential information in confidence from date of disclosure until three years from the date it is either returned to the disclosing party or destroyed, at the option and request of the disclosing party. The parties will take reasonable precautions to avoid disclosure, publication, or dissemination of confidential information and will use confidential information only in connection with the project.

No obligation of confidentiality applies to any information that was already in the receiving party’s possession prior to its receipt from the disclosing party; is or becomes publicly known or available through no breach of this Agreement by the receiving party; is acquired by the receiving party from a third party without notice or restrictions of confidentiality; is independently developed by or for the receiving party’s personnel to whom the providing party’s confidential information had not been disclosed; or is required to be disclosed by law or governmental regulation, in which case both parties will work together in order to comply with such requirement.

VIII. PUBLICATION: Sponsor recognizes that under University policy the results of the project must be publishable and agrees that the University Project Director or University employees engaged in the project are permitted to present at symposia and professional meetings and to publish in journals, theses or dissertations, or otherwise of their own choosing, the data, methods, and results of the project.

IX. INTELLECTUAL PROPERTY: The University Project Director will promptly disclose all intellectual property (“IP”) generated during the course of this Agreement to University’s Technology Transfer Office (“TTO”) in accordance with USF Policy 0-300 on Inventions and Works, and the TTO will promptly disclose the IP to Sponsor.

University owns all IP conceived or made by the University Project Director or any other University employee. Sponsor owns all IP conceived or made by employees of Sponsor. University and Sponsor jointly own IP conceived or made by employees of University and Sponsor.

Any background IP and technologies of Sponsor, the University, the University Project Director, or any other University employee existing prior to the execution of this Agreement are their own separate property, respectively, and are not affected by this Agreement. Neither party acquires any claims to or rights in any background IP or technologies of the other by virtue of this Agreement.

X. GOVERNING LAW: Florida law, without reference to choice of law rules, governs the enforcement, interpretation, and construction of this Agreement.

XI. DELEGATION OF AUTHORITY: This Agreement is valid and enforceable only upon signature by persons authorized to bind Sponsor and by all persons required by Florida law or University policy in order to bind the University.
XII. PROTECTION OF HUMAN SUBJECTS: The University bears full responsibility for the proper and safe performance of research involving the use of human subjects under this Agreement. If human subjects are used, their rights and welfare will be protected under 45 CFR Part 46, "Protection of Human Subjects," and the University will send a copy of current IRB approval to Sponsor.

Signature page follows
The parties indicate their acceptance of the terms of this Research Agreement, which includes Attachments 1 and 2, by the signatures below of their authorized officials.

### The University of South Florida Board of Trustees

**Reviewed by:**

Amy L Stuart, PhD  
University Project Director

**SIGNED BY:**

Eric M. Kern, MBA  
Director, Sponsored Research  
University of South Florida

Date: ____________________________

### Transportation Planning Organization

Tampa, FL 33602

**By:** ____________________________

Signature of authorized official  
Elizabeth Alden  
Executive Director

Date: ____________________________
ATTACHMENT 1

SCOPE OF WORK

ATTACHMENT 2

BUDGET NARRATIVE
Scope of Work

**Title: Low-cost monitoring to reduce traffic-related air pollution exposures and inequality**

**Overview:**
Traffic-related air pollution is an important community health problem, leading to excess mortality, increased health costs, and loss of work productivity. Furthermore, evidence from around the U.S. indicates that socioeconomically disadvantaged peoples are disproportionately affected by traffic-related air pollution. Studies of Hillsborough County show that African Americans and households living in poverty bear the burden of high exposures. Transportation planning provides opportunities to reduce traffic-related air pollution and resulting inequities. To enable planning approaches that improve air quality in communities near roadways, better ongoing data are needed on exposures in these communities. Although the current network of regulatory air quality monitoring sites provides high-quality ambient pollution data, it is too sparse (with only one near-road monitoring site) to provide the local-scale neighborhood exposure levels that are needed to improve the equity outcomes of transportation decision making. Emerging low-cost sensors show promise for providing real-time spatially-resolved information on air pollutant levels in communities. Indeed, due to the very low cost of some of these new technologies (less than $300), many individuals and communities have begun using them on their own. However, there remain many obstacles to the routine use of low-cost devices for short- and long-term decision making about community design, transportation system projects, and personal choices.

Through this project, we expect to obtain data and knowledge that can inform expanded use of low-cost sensors in decision making by the TPO and the local community that can reduce air pollution exposures broadly, decrease inequity in exposures, and build trust between affected communities and the government organizations who coordinate the design and implementation of transportation plans and projects.

**Methodology:**
Through this work, we propose to implement a pilot low-cost sensing project in the county. The objectives of the project are:

1. to determine ambient levels of traffic-related air pollution in a historically-disadvantaged neighborhood near I-275 for which our previous modeling analyses show disproportionate exposures,
2. to inform methods for the integration of low-cost sensing data, including its uncertainties, into community and TPO decision-making processes,
3. to inform best practices for building government-university-community partnerships for sharing air quality sensor data and expertise.

The project will involve the establishment of a pilot monitoring site using low-cost sensing equipment to measure levels of a few traffic-related pollutants (fine particles, nitrogen dioxide, and possibly benzene) and related meteorological parameters.

The site location will be targeted for a neighborhood near I-275 where previous modeling analyses show disproportionate exposures. It will be selected in collaboration with the TPO and the local neighborhood association and will be freely accessible to community members, such as on the grounds of an urban park or public building. It will be integrated with informational signage for visitors and a mechanism for public display or access to the data, modeled after the Village Green Project sites.

To inform knowledge on the quality of the sensor data, equivalent equipment will be placed next to an existing regulatory monitor for each pollutant. At each site, triplicate sensors will be used to provide quality assurance data.
Scope of Work

Mobile devices will also be used to gather real-time data on air quality at other strategic points of traffic congestion and in communities of concern under varying conditions.

Finally, we will collaborate in the TPO-led community outreach efforts, including the study and integration of data from other low-cost monitoring devices hosted by individuals in the community.

Outputs:
Outputs will include diagnostic data on levels of traffic-related air pollution in locations that are currently not monitored by the existing county air quality monitoring network, including in a community of concern. We will also have extensive data on the accuracy, reliability, and ease-of-use of several available low-cost devices for stationary and mobile monitoring of air pollution. Finally, we expect to have built a broad collaboration and trust between the university, multiple governmental organization, and affected communities. These will facilitate the development of an integrated network of low-cost monitoring devices throughout the county, as well as help to inform decision making by the TPO, EPC, and the local community to reduce air pollution exposures and inequality in exposures.

Project management:
This project will be performed by a USF team led by Professor A. Stuart, in collaboration with the Hillsborough County Environmental Protection Commission (EPC), which has agreed to provide access to its monitoring sites, siting expertise, and real-time data from its monitors. A project management team will meet approximately monthly throughout the project and include representatives of USF, TPO, EPC, and FHWA, which is separately providing funds for the new monitoring equipment.

Deliverables:
Deliverables are listed and described below:

1) Regular presentations for the project management team on progress, data, and findings. This will occur on an approximately monthly basis as part of the regular project team meetings.

2) Approximately 5 presentations (~ 20 minutes each) on the project, including for community outreach events and meetings of the TPO and its CAC and TAC subcommittees. These presentations will occur in alignment with the separate TPO outreach plan.

3) A final written report on the findings of the project, including maps, visualizations, and tables of data derived from the air quality sensors. A draft written report will be provided to the TPO within 60 days of the end of the project period; the final report will be completed and submitted with 30 days of receiving feedback on the draft.

Timeframe:
This will be a 1-year project, anticipated to begin Sept. 1, 2021 and end Aug. 31, 2022. The timeline of primary activities occurring during each month of the project period is provided in the table below. Collaboration on community outreach, led by TPO staff, will also occur throughout the project. The time schedule of the project deliverables is listed above.

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Scope of Work

References
**Budget Narrative**

**Personnel:**

Prof. Amy Stuart, PhD (Principal Investigator): Dr. Stuart will dedicate 10% effort (4 hours per week) during the 1-year project period to direct and oversee the activities on the project. She will also be the primary point of contact with the TPO and EPC. Finally, she will contribute to data collection, analysis, writing, and revising for dissemination products (presentations, reports, journal manuscripts), and will be the primary speaker for the community outreach presentation deliverables. Costs include prorated salary, fringe benefits, health insurance, and life insurance.

TBN, Graduate Research Assistant (GRA): The GRA will dedicate 25% effort (10 hours per week) during the project period. S/he will be the primary worker on project tasks and will coordinate the project under the supervision of Dr. Stuart. Funds requested are based on the current salary rate for a doctoral-level student assistant with prorated fringe benefits, health insurance, and life insurance. In addition, the University of South Florida will commit $5,172 of in-kind support of the GRA. This is calculated based on $431 per credit hour for 24 credits per year x 0.5, for a 10 hour per week appointment (or half of a full GRA appointment) for 1 year on the project.

**Other Costs:**

No other costs are budgeted here. Funds for the purchase of monitoring equipment, ancillary supplies, and outreach signage costs will be provided separately.

**Total Direct Costs:** $40,000  
**Indirect Rate (25%)**: $10,000  
**Total Budget Request**: $50,000
Board & Committee Agenda Item

Agenda Item
Federal Quadrennial Certification of TPO

Presenter
Teresa Parker, Federal Highway Administration

Summary
The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must certify the transportation planning processes of Transportation Management Areas (TMAs) on a quadrennial basis. Together, the Metropolitan Planning Organizations of Hillsborough, Pasco and Pinellas Counties constitute the Tampa Bay TMA, which is defined as an urbanized area with a population greater than 200,000.

A joint FHWA/FTA Federal Review Team conducted a review of the Hillsborough MPO in January of this year and the findings were made available in June.

In reviewing our planning documents and processes, the Federal Review Team recognized seven noteworthy practices pertaining to performance measures, transit studies, outreach & public participation, and the It's Time Hillsborough:2045 Plan. One recommendation was offered to enhance transparency of the Cost Feasible Plan by identifying state/federal revenue sources. No corrective actions were noted.

Based on the overall findings, the FHWA and FTA have certified that the transportation planning process of the Tampa Bay TMA substantially meets the federal planning requirements in 23 CFR 450 Subpart C. The certification will remain in effect until the next quadrennial review in 2025.

Recommended Action
Accept the 2021 Certification Report and authorize TPO staff to address any recommendations to improve our planning work.

Prepared By
Johnny Wong, PhD, TPO Staff

Attachments
2021 Certification Report (Draft)
Presentation slides
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Executive Summary

Federal Law requires the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to jointly certify the transportation planning processes of Transportation Management Areas (TMAs) at least every four years (a TMA is an urbanized area, as defined by the US Census, with a population over 200,000). A certification review generally consists of four primary activities: a site visit, a review of planning documents (in advance of the site visit), the development and issuance of a FHWA/FTA certification report and a certification review closeout presentation to the Metropolitan Planning Organization (MPO) governing board.

As a part of the TMA certification review process, FHWA and FTA utilize a risk-based approach containing various factors to determine which topic areas required additional evaluation during the certification review. The certification review process is only one of several methods used to assess the quality of a regional metropolitan transportation planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. This certification review was conducted to highlight best practices, identify opportunities for improvements, and ensure compliance with regulatory requirements.

The Federal Review Team conducted site visit reviews for each of the MPOs in the Tampa Bay Transportation Management Area (TMA). The Hillsborough Metropolitan Planning Organization (MPO) is one of the three MPOs responsible for transportation planning for the Tampa Bay. The Federal Review Team conducted the site visit for the Hillsborough MPO on January 28, 2021. The last certification review was completed in 2017. The Federal Review Team recognizes seven noteworthy practices, identifies no corrective actions, and one recommendation the MPO should consider for improving their planning processes. More information related to these findings can be found in the Findings/Conclusions section of this report.

Based on the overall findings of the certification review, the FHWA and FTA jointly certify that the transportation planning process of the Tampa Bay TMA, which is comprised in part by the Hillsborough MPO, substantially meets the federal planning requirements in 23 CFR 450 Subpart C. This certification will remain in effect until June 2025.
Table of Contents
Hillsborough MPO

Section I. Overview of the Certification Process .......................................................... 2
Section II. Boundaries and Organization (23CFR 450.310, 312, 314) ......................... 3
  A. Description of Planning Area .............................................................................. 3
  B. Metropolitan Planning Organization Structure .................................................... 6
  C. Agreements ......................................................................................................... 6
Section III. Transportation Performance Planning (23 CFR 450.306(a), 306(d), 314(h),
              324(f), 326(c), 326(d)) .................................................................................. 7
Section IV. Scope of the Planning Process (23 CFR 450.306) ..................................... 8
  A. Transportation Planning Factors ....................................................................... 8
  B. Air Quality .......................................................................................................... 8
  C. Bicycle and Pedestrian Planning Activities ......................................................... 8
  D. Transit .................................................................................................................. 8
  E. Intelligent Transportation Systems (ITS) ............................................................. 9
  F. Freight Planning .................................................................................................. 9
  G. Security Considerations in the Planning Process ................................................. 9
  H. Safety Considerations in the Planning Process ................................................... 9
Section V. Unified Planning Work Program (23 CFR 450.308) .................................... 9
Section VI. Interested Parties (23 CFR 450.316) .......................................................... 10
  A. Outreach and Public Participation ..................................................................... 11
  B. Tribal Coordination ............................................................................................ 11
  C. Title VI and Related Requirements ................................................................... 11
Section VII. Linking Planning and NEPA (23 CFR 450.318, 320, 324(f)(10), 324(g)) .... 11
Section VIII. Congestion Management Process (CMP) (23 CFR 450.322) ................ 11
Section IX. Long Range Transportation Plan (23 CFR 450.324) ................................. 11
  A. Scope of LRTP ................................................................................................... 11
  B. Travel Demand Modeling/Data ......................................................................... 12
  C. Financial Plan/Fiscal Constraint ....................................................................... 12
Section X. Transportation Improvement Program (TIP) (23 CFR 450.326, 328, 330,
            332, 334) ..................................................................................................... 12
Section XI. Findings/Conclusions .................................................................................. 12
  A. Noteworthy Practices .......................................................................................... 13
  B. Corrective Actions .............................................................................................. 14
  C. Recommendations ............................................................................................. 15
  D. Training/Technical Assistance ......................................................................... 15
  E. Conclusion ......................................................................................................... 15

Appendices
Appendix A. Summary of Risk Assessment ................................................................. 16
Appendix B. Site Visit Participants ............................................................................. 17
Appendix C. TMA Certification Site Visit Agenda ....................................................... 18
Appendix D. Public Engagement Notice .................................................................... 20
Appendix E. Summary of Public Feedback ................................................................. 23
Appendix F. Status of Previous Certification Findings ................................................. 25
Appendix G. Acronym List .......................................................................................... 28
Section I. Overview of the Certification Process

Under provisions of 23 CFR 450.336(b) and 49 CFR 613.100, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly certify the planning process of Transportation Management Areas (TMAs) “not less often than once every four years.” This four-year cycle runs from the date of issuance of the previous joint certification report.

The primary purpose of a certification review is to formalize the continuing oversight and evaluation of the planning process. The FHWA and the FTA work cooperatively with the TMA planning staff on a regular basis. By reviewing and approving planning products, providing technical assistance, and promoting best practices, the formal assessment involved in a certification review provides an external view of the TMA’s transportation planning process.

A certification review generally consists of four primary activities. These activities include: 1) a “desk audit” which is a review of the TMA’s planning documents (e.g. Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP); 2) a “site visit” with staff from the TMA’s various transportation planning partners (e.g. the Metropolitan Planning Organization (MPO), Florida Department of Transportation (FDOT), local/regional transit service provider, and other participating State/local agencies), including opportunities for local elected officials and the general public to provide comments on the TMA planning process; 3) a Certification Report, which the Federal Review Team prepares, to document the results of the review process; and, 4) a formal presentation of the review findings at a future Hillsborough MPO Board Policy meeting.

Certification of the planning process is a prerequisite to the approval of Federal funding for transportation projects in metropolitan areas. The certification review also helps ensure that the major issues facing a metropolitan area are being addressed. The review process is individually tailored to focus on topics of significance in each metropolitan planning area. Since 2018, to initiate the TMA certification review process, the Federal Review Team has utilized a risk-based approach containing various factors to determine which topic areas required additional evaluation during the certification review. Appendix A summarizes the risk evaluation, and the report notes in the relevant sections which topic areas were not selected for review due to existing stewardship and oversight practices after considering the risk factors.

The review for the Hillsborough MPO was held on January 21, 2021. During this site visit, the Federal Review Team met with the staff of the Hillsborough MPO, FDOT, Hillsborough Area Regional Transit Authority (HART), committee representatives, other partnering agencies, and the public. See Appendix B for a list of review team members and site visit participants, and Appendix C for the TMA Certification Meeting Agenda.
Public feedback and engagement on the MPO’s planning process was obtained through Twitter, Facebook, Video, Social Media Flyer, the MPO Website, and email following the initial announcement of the Certification Review on January 21, 2021. For those that did not want to post publicly, contact information for the Federal Review Team was provided. Members of the public were given 30 days from the site visit date to mail, fax or email their comments and/or request a copy of the certification review report. No Comments were received by FHWA and FTA during the 30-day comment period.

A copy of the public engagement notices can be found in Appendix D. Screenshots of public input, minutes from the public meeting, including a listing of commenters and a summary of the public comments is provided in Appendix E.

A summary of the 2017 recommendations and their status can be found in Appendix F.

An explanation of planning acronyms can be found in Appendix G.

Section II. Boundaries and Organization (23CFR 450.310, 312, 314)

A. Description of Planning Area

Observations: The Hillsborough MPO is located along the east coast of Tampa Bay. The Hillsborough MPO planning area boundary includes the cities of cities of Tampa, Temple Terrace, and Plant City, as well as the entire Hillsborough County area, which is a census defined urbanized area. The MPO is bounded by Tampa Bay and Pinellas County on the west, Manatee County on the south, Polk County on the east, and Pasco County on the north. The Hillsborough MPO planning boundary is visually depicted in
The Demographics from the American Community Survey (ACS) for the five-year period of 2015-2019 shows significant growth in the unincorporated area, as well as in the City of Tampa. The cities of Temple Terrace and Plant City in the northeast portion of the county have also had some growth. Racial population percentages have not changed in recent years for the area, though the MPO is looking closer at racial migration in the region. Ethnicity has changed as there are higher numbers of Hispanics, particularly in Town ‘N’ Country and Plant City since the last MPO certification.
B. Metropolitan Planning Organization Structure

Observations: The Hillsborough MPO Board is comprised of sixteen voting members, including elected officials appointed from each of the following local governments and representatives from the transportation authorities noted below. Voting members include the City of Tampa (three members), Hillsborough County Commission (five members), Plant City (one member), City of Temple Terrace (one member), the Hillsborough Area Regional Transit (HART) Authority (one member), Hillsborough County Aviation Authority (HCAA) (one member), Tampa-Hillsborough Expressway Authority (one member), the Tampa Port Authority (now referred to as Port Tampa Bay - one member), the Hillsborough City-County Planning Commission (one member) and Hillsborough County School Board (one member). The voting structure of the MPO is one vote per member. Membership from the local governments is based on the proportion of the total population that resides within each jurisdiction.

The overall MPO organization/structure has not changed since the last certification review. The Executive Director of the MPO is appointed by the MPO Board. The MPO staff provides day-to-day transportation planning expertise to the MPO and executes the direction of the MPO Board and its advisory committees. The Hillsborough MPO has several standing committees including: The Citizen’s Advisory Committee (CAC), Bicycle Pedestrian Advisory Committee (BPAC), Technical Advisory Committee (TAC), Policy Committee, Livable Roadways Committee (LRC), Intelligent Transportation Systems (ITS) Committee, and the Transportation Disadvantaged Coordinating Board (TDCB).

Finding: The MPO’s boundaries and organization substantially satisfy the federal requirements as outlined in 23 CFR 450.310 and 312.

C. Agreements

Current Agreement(s)/Date(s) Adopted:
By-Laws of the Hillsborough MPO, 02/5/2019
MPO Staff Services Agreement, 10/12/2014
Intergovernmental Coordination and Public Transportation Coordination Joint Participation Agreement, 02/15/2015
Florida TPM Consensus Planning Agreement, 06/30/2020
Federal Transit Administration Public Transportation Grant Agreement, 02/03/2020
Fifth Amended and Restated Interlocal Agreement for Regional Transportation and Coordination West Central Florida, 02/11/2020
Hillsborough Board of County Commissioners Agreement, 01/08/2018

Observations: All Agreements are up-to-date.

Finding: The MPO’s agreements substantially satisfy the federal requirements as outlined in 23 CFR 450.314.
Section III. Transportation Performance Planning (23 CFR 450.306(a), 306(d), 314(h), 324(f), 326(c), 326(d))


The MPO has written provisions for cooperatively developing and sharing information related to transportation performance data, selection of performance targets, reporting of targets, reporting of performance to be used in tracking progress toward attainment of critical outcomes and reporting of data. These were documented in the State of the System Report approved by the MPO Board (April 2, 2019) and through the Transportation Performance Measures Consensus Planning Document with FDOT and Hillsborough Area Regional Transit (HART) Authority. The Consensus Planning Document is adopted annually as part of the current approved MPO TIP (see Appendix C of June 30, 2020 TIP).

In the development of the LRTP, the MPO included a description of the performance measures and targets to assess the transportation system performance. They integrated the FDOT Highway Safety Improvement Programs, Strategic Highway Safety Plan, Asset Management Plan and Freight Plan. They also included a system performance report and evaluated the condition and performance of the transportation system with respect to the federally required performance targets, including progress achieved by the MPO in meeting the performance targets in comparison with system performance recorded in previous reports and baseline data.

In the development of the TIP, the MPO designed their TIP to make progress toward achieving the targets and described how they linked their project selections and investments to anticipate target achievement. Specifically, the MPO safety improvements included adding turn lanes, crosswalks improvement, active rerouting, active traffic management, pedestrian safety improvements, Sulphur Springs K-8 safe routes to school’s enhancements, Ola Avenue bicycle safety improvements, and other emergent safety technologies. In subsequent TIPs, the MPO will explain how the program of projects from the prior TIP achieved results. Also, the MPO created a 20/21 TIP System Performance Report.
Noteworthy Practice: The Federal Review Team recognizes one noteworthy practice regarding Transportation Performance Measures. For more details about this noteworthy practice, please see Section XI.

Finding: The MPO’s transportation performance planning activities substantially satisfy the federal requirements as outlined in 23 CFR 450.306, 314, 324, and 326.

Section IV. Scope of the Planning Process (23 CFR 450.306)

A. Transportation Planning Factors
Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO’s planning process substantially satisfies the federal requirements as outlined in 23 CFR 450.306(b).

B. Air Quality
Finding: The Hillsborough MPO is currently designated as an attainment area for all National Ambient Air Quality Standards (NAAQS).

C. Bicycle and Pedestrian Planning Activities
Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO’s bicycle and pedestrian planning activities substantially satisfies the federal requirements as outlined in 23 CFR 450.306(b), 324(f), and 326.

D. Transit
Observations: Transit service in the Hillsborough MPO is provided by Hillsborough Area Regional Transit Authority (HART). The Hillsborough Area Regional Transit Authority is organized in the following manner:

HART has been providing transit service to Hillsborough County for nearly 40 years. In 2018, HART provided an average of 39,417 weekday unlinked trips. As of today, HART provides the following services: Local Fixed Route and Express Bus Service, MetroRapid North-South, TECO Line Streetcar System HARTFlex service in Brandon, Northdale, South County, South Tampa and Town ‘N Country, Vanpool & Emergency Ride Home Service (not guaranteed), and HARTPlus Paratransit Service.

The MPO has initiated and participates in a monthly conference call with HART and FDOT staff to discuss the progress of ongoing efforts and needs of the transit agency.

HART participates actively in the planning process and has a good working relationship with the Hillsborough MPO. The planning process appears to be collaborative, cooperative, and comprehensive with the Hillsborough MPO and HART. The
Hillsborough MPO and HART’s collaboration has led to the Brandon Corridor & Mixed-Use Centers Pilot Project in 2017.

Through the MPO agreements, cooperative development of the planning products, coordination activities, and implementation of transit projects, the Hillsborough Area Regional Transit Authority is a full partner in this MPO’s planning process.

**Noteworthy Practice:** The Federal Review Team recognizes one noteworthy practice regarding Transit. For more details about this noteworthy practice, please see Section XI.

**Finding:** The MPO’s transit activities substantially satisfy the federal requirements as outlined in 49 CFR 613.100 as well as the transit supportive elements outlined in 23 CFR 450.

**E. Intelligent Transportation Systems (ITS)**
**Observations:** This topic area was not selected for additional review based on the results of the risk assessment process.

**Finding:** The MPO’s ITS activities substantially satisfy the federal requirements as outlined in 23 CFR 450.306, 322, and 23 CFR 940.

**F. Freight Planning**
**Observations:** This topic area was not selected for additional review based on the results of the risk assessment process.

**Finding:** The MPO’s freight planning activities substantially satisfy the federal requirements as outlined in 23 CFR 450.306, 316, 324, and 326.

**G. Security Considerations in the Planning Process**
**Observations:** This topic area was not selected for additional review based on the results of the risk assessment process.

**Finding:** The MPO’s security planning activities substantially satisfy the federal requirements as outlined in 23 CFR 450.306, 324(f), 324(h), and 326.

**H. Safety Considerations in the Planning Process**
**Observations:** This topic area was not selected for additional review based on the results of the risk assessment process.

**Finding:** The MPO’s safety planning activities substantially satisfy the federal requirements as outlined in 23 CFR 450.306, 324(h), and 326.

**Section V. Unified Planning Work Program (23 CFR 450.308)**
**Observations:** This topic area was not selected for additional review based on the results of the risk assessment process.
Finding: The MPO’s UPWP substantially satisfies the federal requirements as outlined in 23 CFR 450.308.

Section VI. Interested Parties (23 CFR 450.316)

A. Outreach and Public Participation

Current Document Title: Public Participation Plan for the MPO Serving Tampa, Temple Terrace, Plant City and Unincorporated Hillsborough County

Date Adopted: June 3, 2020

Observations: The Hillsborough MPO Public Participation Plan (PPP) provides reasonable opportunities for participation in all transportation planning processes by the general public, affected public transportation employees, freight shippers and providers of freight transportation services, public ports, private providers of transportation, representatives of those using public transportation, representatives of those using pedestrian and bicycle facilities, representatives of those with disabilities, and other interested parties. The MPO coordinates with FDOT, state and local agency partners, and the public in PPP development and it periodically revisits the document to ensure accuracy and verify that participation is continuing and open to everyone.

The MPO electronically provides on its website information and documentation related to transportation planning processes. It effectively employs visualization techniques in all documents demonstrating transportation planning processes such as the LRTP, TIP, STIP, and UPWP, satisfying federal requirements.

The MPO actively uses its PPP, demonstrating and documenting robust public participation in all planning processes, including development of the LRTP and the TIP. The MPO also effectively collects and analyzes demographic data to identify, include and solicit input from traditionally underserved communities, including racial and ethnic minorities, as well as low-income households. The MPO maintains performance metrics and biennially reviews and updates the PPP to measure the effectiveness of its efforts.

Additionally, the MPO uses social media outlets to gather public input on transportation issues as well as to further inform the public about specific involvement opportunities such as developing and amending the LRTP and the TIP.

Noteworthy Practices: The Federal Review Team recognizes two noteworthy practices regarding Interested Parties Outreach and Public Participation. For more details about these noteworthy practices, please see Section XI.

Finding: The MPO’s outreach and public participation activities substantially satisfy the federal requirements as outlined in 23 CFR 450.316.
B. Tribal Coordination
Observations: The Hillsborough MPO provides a reasonable opportunity to the Indian Tribes by involving Indian Tribal Government(s) that have tribal lands located within its jurisdiction to participate in transportation planning processes, including the development of the public participation plan, LRTP and the TIP.

Finding: The MPO’s tribal coordination activities substantially satisfy the federal requirements as outlined in 23 CFR 450.316(c).

C. Title VI and Related Requirements
Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO’s Title VI and related activities substantially satisfy the federal requirements as outlined in 49 CFR 21, 49 CFR 27, 23 CFR 200, 23 CFR 450.316 and 336(a).

Section VII. Linking Planning and NEPA (23 CFR 450.318, 320, 324(f) (10), 324(g))
Observations: A review based on the 2018 FHWA/FTA LRTP Expectations Letter was conducted during the desk audit.

Finding: The MPO’s linking planning and NEPA activities substantially satisfy the federal requirements as outlined in 23 CFR 450.318, 320, 324(f) (10), and 324(g).

Section VIII. Congestion Management Process (CMP) (23 CFR 450.322)
Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO’s congestion management process substantially satisfies the federal requirements as outlined in 23 CFR 450.322.

Section IX. Long Range Transportation Plan (23 CFR 450.324)
A. Scope of LRTP
Observations: A review based on the 2018 FHWA/FTA LRTP Expectations Letter was conducted during the desk audit.

Noteworthy Practices: The Federal Review Team recognizes three noteworthy practices regarding the Long Range Transportation Plan. For more details about these noteworthy practices, please see Section XI.
Finding: The general scope of the MPO’s LRTP substantially satisfies the federal requirements as outlined in 23 CFR 450.324.

B. Travel Demand Modeling/Data
Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO’s travel demand modeling processes substantially satisfy the federal requirements as outlined in 23 CFR 450.324(e).

C. Financial Plan/Fiscal Constraint
Observations: A review based on the 2018 FHWA/FTA LRTP Expectations Letter was conducted during the desk audit. During the desk audit review, the Federal Review Team noted that the CFP table was not notated or flagged to identify that projects were State/Federal; however, it was referenced on page 58 of the 2045 LRTP SIS projects beyond the first ten years and other related sections of the LRTP document.

Recommendation: The Federal Review Team offers one recommendation regarding Long Range Transportation Plan - Financial Plan/Fiscal Constraint. For more details about this recommendation, please see Section XI.

Finding: The financial plan/fiscal constraint of the MPO’s LRTP substantially satisfies the federal requirements as outlined in 23 CFR 450.324(f) (11).

Section X. Transportation Improvement Program (TIP) (23 CFR 450.326, 328, 330, 332, 334)
Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO’s TIP substantially satisfies the federal requirements as outlined in 23 CFR 450.326, 328, 330, 332, and 334.

Section XI. Findings/Conclusions

The following items represent a compilation of the findings that are included in this 2021 certification review report. These findings, which are identified as noteworthy practices, corrective actions, and recommendations, are intended to not only ensure continuing regulatory compliance of the Hillsborough MPO’s transportation planning process with federal planning requirements, but to also foster high-quality planning practices and improve the transportation planning program in this TMA. Recommendations reflect national trends or potential risks and are intended to assist the Hillsborough MPO in
improving the planning process. Noteworthy practices highlight efforts that demonstrate innovative ideas or best practices for implementing the planning requirements.

A. Noteworthy Practices

1. Transportation Performance Measures: MPO is commended for their safety target and methodology which was presented to our FHWA Headquarters and FHWA Division, FDOT, and other MPO’s within the State of Florida, (November 2019). The MPO is also commented for developing challenges, lessons learned, and successful practices which they shared at the 2018 peer exchange.

2. Transit: The Brandon Corridors and Mixed-Use Centers Study was a joint pilot project from the MPO and the Planning Commission (TPC). The purpose of the study was to better coordinate the envisioned land use pattern with planned transportation improvements along major corridors. The Brandon Corridors and Mixed-Use Centers Pilot Project exemplified collaboration with the Hillsborough MPO and HART to better coordinate the envisioned land use pattern with planned transportation improvements along the major corridor within the Brandon Study area.

3. Outreach and Public Participation: The Federal Review Team was impressed by the MPO’s most recent Public Participation Plan (PPP), approved in June 2020. Planning organizations in Florida boast some of the most extensive and innovative outreach programs in the nation, so it is no small accomplishment when one is distinguished for its governing plan. Nevertheless, the MPO has managed to develop a PPP that itself is as user-friendly and engaging as the many activities it governs. The PPP has three notable features: First, it is accessible by topic, obviating the need to access the whole document to find salient information. Second, the plan strategically uses photos, examples and an acronym tool for excellent readability, in both English and Spanish. Finally, despite having the resources to develop a commercial quality PPP, the MPO kept the task in-house and to great effect. The knowledge and expertise of the staff logically link involvement to specific areas of planning concern such as safety, equity, health, transit and mobility. The MPO PPP is a true guiding document that reflects the diversity, energy and pride of the MPO and the communities it serves.

4. Outreach and Public Participation: The Federal Review Team commends the MPO for collection and use of raw and layered data to both inform and analyze its decisions. Performance management is increasingly more prevalent among Florida’s planning agencies and with greater understanding of data resources comes a wider variety of its use in all planning areas. This is particularly true of Hillsborough MPO in its public involvement and nondiscrimination programs. For example, before selecting involvement strategies for the 2045 LRTP, the MPO analyzed outreach data from its 2014 LRTP survey. Once it identified communities that historically do not participate, it researched methods likely to
prompt engagement, including expanded social media and electronic access, developing short videos with specific topics of interest to underserved communities, and altering its survey questions to solicit community opinion on transportation equity and discrimination; all to great effect. Further, the MPO’s use and analysis of demographic data is visible in the programs it supports, like VisionZero, the Coalition of Community Gardens and Future Leaders in Planning, all of which recognize the possibility of disparity and the need to understand demography to ensure equity and nondiscrimination.

5. Long Range Transportation Plan: The Federal Review Team commends the MPO for leading the Resilient Tampa Bay pilot project, funded by an FHWA grant and including its partners and Pasco County and Forward Pinellas MPOs. The pilot was a proactive effort to collect stakeholder input and identify LRTP strategies to prepare for and ensure safety, mobility and infrastructure security during and after extreme weather events.

6. Long Range Transportation Plan: The Federal Review Team was pleased to hear that the National Association of Development Organizations (NADO) awarded the 2020 Excellence in Regional Transportation Award to the Resilient Tampa Bay Transportation Study. The TMA leadership growth exemplifies commitment and continues to strive for excellence for the Tampa Bay TMA.

7. Long Range Transportation Plan: The Federal Review Team commends the MPO for their LRTP "It’s Time Hillsborough 2045 Plan" that evaluated Hillsborough County’s transportation needs and prioritized future investments for programs and projects to achieve targets for performance areas by 5 categories; Good Repair and Resilience, Vision Zero, Smart Cities, Real Choices when not driving, and Major Investments for economic growth.

B. Corrective Actions

The Federal Review Team identified no corrective actions.

C. Recommendation

1. Long Range Transportation Plan- Financial Plan/Fiscal Constraint: The Federal Review Team noted that the MPO indicated in different parts of the LRTP that the funding in the CFP was from State/Federal sources, but the notation was not noted on the CFP table. The Federal Review Team recommends that the MPO add State/Federal to the CFP for better transparency.
D. Training/Technical Assistance

At the conclusion of the site visit, the Federal Review Team asked the MPO to identify unmet training or technical assistance needs. The Hillsborough MPO requested assistance with the following:

a. Title VI and Nondiscrimination Program training, including how to eliminate identified discrimination; address adverse and cumulative impacts of planning decisions on vulnerable populations; update the MPO Title VI and Nondiscrimination Plan; and the role of nondiscrimination programs in integrating transportation and land-use planning.

b. Training for planners on Transportation Systems Management & Operations (TSM&O)

c. Methods of producing and acquiring data necessary to establish safety and other targets

d. Whether and how a statewide repository of datasets might allow direct user access without submitting a request to FDOT

e. Clarification of the process for setting transit targets and transit data exchange

FHWA and FTA will work with the MPO to provide resources in these areas.

E. Conclusion

Based on the overall findings of the certification review, the FHWA and FTA jointly certify that the transportation planning process of the Tampa Bay TMA, which is comprised in part by the Hillsborough MPO, substantially meets the federal planning requirements in 23 CFR 450 Subpart C. This certification will remain in effect until June 2025.
Appendix A. Summary of Risk Assessment

Florida TMA Certification Review Risk Assessment

<table>
<thead>
<tr>
<th>Topic Area</th>
<th>Selected for additional review?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Organization of MPC/TPO (23 CFR 450.310, 312, 314)</td>
<td>No</td>
</tr>
<tr>
<td>Transportation Performance Planning (23 CFR 306(a), 306(d), 314(h), 324(f), 326(c), 328(d))</td>
<td>Yes</td>
</tr>
<tr>
<td>Scope of the Planning Process (23 CFR 450.306) - Transportation Planning Factors</td>
<td>No</td>
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<tr>
<td>Scope of the Planning Process (23 CFR 450.306) - Air Quality</td>
<td>No</td>
</tr>
<tr>
<td>Scope of the Planning Process (23 CFR 450.306) - Bicycle and Pedestrian Planning Activities</td>
<td>No</td>
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<tr>
<td>Scope of the Planning Process (23 CFR 450.306) - Transit</td>
<td>Yes</td>
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<tr>
<td>Scope of the Planning Process (23 CFR 450.306) - Intelligent Transportation Systems (ITS)</td>
<td>No</td>
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<tr>
<td>Scope of the Planning Process (23 CFR 450.306) - Freight Planning</td>
<td>No</td>
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<tr>
<td>Scope of the Planning Process (23 CFR 450.306) - Security Considerations in the Planning Process</td>
<td>No</td>
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<tr>
<td>Scope of the Planning Process (23 CFR 450.306) - Safety Considerations in the Planning Process</td>
<td>No</td>
</tr>
<tr>
<td>Unified Planning Work Program (23 CFR 450.308)</td>
<td>No</td>
</tr>
<tr>
<td>Interested Parties (23 CFR 450.315) - Outreach and Public Participation</td>
<td>No</td>
</tr>
<tr>
<td>Interested Parties (23 CFR 450.315) - Tribal Coordination</td>
<td>No</td>
</tr>
<tr>
<td>Interested Parties (23 CFR 450.316) - Title VI and Related Requirements</td>
<td>No</td>
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<tr>
<td>Linking Planning and NEPA (23 CFR 450.318, 320, 324(f)(10), 324(g))</td>
<td>No</td>
</tr>
<tr>
<td>Congestion Management Process (23 CFR 450.322)</td>
<td>No</td>
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<td>Long Range Transportation Plan (23 CFR 450.324)</td>
<td>No</td>
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<tr>
<td>Long Range Transportation Plan (23 CFR 450.324) - Travel Demand Modeling/Data</td>
<td>No</td>
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<tr>
<td>Long Range Transportation Plan (23 CFR 450.324) - Financial Plan/Fiscal Constraint</td>
<td>No</td>
</tr>
<tr>
<td>Transportation Improvement Program (23 CFR 450.326, 328, 330, 332, 334)</td>
<td>No</td>
</tr>
</tbody>
</table>

*Note: With the exception of Transit, if all areas are a "No", then the top 3 areas will be reviewed. The additional areas are: Organization of the MPO, Outreach and Public Participation*
Appendix B. Hillsborough MPO Site Visit Participants

Federal Highway Administration (FHWA)
Teresa Parker
Jim Martin
Carey Shepherd

Federal Transit Administration (FTA)
Brittany Lavender

Florida Department of Transportation (FDOT)
Mark Reichert
Erika Thompson
Scott Philips
Roger Roscoe
Justin Hall
Sandi Bredahl

Hillsborough MPO
Beth Alden
Rich Clarendon
Johnny Wong
Joshua Barber
Jamal Wise
Gena Torres
Lisa Silva
Vishaka Raman
Sarah McKinley
Allison Yeh

Hillsborough Area Regional Transit (HART)
Chris Cochran

Sunshine Line
Karen Smith

MPOAC
Carl Mikyska
# Appendix C. TMA Certification Site Visit Agenda

**Hillsborough Metropolitan Planning Organization TMA Certification Review**

**January 21, 2020**

*(MS TEAMS)*

**FINAL AGENDA**

<table>
<thead>
<tr>
<th>Time</th>
<th>Item</th>
<th>Lead</th>
</tr>
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<tbody>
<tr>
<td>8:30 a.m.</td>
<td>Welcome / Introductions</td>
<td>Federal Team, MPO, Transit, FDOT</td>
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<td></td>
<td>Roles/Responsibilities/ Key Activities of MPO and Transit Agency Staff</td>
<td>Way</td>
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<tr>
<td>9:00 a.m.</td>
<td>Site Visit Overview</td>
<td>Federal Team –</td>
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<td></td>
<td>Purpose of the Certification Process</td>
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<td></td>
<td>Discussion of Risk Assessment</td>
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<td></td>
<td>Review schedule and close-out process</td>
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<tr>
<td>9:15 a.m.</td>
<td>Discussion of Previous Review Findings</td>
<td>Federal Team, MPO – Johnny Wong, Transit, FDOT</td>
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<tr>
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<td>Federal TMA Certification</td>
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<td>State/MPO Annual</td>
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<tr>
<td>9:45 a.m.</td>
<td>MPO Overview including changes within MPO since last TMA Certification</td>
<td>Federal Team, MPO – Rich Clarendon, Transit, FDOT</td>
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<td>Demographics</td>
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<td>Boundaries</td>
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<td>Political</td>
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<td>Process Changes</td>
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<td>9:50 a.m.</td>
<td>Share Best Practices and Lessons Learned</td>
<td>MPO – Beth Alden</td>
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<td>What is the MPO most proud of over the last four years?</td>
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<td></td>
<td>What challenges have you encountered and addressed?</td>
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</table>

**Federal Certification Team Members**

- Teresa Parker (FHWA)
- Jim Martin (FHWA)
- Carey Shephard (FHWA)
- Stacie Blizzard (FHWA)
- Brittany Lavender (FTA)
<table>
<thead>
<tr>
<th>Time</th>
<th>Activity</th>
<th>Participants</th>
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<tbody>
<tr>
<td>10:15 a.m.</td>
<td>Break</td>
<td>ALL</td>
</tr>
<tr>
<td>10:30 a.m.</td>
<td>Technical Topic: Transit/Transportation</td>
<td>Federal Team, MPO – Sarah McKinley and Joshua Barber, HART – Chris Cochran,</td>
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<td></td>
<td>Disadvantaged</td>
<td>Sunshine Line – TBD, FDOT</td>
</tr>
<tr>
<td>11:00 a.m.</td>
<td>Technical Topic: Outreach &amp; Public Participation</td>
<td>Federal Team, MPO – Lynn Merenda (overview, PPP MOE), Lisa Silva &amp; Johnny</td>
</tr>
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<td></td>
<td></td>
<td>Wong (LRTP, content analysis), Dayna Lazarus (EJ) Transit, FDOT</td>
</tr>
<tr>
<td>11:30 a.m.</td>
<td>Technical Assistance &amp; Training</td>
<td>Federal Team, MPO – Johnny Wong (TSMO), Joshua Barber (508 compliance</td>
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<tr>
<td></td>
<td>Future Needs</td>
<td>and Nondiscrimination), Transit, FDOT</td>
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<td></td>
<td>Additional Questions</td>
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<td>Anything else the MPO would like to</td>
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<td></td>
<td>share with the Federal Team that hasn’t</td>
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<td></td>
<td>been discussed?</td>
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<tr>
<td>11:45 a.m.</td>
<td>Public Comment Portion</td>
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<td>Please allow 3 mins per speaker</td>
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<tr>
<td>12:15 p.m.</td>
<td>Preliminary Findings Discussion with Federal Team</td>
<td>Federal Team</td>
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<tr>
<td>1:00 p.m.</td>
<td>Preliminary Findings Discussion with MPO staff</td>
<td>Federal Team, MPO, Transit, FDOT</td>
</tr>
<tr>
<td>1:30 p.m.</td>
<td>Adjourn Site Visit</td>
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</table>
Appendix D. Public Engagement Notice

Hillsborough MPO
Metropolitan Planning for Transportation

FEDERAL CERTIFICATION REVIEW

JANUARY 21, 2021

HOW'RE WE DOING?

Every four years...

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conduct reviews of designated MPOs. The primary purpose is to certify we are satisfactorily meeting the planning requirements as defined in Federal laws and regulation. The certification also provides the opportunity to add value to the planning processes through the sharing of best or innovative planning practices, techniques, and/or technology.
The Federal Certification Review Team will hold a meeting with Hillsborough MPO, HART, and FDOT on Thursday, January 21, 2021. Due to the pandemic, this review meeting will be held virtually. As part of our certification, our review team would like to hear from you! Public comments are a vital element of the review, as they allow you to provide direct input on the transportation planning process for your transportation planning area. Please share your thoughts on the Hillsborough MPO’s work by submitting comments.

**YOUR PARTICIPATION GUIDE**

- Leave comments on our certification event page: facebook.com/events/771580700111024/
- Use #HillsboroughMPOfcr in your tweet or other social
- US Mail address to: Hillsborough MPO Attn: Beth Alden, Executive Director P O Box 1110, Tampa, FL 33601
- Email: mpo@plancom.org
- Call 813/756-0371 during the virtual review meeting to speak to the review team directly from 11:45a-12:15p on 1.21.21. Time limits apply based on response.
- Leave a voicemail message at 813/756-0371
MORE POINTERS
Connect through the Federal web page:
https://www.fhwa.dot.gov/fldiv/tma.cfm
Click on Tampa Bay TMA for a direct email
to pop up to our reviewers.

Remember Hillsborough MPO!
No matter how you’re leaving comment,
state that you are providing comment on the
Hillsborough MPO or #HillsboroughMPOfcr

PUBLIC
COMMENT
PERIOD
Ends FEBRUARY 20, 2021

QUESTIONS?
For more information, please visit:
planhillsborough.org/its-time-for-our-
federal-certification-review/
Or, contact Dr. Johnny Wong:
wongj@plancom.org
813/699-7370
Appendix E. Summary of Public Feedback

FHWA and FTA would like to thank everyone who participated in and contributed comments for the Hillsborough MPO TMA Certification Review. Public comments are a vital element of the certification review, as they allow citizens to provide direct input on the transportation planning process for their transportation planning area. No comments were received through the FHWA website or through the MPO email, Tweets, Facebook, Mail, or Calls. The Certification Site Visit (Call-in) comments are included. There were no comments received through Facebook or Twitter. There were a few comments and concerns related to long meetings, need for additional meetings, transportation challenges, at-risk communities and school children. The other comments were complimentary, with the most common themes relaying a message of good collaboration and communication in the MPO’s public involvement and outreach. Other comments included support for the MPO’s activities with regard to vision zero map and location, membership representation, hybrid meetings, staff and community, transit, appreciation of the MPO efforts, public, MPO engagement, local transportation, and cooperation and coordination. We have reviewed all comments and have taken them into consideration throughout the writing of this report. No comments were received by FHWA and FTA during the 30-day comment period.

Public Comments Received through Certification Site Visit Agenda Item: Share Best Practices Regional Partners/Community Leaders Remarks (Call-in) MPO

Bill Roberts – Chairman of the CAC – group is exuberant even if a virtual format – everyone is welcome to join us. The membership includes transit, port, youth, race/ethnic groups – wide variety of interests and representation. TBARTA is active as well. Public engagement and involvement comment at various levels. Dayna used to be on the CAC but now she is on the planning staff. We review at the CAC level the funding plans each year. They are detailed, lengthy meetings. We make recommendations on most items that come before us. I make them in person to the MPO and usually they follow the recommendation but when they don’t, they take comments into account. I have a couple of recommendations that I haven’t discussed with staff.

Our meetings are long, and we need to meet more often in workshop mode so we can address what is coming in from the public. Feel like we should also publicize committee meetings so that the public can more easily participate and be aware of what is going on. Feels this is possible in the current hybrid.

Mike Maurino – Director of Transportation Planning for the Westshore Alliance. Used to be the appointee from Hillsborough County to the Planning Commission and MPO. Want to touch on two areas: First, the work that the MPO does as a staff for the community. I have worked for business groups in the region and the MPO is very good about working with business leaders and the community to ensure they are part of the discussion and planning. Improvements in transportation and in transit are the direct result of spending so much time talking with and collecting needs/concerns. In my neighborhood in Port Tampa City – so much growth has presented varied transportation challenges. As part
of the MPO’s Livable Roadways Committee - we talk about at-risk communities, children, schools – means so much and shows the depth of the organization right now. Do appreciate their efforts.

Jeff Sims – Environmental Supervisor with EPA of Hillsborough County. Served on MPO Technical Advisory Committee the last 6 years. We meet monthly and review/comment on projects, studies, etc. Impressed with MPO’s efforts to include a wide cross section of local agencies, not just the municipalities and county, but also transit, DOH, School Board, Airport, Environment. Terrific cross section that allows for a diverse perspective on the projects and innovation beyond straight line improvements. MPO goes beyond to engage the public – a considered effort to gather input and opinions. They also make vision zero a public program where it isn't just a map, but an actual location and community. Very considerate of comments made by the committee.

Nick An – TOE for City Mobility Department – In listening mode for anything interesting or related to ITS. Also, I’m here to answer any questions that the Federal Review Team may have.
Appendix F. Status of Previous Certification Findings

The following is a summary of the previous recommendations made by the Federal Review Team to the Hillsborough MPO. The MPO’s last certification review report was published in 2017.

A. Corrective Actions

There were no corrective actions in the 2017 report.

B. Recommendations

1. Intelligent Transportation System (ITS): ITS creates various data streams that can be leveraged in the Planning Process. The MPO is very involved in the region’s ITS programs, but does not describe how ITS data can be collected and distributed to further enhance its travel monitoring, safety and other programs, and supplement traditional data collection methods that reflects real or near real-time information. The MPO is working with a consultant to create a Data Business Plan for collecting, sharing, and analyzing real-time traffic data between multiple agency partners and has created a Regional Data Working Group due to interest in this topic. The Federal Review Team recommends that the Hillsborough MPO continue to consider and pursue the creation of a program to leverage ITS data to further enhance its data programs.

Update: The Hillsborough MPO advanced its data & analytics program by participating in the Smart Cities Alliance and the now-dissolved Regional Big Data Working Group. In 2019, it kicked off a major initiative to centralize mobility datasets using the subscription-based software, ClearGuide. The ClearGuide Data & Analytics platform uses HERE data (supplied by FDOT Central Office) to generate real-time congestion analytics, as well as incident data from Waze, and crash data from the District 7 Crash Data Management System. In future years, the MPO will expand the functionality of the platform to include demographic, transit, and micromobility data.

2. Outreach and Public Participation: The MPO appears to use the terms “public meeting” and “public hearing” interchangeably. From a federal perspective, these terms are very different. A public hearing must meet specific and more stringent requirements spelled out in law that may not apply to a public meeting. Federal law does not require the conducting of public hearings for planning activities. However, state law may dictate otherwise. The MPO should consider evaluating MPO processes and procedures to eliminate indiscriminate use of the words ‘public meeting’ and ‘public hearing’.

Update: Upon the recommendation of the federal review team, the Hillsborough MPO revised its Public Participation Plan (PPP) to clarify the conditions for which
a public hearing must be convened, as well as the requirements for holding a public hearing.

3. **Public Participation Plan (PPP):** In updating the PPP, the MPO should consider providing a link to documents referenced in the PPP, i.e. including a link to the TIP when describing it in the PPP. It should also develop a searchable planning acronym list making sure to include the definitions of Title VI and LEP. Finally, the MPO should include a better description of how the PPP was developed in consultation with all parties.

**Update:** Planning documents that reference other plans now do so with a link for easier access. Further, the MPO not only developed a user-friendly acronyms list but created an online version (http://www.planhillsborough.org/mpo_glossary/) that includes acronyms and descriptions in English and Spanish. The MPO added Title VI and LEP to the acronyms list and added a section to the PPP that describes how it is developed in consultation with all parties.

4. **Title VI and Related Requirements:** The MPO should execute a new nondiscrimination assurance commensurate with its plan update; review standard contract language to ensure the inclusion of assurance nondiscrimination clauses (A and E); update the Title VI and LEP plans during the calendar year; and complete the Inclusivity Plan, currently underway.

**Update:** The general transportation planning contract for professional services was re-advertised in 2020, and the selected consultants were required to include up-to-date non-discrimination and DBE assurances in their contracts with the MPO. They were reviewed for compliance before final contracts were executed. The Title VI/Nondiscrimination Plan and LEP were updated in 2018 to include the most recently available demographic data spanning the metropolitan planning area, and identify the most recent Title VI Program Coordinator. In 2020, all references to the previous Program Coordinator were updated to reflect personnel changes. The Title VI/Nondiscrimination Plan is currently being updated with adoption anticipated in 2021. The Sub-Recipient Agreement is included in the UPWP and was signed by the MPO Chairman on May 13, 2020. The 2018 Title VI/Nondiscrimination Plan included a community characteristics inventory. Currently under development, the 2021 Title VI/Nondiscrimination Plan will be adopted in 2021. It will include a program review, demographics update, and creation of new internal working groups tasked with identifying and correcting any discriminatory practices.

5. **Transportation Improvement Program (TIP):** The MPO should annotate tables in the TIP document to clarify the use of Year of Expenditure (YOE) figures; Provide links along with references to critical documents (e.g. PPP when discussion TIP amendments); and consider whether major and minor amendments are necessary categories or failing that, better define the thresholds for each.
**Update:** The MPO added YOE footnotes to Table 3 and page 1-1 of the TIP. It also provided a link to cross reference the PPP on pages 6 and 7 of the TIP. Finally, the PPP clarified the definition of TIP amendments and removed from the TIP the section referencing major and minor TIP amendments.
### Appendix G. Acronym List

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<th>Acronym</th>
<th>Description</th>
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<td>CAAA</td>
<td>Clean Air Act Amendments of 1990</td>
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<td>DBE</td>
<td>Disadvantaged Business Enterprises</td>
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<td>DHHS</td>
<td>Department of Health and Human</td>
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<td>ETDM</td>
<td>Efficient Transportation Decision</td>
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<td>EPA</td>
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<td>FAST</td>
<td>Fixing America’s Surface</td>
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<td>Florida Department of</td>
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<td>Federal Transit Administration</td>
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<td>Highway Performance Monitoring System</td>
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<td>Intermodal Surface Transportation Efficiency Act</td>
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<td>ITS</td>
<td>Intelligent Transportation Systems</td>
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<td>LEP</td>
<td>Limited English Proficiency</td>
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<td>LRTP</td>
<td>Long Range Transportation Plan</td>
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<td>M&amp;O</td>
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<td>Moving Ahead for Progress in the 21st Century</td>
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<td>Transportation Equity Act for the 21st Century</td>
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<td>TIP</td>
<td>Transportation Improvement Program</td>
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<td>TMA</td>
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<td>Transportation Planning Agency</td>
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<td>Urban Area Boundary</td>
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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. These include Title VI of the Civil Rights Act ("Title VI") and the Executive Order on Environmental Justice, among other laws.

The TPO is required to comply with these Federal laws and regulations, 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 also 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 TPO’s Title VI Plan, while building upon the elements of the 2018 update. The 2021 update includes:

- New map products using two different methodologies, which allow us to identify the location of Title VI, Environmental Justice, and other protected communities that have been historically 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, summarizing 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 planning decisions 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:**

**Presentation slides**
Agenda Item:
Gandy Boulevard PD&E Study Kickoff

Presenter:
Craig Fox, FDOT Representative

Summary:
The Gandy Boulevard (US-92/SR-600) Project Development and Environment (PD&E) Study (WPI Seg. No 441250-1) project limits are from 4th St North in Pinellas County to S Westshore Blvd in Hillsborough County.

The PD&E study will evaluate roadway capacity improvements and the addition of bicycle and pedestrian facilities within the study limits. Bridge widening or replacement is also anticipated, and a grade separated overpass at Brighton Bay Boulevard is also being evaluated.

A representative from FDOT will provide an overview of the PD&E study, identify next steps for the project and respond to questions.

Recommended Action:
None; for information only.

Prepared By:
Gena Torres, TPO Staff

Attachments:
- Link to FDOT’s Gandy PD&E project study page
- Presentation Slides
- Project Newsletter
INTRODUCTION

The Florida Department of Transportation (FDOT) District Seven is conducting a Project Development & Environment (PD&E) Study for US 92/SR 600/Gandy Boulevard, hereinafter referred to as Gandy Boulevard. The limits of the study, shown on the graphic below, are from 4th Street on the west in Pinellas County to Westshore Boulevard on the east in Hillsborough County, a distance of approximately 7 miles.

Gandy Boulevard is currently a four-lane divided facility throughout the study limits and is classified by the FDOT as an urban principal arterial. Gandy Boulevard is on the FDOT’s Strategic Intermodal System (SIS) – meaning it is part of Florida’s high priority network of transportation facilities important to the state’s economy and mobility.

The PD&E Study will evaluate capacity improvements (i.e., roadway widening) and the addition of bicycle and pedestrian facilities within the study limits. Bridge widening or replacement is also anticipated, and a grade separated overpass at Brighton Bay Boulevard will also be evaluated.

PD&E STUDY OVERVIEW

A PD&E Study is conducted to meet the requirements of the National Environmental Policy Act (NEPA) and other federal and state requirements. The PD&E Study process assists the FDOT to determine the location; conceptual design; and social, economic, and environmental effects of the proposed project. During the PD&E Study, “Build” alternatives are developed and evaluated based on safety measures, environmental and engineering analyses, and public input. In addition, the “No-Build” or “No Action” alternative, which leaves Gandy Boulevard in its present state and provides for only routine maintenance, remains a viable option throughout the PD&E Study.

The PD&E Study will be finalized after the public hearing when the project documents are approved by the FDOT Office of Environmental Management (OEM). If a “build” alternative is selected and funding is programmed, the project may then proceed to the next phases of project development, which include the final design, right of way acquisition, and construction phases.

GET INVOLVED

Public and agency involvement is one of the most important elements of a PD&E Study. There are many ways for you to stay involved, such as regularly visiting the project website, attending the public hearing and requesting information by phone or email. In addition, you may request to be added to the project mailing list by visiting the project’s website at https://www.fdotd7studies.com/projects/gandy-4th-to-westshore/ or by contacting the Project Manager, Craig Fox, by email at craig.fox@dot.state.fl.us or by telephone at (813) 975-6082 or (800) 226-7220.

Join the Conversation about the Gandy Boulevard PD&E Study

Questions?
Contact: Craig Fox, P.E.
FDOT Project Manager
(813) 975-6082 or (800) 226-7220
craig.fox@dot.state.fl.us

Media Inquiries?
Contact: Kris Carson
Public Information Officer
(813) 975-6202 or (800) 226-7220
kristen.carson@dot.state.fl.us

Project Website
For more information on this study, visit our project website:
https://www.fdotd7studies.com/projects/gandy-4th-to-westshore/
The Gandy Boulevard PD&E Study began in February 2020. The main project activities include public involvement, data collection, analysis of existing conditions, developing and evaluating a range of improvements, known as alternative(s), and preparing project documents. A public hearing is tentatively scheduled for the Spring of 2022 and the study is expected to be completed by the Fall of 2022.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.

**NON-DISCRIMINATION**

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

**RIGHT OF ENTRY**

The FDOT and/or authorized agents may need to make entry onto your property sometime between June 14, 2021 and July 31, 2021 for the purpose of conducting land surveys and gathering environmental and geotechnical data. Data collected will be analyzed as we develop concept plans and engineering and environmental reports. Property entry is authorized by Florida Statute 337.274 and is solely for the purpose of gathering data and will not interfere with continued use or occupancy of your property. Florida Statute 337.274 authorizes FDOT staff or its agents to enter any lands, waters, and premises to conduct surveys, soundings, drillings, environmental assessments and other examinations necessary to perform our duties.
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.
Regional Transportation Leaders Reveal Unified Rebrand as the Sun Coast Transportation Planning Alliance

~~ New Brand and Website Create Unified Voice for Regional Transportation Planning ~~

TAMPA BAY, FL --- Transportation leaders from across the West Central Florida region are thrilled to announce the Sun Coast Transportation Planning Alliance (SCTPA) brand and website. Formerly known as the West Central Florida Metropolitan Planning Organization Chairs Coordinating Committee, the Sun Coast Transportation Planning Alliance comes together to plan, prioritize and fund transportation improvements that will shape our shared future. Reinforcing its commitment to collaborating as a region, the SCTPA’s new tagline, “One Region, One Voice,” celebrates the variety of transportation options connecting the diverse communities the alliance serves.

The SCTPA represents hundreds of thousands of residents from Brooksville to Sarasota and Clearwater to Winter Haven. The new website features a sleek, modern design so you can easily find essential information about what’s happening in your community and how to get involved in these regional decisions.

“It’s essential to focus on our regional transportation needs and the amazing impact these projects can have on the millions of residents we serve. I am proud to represent Hillsborough County on the Sun Coast Transportation Planning Alliance Board so we can work together with other transportation leaders to speak with one voice on our regional priorities,” said Hillsborough County Commissioner Kimberly Overman.

“We know that transportation doesn’t stop at county lines, so neither can our plans and projects,” said Pasco County Commissioner Kathryn Starkey. “Rebranding our regional transportation initiatives through the Sun Coast Transportation Planning Alliance is the first step to making sure we’re planning for our citizens as a region.”

How to get involved with the Sun Coast Transportation Planning Alliance:

- Check out our new website: SunCoastTPA.org
- Follow us on Facebook & Twitter: @SunCoastTPA
- Sign up for updates: bit.ly/sctpaknow
“I’m excited to see this rebrand for the Sun Coast Transportation Planning Alliance. To improve the lives of residents in the Tampa Bay region, we must reimagine the way we talk about our regional transportation priorities; the best way to do that is to speak with one voice. I’m looking forward to seeing the incredible things we can achieve when we work together as a region,” said Forward Pinellas Chair Darden Rice.

The Sun Coast Transportation Planning Alliance (SCTPA) works as a region to prepare plans, studies and priorities for regionally significant projects; review the impact of significant land-use decisions; share current travel data and trends; and adopt regional transportation plans and priorities for highway, public transportation and multi-use trail improvements. As the region stands to see continued growth in population, economy and travel, the SCTPA will provide sound, forward-thinking transit and transportation options to support this growth and a sustainable future for our region.

Program information can be found at: SunCoastTPA.org

###

SunCoastTPA.org  @SunCoastTPA  Facebook  Twitter
Hillsborough MPO Mobility Profile - 2019

Travel Time Reliability

- **Planning Time Index**
  - Freeways: 2.24\% (INTERSTATE)
  - Non-Freeways: 1.98\%

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

- **Percent Miles Heavily Congested**
  - National Highway System: 16\%
  - State Highway System: 17\%
  - Freeways: 27\%
  - Non-Freeways: 11\%

- **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

- **% Bicycle Facility Coverage**
  - Average: 52.0\%

- **% Pedestrian Facility Coverage in Urban Areas**
  - Average: 76.0\%

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

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

**NOTE:** Please go to Page 3 for measure definitions.
HILLSBOROUGH MPO MOBILITY TRENDS 2015-2019

Travel Time Reliability

Planning Time Index

On-Time Arrival

INTERSTATE

83% 83% 78% 78% 73% 90% 89% 88% 87% 97% 84% 84% 80% 81% 76%

INTERSTATE

1.61 1.67 1.83 2.15 2.24

1.89 1.95 1.99 2.26 1.73

NON-FREEWAY STRATEGIC INTERMODAL SYSTEM

90% 89% 88% 87% 97%

84% 84% 80% 81% 76%

FREEWAYS

Daily Vehicle Hours of Delay

NATIONAL HIGHWAY SYSTEM

FREEWAYS

STATE HIGHWAY SYSTEM

NON-FREEWAYS

Percent Miles Heavily Congested

Daily Truck Miles Traveled

Daily Vehicle Miles Traveled

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<td>Heavily Congested</td>
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<td>11.9M</td>
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<td>NON-FREEWAYS</td>
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<td>Heavily Congested</td>
<td>11%</td>
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<td>Daily Truck Miles Traveled</td>
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<td>8.9M</td>
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</table>
DEFINITIONS

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: 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: 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: 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: (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: 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: 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: 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: 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: 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: 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>
<thead>
<tr>
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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>
<td></td>
<td></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>
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<tr>
<td>C: Strategic Intermodal System</td>
<td>14.9</td>
<td>1,202.1</td>
<td>97%</td>
<td>1.73</td>
<td>31.6</td>
<td>26%</td>
<td></td>
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</tr>
<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>
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<td></td>
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</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>
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</tr>
<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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</thead>
<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>
<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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</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>31.5</td>
<td>27%</td>
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<tr>
<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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<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>
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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>
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<td>48.9</td>
<td>17%</td>
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<tr>
<td>B: State Highway System</td>
<td>23.5</td>
<td>1,668.4</td>
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<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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</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.
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.

### 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>

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

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

<table>
<thead>
<tr>
<th>MPO Type</th>
<th>Vehicle Miles Traveled (Millions)</th>
<th>Low</th>
<th>Median</th>
<th>High</th>
</tr>
</thead>
<tbody>
<tr>
<td>HILLSBOROUGH MPO</td>
<td>Small-Sized MPO (Population(^1) below 360,400)</td>
<td>1.6</td>
<td>4.3</td>
<td>6.6</td>
</tr>
<tr>
<td></td>
<td>Medium-Sized MPO (Population(^1) 360,400 to 813,700)</td>
<td>4.2</td>
<td>8.8</td>
<td>12.7</td>
</tr>
<tr>
<td></td>
<td>Large MPO(^2) (Population(^1) over 813,700)</td>
<td>10.2</td>
<td>28.3</td>
<td>35.9</td>
</tr>
</tbody>
</table>

### SHS Daily Truck Miles Traveled in Thousands, 2019

<table>
<thead>
<tr>
<th>MPO Type</th>
<th>Truck Miles Traveled (Thousands)</th>
<th>Low</th>
<th>Median</th>
<th>High</th>
</tr>
</thead>
<tbody>
<tr>
<td>HILLSBOROUGH MPO</td>
<td>Small-Sized MPO (Population(^1) below 360,400)</td>
<td>149.6</td>
<td>434.2</td>
<td>939.8</td>
</tr>
<tr>
<td></td>
<td>Medium-Sized MPO (Population(^1) 360,400 to 813,700)</td>
<td>390.2</td>
<td>907.9</td>
<td>1,365.8</td>
</tr>
<tr>
<td></td>
<td>Large MPO(^2) (Population(^1) over 813,700)</td>
<td>380.0</td>
<td>1,820.4</td>
<td>3,118.2</td>
</tr>
</tbody>
</table>

### Freeway On-Time Arrival, 2019

<table>
<thead>
<tr>
<th>MPO Type</th>
<th>On-Time Arrival</th>
<th>Low</th>
<th>Median</th>
<th>High</th>
</tr>
</thead>
<tbody>
<tr>
<td>HILLSBOROUGH MPO</td>
<td>Small-Sized MPO (Population(^1) below 360,400)</td>
<td>88%</td>
<td>97%</td>
<td>99%</td>
</tr>
<tr>
<td></td>
<td>Medium-Sized MPO (Population(^1) 360,400 to 813,700)</td>
<td>85%</td>
<td>93%</td>
<td>97%</td>
</tr>
<tr>
<td></td>
<td>Large MPO(^2) (Population(^1) over 813,700)</td>
<td>68%</td>
<td>82%</td>
<td>88%</td>
</tr>
</tbody>
</table>

### Freeway Planning Time Index, 2019

<table>
<thead>
<tr>
<th>MPO Type</th>
<th>Planning Time Index</th>
<th>Low</th>
<th>Median</th>
<th>High</th>
</tr>
</thead>
<tbody>
<tr>
<td>HILLSBOROUGH MPO</td>
<td>Small-Sized MPO (Population(^1) below 360,400)</td>
<td>1.11</td>
<td>1.14</td>
<td>1.35</td>
</tr>
<tr>
<td></td>
<td>Medium-Sized MPO (Population(^1) 360,400 to 813,700)</td>
<td>1.12</td>
<td>1.19</td>
<td>1.45</td>
</tr>
<tr>
<td></td>
<td>Large MPO(^2) (Population(^1) over 813,700)</td>
<td>1.64</td>
<td>1.91</td>
<td>2.63</td>
</tr>
</tbody>
</table>

\(^1\)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.
June 15, 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 Transit Oriented Development Grant

Dear Administrator Fernandez:

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

HART, with the TPO, Hillsborough County City-County Planning Commission, and City of Tampa, are currently working on a TOD grant looking at the corridor between Downtown Tampa and University of South Florida. This corridor has the highest transit ridership and potential for further transit expansion and is being looked at for local Bus Rapid Transit (BRT) and regional bus. The current TOD grant is looking at the corridor as a whole to establish TOD policies for the City of Tampa Comprehensive Plan. The new proposed grant application will provide a greater level of specifics for the same corridor by developing station planning at proposed station locations along the same corridor.

The proposed planning effort 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 Transit Oriented Development grant 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
June 28, 2021

Mr. Jonathan Rushnak
Fiscal Analyst, Hillsborough County
Tampa, Florida

Dear Mr. Rushnak,

On behalf of the Hillsborough TPO and Plan Hillsborough, I am pleased to provide this letter of support to the UF/IFAS Hillsborough County Extension for the USDA Regional Food Systems Partnership Grant. Plan Hillsborough is an agency composed of staff who serve the Hillsborough County City-County Planning Commission, the Hillsborough County Transportation Planning Organization and the Hillsborough River Interlocal Planning Board. We provide coordinated land use, transportation and Hillsborough River planning for the four local governments in Hillsborough County.

The Regional Food System Partnerships grant proposal closely aligns with Plan Hillsborough’s work to make the connections between transportation access, access to healthy food, and health outcomes. With the policy guidance of the TPO’s Health in All Policies Resolution of 2019 and Racial Equity Resolution of 2020, strategic steps to improve equity in public health outcomes and transportation decision-making processes are now being documented in our Nondiscrimination Plan major update. Additionally, our continued partnership with the Coalition of Community Gardens on the “Garden Steps” project, focusing on improving neighborhood access to healthy, locally produced food, and the resulting “Health Atlas” tool on our website, are part of our continued effort to improve multimodal access to essential systems.

Should the grant be awarded to UF/IFAS Hillsborough County Extension, we commit to participating in and supporting the project during 2021-2022 in the following way(s):

- Dedicated Plan Hillsborough Staff Liaison and technical support
- Plan Hillsborough Staff support for the following deliverables:
  - Community Food Assessment Publication - Snapshot of current food system, aggregation of food system related data sets.
  - Strategic action consolidation & publication - Attractive, public facing document that outlines key strategies for food system development, and priorities based on stakeholder input.

The individuals and our organization agree to abide by the management plan contained in the application.

Sincerely,

Beth Alden, Executive Director
Hillsborough TPO
June 28, 2021

Secretary Pete Buttigieg
U.S. Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

RE: Port Tampa Bay RAISE Grant Application

Dear Mr. Buttigieg,

On behalf of the Hillsborough TPO, I am pleased to submit this letter supporting the 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant application for the new Port Redwing Berth 301 at Port Tampa Bay in Hillsborough County, Florida. Port Tampa Bay is completing an application to support funding for a new public bulk cargo berth to support growth in several industries including construction, agriculture and phosphate, among others.

This project will leverage private facility investment on Port Redwing and in the region. It will fill in unused waterfront space between two existing berths, creating room for a third large ship at Port Tampa Bay’s high-growth satellite facility at Port Redwing. The peninsula is building out with tenants handling dry bulk as well as heavy machinery and project cargo. The new Berth 301 will help serve the growing needs of west central Florida, delivering the things that many other ports forget about – large volumes of industrial raw materials for Florida’s construction companies, manufacturers and producers.

Tampa’s location right next to one of the fastest growing populations in the US makes this project doubly important. Using a port as close as possible to the cargo origin or destination helps reduce truck miles on Florida’s overburdened highways, versus using a more distant port. As a result, this project contributes to a better environment. Fewer truck miles travelled will cut emissions, enhance roadway safety, improve truck operations for highly perishable mixed cement, and enhance economic benefits. This benefits the Tampa Bay region, the state and the nation.

Further, Port Tampa Bay is an economic engine in the region, and is also an anchor of the Central Florida mega-region’s cluster of logistics-led businesses along the I-4 corridor-- comprising 200 square miles of such businesses. Our TPO’s Hillsborough + Polk Freight Logistics Zone Strategic Plan documents the significance of this business cluster to the state’s economy as well as to our residents’ access to living-wage jobs. Strategic investments in transportation facilities supporting the Port will have far-reaching benefits.
This project will be built with a robust inclusion policy, with a 50% inclusion goal for businesses that are small or minority/woman/veteran-owned.

We are proud to support this important initiative. Thank you for your favorable consideration of Port Tampa Bay’s Berth 301 RAISE grant application.

Sincerely,

Beth Alden
Executive Director
August 2, 2021

Brad Thoburn
Assistant Secretary, Strategic Development
Florida Department of Transportation
605 Suwannee Street
Tallahassee, FL 32399

RE: Type II Noise Walls – Retrofit Project for Noise Abatement

Dear Brad,

On June 9, the Hillsborough TPO approved an annual update of the Transportation Improvement Program and List of Priority Projects. The board’s approval included a modification of the funding request for I-275 north of Hillsborough Ave in central Tampa.

Specifically, the List of Priority Projects now reflects the need for two additional general-purpose lanes on I-275 south of Hillsborough Avenue leading into the Downtown Interchange for safety and operational improvements; and on I-275 north of Hillsborough Avenue, the construction of noise walls.

This portion of I-275 was built through established neighborhoods in the 1960s. The neighborhoods south of Busch Boulevard remain unbuffered from noise and emissions. Several of these neighborhoods include concentrations of minority residents or low-income residents, protected under the Executive Order on Environmental Justice. These residents may have access to fewer resources to recover from the chronic health impacts that are statistically linked to living in proximity to high traffic volumes.

We request that the Florida Department of Transportation (FDOT) consider revising its policy that prevents the construction of noise walls in such contexts.

The Federal Highway Administration allows the expenditure of federal funds for Type II noise walls. “Also called a retrofit project for noise abatement, a Type II project as defined in 23 CFR 772.5, provides noise abatement on an existing highway per 23 CFR 772(7)(d), participation in a Type II program. The regulation limits Federal participation in the funding of such projects to noise abatement measures (barriers) along lands developed prior to construction of the original highway. FHWA participation in Type II projects also requires that the State develop a system to prioritize projects using a variety of factors in accordance with 23 CFR 772.7(e). Typically, these factors include the density of development, traffic volumes and the age of the community among others.” Noise Policy FAQs - Frequently Asked Questions - Regulations And Guidance - Noise - Environment - FHWA (dot.gov)
Relevant Florida Statute says essentially that Florida will comply with federal law:

FDOT’s Project Development & Environment (PD&E) Manual contains the following statement: “A Type II Project is a federal, federal-aid, or state funded highway project for noise abatement on an existing highway. Type II projects are commonly referred to as retrofit projects in 23 CFR Part 772. The development and implementation of Type II projects are not mandatory as described in 23 U.S.C. § 109(i). FDOT does not have a Type II program.”

This is the policy that we request that FDOT reconsider. The historic impacts of the original construction of I-275 through central Tampa were significant. Some of those burdens continue to be experienced by adjacent neighborhoods today. In the last two decades, where I-275 has been widened even further, FDOT has put in place a number of mitigation measures. The mitigations are beneficial. They should be extended to all the neighborhoods that were impacted by the original construction.

We appreciate your consideration, and would be pleased to meet with you to discuss this in more detail. We will be in touch to arrange a time.

Sincerely,

Beth Alden
Executive Director

Cc: Roger Roscoe, FDOT District 7 Liaison
Ian Whitney, Tampa Mayor’s Office
Mr. David Gwynn  
District Seven Secretary  
Florida Department of Transportation  
11201 N McKinley Drive  
Tampa, FL 33612-6403

Dear David,

Re: 2021/22 – 2025/26 Transportation Improvement Program

Thank you for your support and participation in the public hearing for the Transportation Improvement Program (TIP) FY 2021/22 – 2025/26 that was held on June 9, 2021. We are grateful to your staff for their assistance in the process and attendance while the TIP draft and List of Priority Projects were presented to the Policy, Technical Advisory, Livable Roadways, Bicycle-Pedestrian Advisory and the Citizen’s Advisory Committees and its ad hoc subcommittee throughout the months of May and June. As a result of the care with which the TIP was handled, both it and the Priority Projects were approved by the Board with an 11-4 vote. A summary of all Board actions made during the hearing is available here.

The TIP, including a list of projects programmed by FDOT and existing priorities, will become effective on October 1, 2021. We appreciate your continued support and that of the Department to address the growing transportation needs of our community.

We are submitting one electronic copy of the TIP for your review and distribution. Please contact me or Johnny Wong at 813-272-5940 if you have any questions.

Sincerely,

Beth Alden, AICP  
Executive Director

Beth Alden, AICP  
Executive Director

Plan Hillsborough
planhillsborough.org  
planner@plancom.org  
813 - 272 - 5940  
601 E Kennedy Blvd  
18th Floor  
Tampa, FL, 33602
Date: August 3, 2021

To: Bob Frey, Planning Director at Tampa Hillsborough Expressway Authority

From: Gena Torres, TPO Executive Planner

Re: Comments on Draft South Selmon PEIR

We appreciate THEA responding to concerns about the South Selmon PEIR raised at community meetings including at the public meetings of the TPO.

The walk/bike safety improvements at Euclid and Willow are beneficial both for safety and network connectivity. We would ask that in addition, section 4.6.6 identify steps THEA is taking to encourage drivers to slow down at all of the off-ramps, to reduce the chance of severe and fatal crashes throughout this urban-core project area. For guidance, THEA may wish to refer to strategies being implemented by FDOT District 7 as part of the Tampa Bay Next program.

Also, we ask that section 4.4.1 briefly identify the disproportionate burdens on racial minority neighborhoods created by the original construction of the Selmon Expressway. Though the proposed LPA does not worsen those burdens, the documentation of cumulative impacts is an expectation of FHWA and its Civil Rights office.

Thank you, as always, for the opportunity to weigh in on the work being undertaken by your agency.