Meeting of the TPO Board
Tuesday, December 7, 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 headcount will allow us to plan facilities. People attending in person are required to wear a mask while inside the County Center building consistent with CDC guidance. Some voting members may participate via web conference due to the ongoing national and local states of emergency re: COVID-19.

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 – November 10, 2021

IV. Special Presentation – Vision Zero Hero 2021 (Beth Alden, TPO Director)
V. **Public Comment** - 3 minutes per speaker, please. Staff will unmute you when the chair recognizes you.

VI. **Committee Reports & Advance Comments** (Davida Franklin, TPO Staff)

VII. **Consent Agenda**
A. Committee Appointments
B. Memorandum of Agreement with FDOT for Bike/Ped Counters

VIII. **Action Items**
A. 2022 Board Officers and Committee Assignments (Cameron Clark, TPO Attorney)
B. 2022 Meeting Calendar (Beth Alden, TPO Director)

IX. **Status Reports**
A. Ybor Multimodal Developments (Lisa Silva, TPO Staff, and Graham Tyrrell, Kettler)
B. Transportation Disadvantaged Program Update (Joshua Barber, TPO Staff)
C. Infrastructure Investment & Jobs Act Overview (Beth Alden, TPO Director)

X. **Executive Director’s Report**
   - Sun Coast Transportation Planning Alliance and Tampa Bay TMA Leadership Group Joint Meeting and Workshop on Rail: Friday, December 10, FDOT District 7 office, 9:30am-Noon

XI. **Old Business & New Business**

XII. **Adjournment**

XIII. **Addendum**
A. Announcements
   - 56th St/50th St Corridor Planning Study Meeting, Tuesday, December 14, 5:30pm, Lightfoot Recreation Center
   - Public comment period through January 2, 2022 on the FDOT Strategic Intermodal System Policy Plan, and webinar December 9 at 10:00am
B. Correspondence

- To Federal Railroad Administration re: Brightline SEIS Historic Resources Review
- To Beth Alden, TPO Executive Director re: FY 2023 – 2027 Tentative Work Program

C. Articles Related to TPO Work

- "This community is on the move": Tampa’s transit future is taking shape thanks to continued federal support | Tampa Bay Business Journal | 11.22.21
- Arthi Sainath shares the story of the loss of her dad, 'Sai', who was killed while walking by a Tampa subdivision | BayNews9 | 11.22.21
- Nearly $39-million to go towards changes around North Florida Avenue and Tampa Street | WFTS ABC Action News | 11.19.21
- Ahead of World Day of Remembrance, daughter of Tampa crash victim pleads for safer roads | WFTS ABC Action News | 11.19.21
- Hillsborough County to repair hundreds of miles of roads with newly allocated funds | Tampa Bay Business Journal | 11.18.21
- Tampa Heights to benefit from $18 million grant for complete streets | Tampa Bay Business Journal | 11.17.21
- HART hopes to ‘finally’ replace outdated heavy maintenance facility | Tampa Bay Business Journal | 11.11.21
- Officials target undoing racial divides created by Florida highways, interstates | Fox 13 News | 11.09.21
- As I-275 expansion begins, neighbor asks for more sidewalks on connecting roads | WFTS ABC Action News | 11.09.21
- How will Florida spend the billions Congress approved for infrastructure? | Tampa Bay Times | 11.08.21
- Hillsborough County needs more school buildings to keep up with growth | WFTS ABC Action News | 11.08.21
- Planning Commission announces 39th Annual Planning & Design Award winners | Tampa Bay Newswire | 11.04.21
- Mayor, City Council to close loophole requiring new sidewalks | Tampa Patch | 10.26.21

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

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HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION BOARD
HYBRID MEETING, NOVEMBER 10, 2021
DRAFT MINUTES

I. CALL TO ORDER, PLEDGE OF ALLEGIANCE

The Chairman, Commissioner Cohen, called the meeting to order at 10:01 AM and led the pledge of allegiance. The regular monthly meeting was held in-person and virtual via WebEx.

II. ROLL CALL (Gail Reese, TPO Staff)

The following members were present in person: Commissioner Harry Cohen, Commissioner Pat Kemp, Commissioner Kimberly Overman, Commissioner Gwen Myers, Councilman Guido Maniscalco, Councilman Joseph Citro, Mayor Andrew Ross, HART Board Member Melanie Williams, Joe Waggoner, Charles Klug, Planning Commissioner Cody Powell, School Board Member Jessica Vaughn

The following members were present virtually: Commissioner Mariella Smith, Commissioner Nate Kilton

The following members were absent/excused: Councilman John Dingfelder, Joe Lopano

A quorum was met in person.

Some members are participating virtually because of medical reasons and the local declaration of emergency.

III. APPROVAL OF MINUTES – October 13, 2021

Chair Cohen sought a motion to approve the October 13, 2021 minutes. Commissioner Kemp so moved, seconded by Commissioner Myers. Voice vote: motion carries unanimously.

IV. SPECIAL PRESENTATION – Vision Zero Hero 2021 (Beth Alden, TPO Director) - deferred

V. PUBLIC COMMENT –

Rick Fernandez: Introduced himself and residence address; thanked the Board. Noted he is the Vice Chair of the CAC but is here as a private citizen. Said he is commenting on Action Item, Agenda Item 8A; the proposed letter from the TPO to FDOT regarding the Tentative Work Program. Has concerns that have been expressed to the Board in writing via Facebook and email. Would like to focus on the item on page 2 of the letter about the noise walls at Robles Park and concerns spanning the entire eastern boarder of Tampa Heights along I-275. Notes from the letter that the Board has expressed concerns about the gap in the noise wall at Robles Park; FDOT does not intend to put sound barriers of any sort along that part. That was confirmed at the CAC meeting on November 3, 2021. Hopes the Board will drill down on this topic. Expressed that, if there aren’t enough deal breakers already, if there are no barriers along that section with the
increase in noise and pollution with the planned capacity increases is not acceptable. Stated that all of the sound walls along Tampa Heights are impacted and affected. Does not believe there are enough discussions in the letter or elsewhere about architectural improvements and landscaping along that area; specifically noted the flyover ramp from I-275 SB to I-4 EB between Floribraska and Columbus. That is not a sound wall, it is little more than a supporting wall/barrier ramping cars above and through the area. When looking up from the ground level, you can see the superstructure. It is not a sound barrier, it is not a berm, it does not protect the neighborhood from noise or pollution. Would hope that it will be addressed to what, exactly, a sound wall means especially along that area of eastern Tampa Heights and the border of the historic district.

VI. COMMITTEE REPORTS & ADVANCE COMMENTS (Bill Roberts, CAC Chair; Davida Franklin, TPO Staff; Beth Alden, TPO Director)

A. CAC – Bill Roberts (November 3, 2021 meeting) – meeting was virtual, no actions taken
   • Heard some of the feedback in Public Comment
   • Heard report on FDOT Tentative Work Program.
   • Heard report on I-75 Environmental Details on the Express Lanes.
   • Heard report from HART on AV pilot project.

B. BPAC – Davida Franklin, TPO Staff (October 13, 2021 meeting)
   • Approved the following Action Items:
     o Transportation Improvement Program Amendment: Westshore Interchange and Downtown Interchange Aesthetics. A motion was also approved requesting a side path along the north side of Kennedy Blvd. from REO Street to the Westshore Mall. This would provide a direct route between a major destination and the Howard Frankland Bridge Trail’s terminus at Reo.
     o Rectangular Rapid Flashing Beacons Letter to the Legislature. This was strongly supported by the membership.
     o FDOT Tentative Work Program Comments – The committee supported the comments on the tentative 5-year work program noting that on a resurfacing project on West Kennedy Blvd, a mid-block crossing had previously been proposed between Lois and West Shore. FDOT has since responded that this did not meet crossing warrants.
   • Heard Status Reports on:
     o Hillsborough County Comprehensive Plan Mobility Element

C. ITS – Davida Franklin, TPO Staff (October 14 meeting)
   • Approved the following Action Item:
     o Transportation Improvement Program Amendment: Westshore Interchange and Downtown Interchange – The TIP amendment had already been presented at the October Board; any additional questions were considered. Members heard an update of the comments that the TAC and the CAC committees provided. This was followed by a presentation on one of the things funded by the amendment, the I-275 Integrated Corridor Management Program, and its benefits.
   • Heard Status Reports on:
o FDOT Tentative Work Program Comments – The committee supported the projects in the FDOT Tentative Work Program for FY 2023-2027.

o Connected Vehicle Performance Measures for Signal Retiming – Metroplan Orlando staff presented their signal retiming program which uses data from Wejo technology.


D. TAC – Davida Franklin, TPO Staff (November 1, 2021 meeting)

- Approved the following Action Item:
  o FDOT Tentative Work Program Comments

- Heard Status Reports on:
  - I-75 PD&E Study – Members received clarification on transition points between express and general lanes; how capacity would be managed on express lanes, which may include tolling; and inquired about maintenance costs. Members noted that if tolled, maintenance costs would be funded in future years.
  - 56th Street/ 50th Street Corridor Planning Study – Members noted that there are many different users and contexts in this corridor, and safety improvements are needed.

E. LRC – Davida Franklin, TPO Staff (October 20, 2021 meeting)

- Approved the following Action Items:
  - Rectangular Rapid Flashing Beacons Letter to the Legislature
  - FDOT Tentative Work Program Comments
  - Select Gulf Coast Safe Streets Summit Award Recipient

- Heard Status Report on
  - State of the System Report

F. TDCB – Davida Franklin, TPO Staff (October 22, 2021 meeting)

- Approved the following action items:
  - Major Update of the Transportation Disadvantaged Service Plan
  - Annual Operating Report of the Community Transportation Coordinator
  - TPO Committee Meeting Calendar for 2022
  - FDOT Tentative Work Program Comments

- Heard Status Reports on:
  - Sunshine Line Update
  - Hillsborough County Comprehensive Plan Mobility Element

G. Policy Committee – Beth Alden, TPO Staff (November 10, 2021 meeting)

- Focused on Fowler Ave corridor.
  - Coordination with roadway improvements with the HART BRT concept.
  - Will invite HART to speak to the board about their recommendation after the HART Board has an opportunity to recommend a preferred concept for that study.
  - Will look to integrate that with the work that FDOT is doing.

- Discussed coordination with land use redevelopment and housing.
  - Great points about the need for affordable housing, labor pool access, and taking another look at the minimum parking requirement.

- Joint conversation with representatives from the City of Tampa, Hillsborough County, and the Planning Commission about a possible, inter-local agreement for a coordinated approach to address those issues.
H. **Public Comments Received Through Email & Social Media** – Davida Franklin, TPO Staff
- Comments pertaining to Action Items on today’s agenda were posted online and received by email from Rick Fernandez, who called in and spoke during Public Comment.

VII. **CONSENT AGENDA**
A. **Committee Appointments**
- LRC – Alex Bourne, nominated by the Institute of Transportation Engineers, Greater Tampa Section
- TDCB – Indihra Chambers, nominated by Careersource Tampa Bay
- BPAC – Robyn Baker, nominated by Plant City; David Aylesworth and Victoria Klug, nominated by the BPAC as At-Large members
- TAC – Jennifer Malone, nominated by the Planning Commission

**Charles Klug:** Recused himself from the Consent Agenda and voting on this matter.

Chair Cohen sought a motion to approve the Consent Agenda. Commissioner Myers so moved, seconded by Councilman Maniscalco. Voice vote: motion carries unanimously with one abstention from Charles Klug.

VIII. **ACTION ITEMS**
A. **Tentative Work Program and Comments** (Justin Hall, FDOT)
- Five-year Work Program – new tentative plan will cover FY 2023 – FY 2027
- FDOT seeking to preserve existing work program, capture cost estimate updates, add new projects.
- Reviewed how projects are added.
- The purpose is to cover what is new. Projects move on priority list, there are adjustments to funding, etc. are some of the reasons projects appear or are removed.
- Reviewed Hillsborough TPO Priority projects.
- Showed breakdown of funding. Noted that many improvements, such as bike/ped, are incorporated into other projects and specific funding is not tracked at this time. Working on a way to add identifier for capacity or resurfacing projects where complete streets is being incorporated with fixing sidewalks, closing gaps, adding a trail, etc.
- Went over schedule.
- Provided website information; noted that several social media posts had been made based on comments from the CAC.

**Presentation:** [FDOT Tentative Five-Year Work Program FY 2023 - FY 2027](#)
**Website:** [www.fdot.gov/wpph/district7](#)

**Letter and Turnpike Tentative Work Program Summary of Projects:** [November 2021 TPO Board Agenda Packet](#)
Discussion:

Commissioner Overman: Requested clarification on the I-275, SR 93, SR 60 interchange and if it is the Downtown Interchange project.

Justin Hall: Not on the presentation, is in the Work Plan Document. It is the Westshore Interchange.

Commissioner Overman: Asked for clarification on the Downtown Interchange project not appearing and if that is because it has already been approved.

Justin Hall: Correct, that project is funded in the current fiscal year. The Work Program being looked at today starts next fiscal year.

Commissioner Overman: We heard earlier from the CAC regarding the noise walls. Noted that the reason anything is being done on the Downtown Interchange is to increase safety. Knows that improvements are being made under each of the major overpasses for the city intersections. Each of the cross streets are not being addressed. That is missing the mark when it comes to safety. The north side of the southbound lanes, those concerns are not being addressed. FDOT needs to consider doing that in their design.

Beth Alden: Noted that, after the Board discussion is completed, Vishaka Shiva Raman would like to go over the proposed letter of comment to FDOT.

Commissioner Cohen: Clarified that the Board would be able to add comments to that letter.

Mayor Ross: Asked about the resurfacing project of Fowler Avenue between Bruce B Downs and River Hills and how they will fit in with the two re-design projects on Fowler Avenue east and west of 56th Street. Questioned how this resurfacing project fit in with that scheme.

Justin Hall: The redesigns retain their existing pavements. They are reconfiguration with middle sections or outside lanes. The pavement condition needs to be addressed ahead of time; it won’t make it to that project. Have done a lot of coordination with that project on the scope so there is no wasted work.

Mayor Ross: Clarified that the resurfacing will happen before the redesign

TPO Letter of Comment to FDOT:

Vishaka Shiva Raman:
Noted that the Florida Turnpike Enterprise has several projects within District 7 and Hillsborough County. Those are included in the November Agenda Packet.

Letter of comment to the FDOT. Thanked FDOT for bringing the update. Noted the project for the Westshore Interchange has advanced to construction. The Work Program highlights several projects with concern for safety improvements that are moving into construction. Would like to have FDOT’s response to the Fowler Avenue project and extending it. There is additional funding for US 92 and McIntosh Road and at Adano and 26th Street. It was noted that three projects are urban development; Brandon Boulevard, Park Road, and South Dale Mayberry. The CAC, BPAC, and TDCB expressed interest in additional details for these projects and how decisions were made. The TDCB inquired how decisions are being made considering people with challenges needing to use these
corridors. The letter expresses the desire for FDOT to provide briefings on these concerns in the future. The funding for US 41 grade suppression, did not see funding for that. Asked to see if the TPO could assist to add funding for this project. In addition to these requests, there was a safety project that was proposed as a traffic signal at the intersection of Spruill Street, Boy Scout, and Manhattan Avenue. It was listed as a traffic signal with a lower priority. The letter brings this to FDOT’s attention since there has been two fatal crashes recently. Are requesting this project be given a higher priority under the Vision Zero category. Talked about the Robles Park gap in the noise wall as part of the I-275 reconstruction. Expressed concern in the letter asking FDOT to consider a positive response and address this concern. At this time, would like to add comments from the TPO Board.

**Requested Action:** To approve the letter and transmittal to FDOT.

**Discussion:**

**Commissioner Kemp:** Believes it is a complete letter. Is pleased that the wall is included as the Board unanimously supported it. Noted that Mr. Fernandez talked about a noise wall at the higher level around the interchange. Not sure how to go into that specifically. Another challenge not in the letter but is a concern is I-75 at Gibsonton. I-75, at certain times, is gridlocked. One accident leads to another resulting in people being 30 to 60 minutes late for work. It is good news that this interchange is on the Work Plan. It will be critical to address the pile up of cars at the end of the exit. The capacity of the exit will not be able to be handled on the road. That needs to be a consideration as we move forward before we have another issue.

**Commissioner Cohen:** Noted in Mr. Fernandez’s comments that he made a specific reference to the lack of a sound barrier on the flyover to I-4 from I-275 at Floribraska to Columbus. Would like to have that item, specifically, included in the letter. It should be pointed out exactly where the gaps are that we would like to see filled. This is in addition to what has already been said about Robles Park.

**Justin Hall:** Noted that there are noise walls in that area that are already existing. The new project does not include removing those walls. In a previous request from Mr. Fernandez, he requested that those noise walls be taller. Based on the design guidelines, they are as tall as they can be. The only area in this project where there is a gap is Robles Park. It is something that was gone over at the construction open house; that question has been asked before. The gap at Robles Park is being worked on with TPO Staff and Federal Highway on what can be done there.

**Commissioner Overman:** Requested that the FDOT representative address the section approaching from the north, heading southbound; I-275 being resurfaced to create the additional lanes and safety of the approach to the flyover.

**Justin Hall:** An additional lane is being added and there will be minor resurfacing to tie the new pavement into the existing pavement.

**Commissioner Overman:** In order to add the lane, additional surface is being added. Not necessarily widening but reconstructing the pavement on the approach. A road is being repaved and not being completely fixed. Having the blind lane design, vehicles come over a hill doing 60 mph with traffic stopped on the other side, no matter how many lanes. Without having a straight road, there will
continue to be crashes this construction is trying to avoid. The safety fixes in this project are not addressing one of the core reasons this area is so dangerous. People traveling in the second and third lane are crashing into the people stacking up to go onto I-4. The additional lane will not address the safety issue caused by the rise and fall over every crossing along I-275: Sly, Hillsborough, Hanna, Osbourne, and Floribraska. Requested that this be considered in the planning and design, it would be appropriate; or plan for it in the future when it is determined that what we are doing now is insufficient.

Motion to approve the transmittal of the letter of comment on the FDOT Tentative Work Program made by Councilman Maniscalco, seconded by Commissioner Overman. Rollcall vote: motion passes 14 – 0

B. HART Request for Maintenance Facility Support (Beth Alden, TPO Executive Director; Teri Wright, HART)

- HART made request at the beginning of November for support of this grant. It is due very soon. A vote on this letter does not constitute an amendment to the Transportation Improvement Program. Will require future, roll call vote, to amend the TIP.
- HART intends to apply for a Federal Transit Administration grant to fund a major reconstruction of HART’s primary maintenance facility at 21st Ave.
- For consideration is a request for support for the HART Heavy Maintenance Facility.
  - Current facility is 40 years old and past useful life.
  - Building and surrounding property are in need of enhancement/replacement.
  - Challenges include flooding, sinkholes, failing roof, building not ADA compliant, lack of vertical space to lift vehicles, insufficient storage.
- HART is requesting that the funds that the TPO has set aside for a number of years for HART’s vehicle replacement program be made available for the heavy maintenance facility project.
- HART is requesting the TPO Board considers a letter on behalf of HART to the FTA Administrator for HART’s bus and bus program grant application.
- Effective maintenance of the HART fleet is essential for good repair and reliability of transit service.

Recommended Action: To approve the transmittal of the letter of support for the grant.

Letter is attached to the November 10, 2021, November 2021 TPO Board Agenda Packet.

Commissioner Kemp made the motion to approve, seconded by Commissioner Smith.

Discussion:

Commissioner Kemp: Noted that when she was on the HART Board in 2017, it was stated as a dire emergency at the time. It has not gotten any better. This is a $100 million project. The matching funds search has been extensive. HART is the most underfunded system in the nation for a metro area of
this size. It is grossly underfunded and has been for decades. Beyond trying to expand bus service, the building and facilities are in terrible shape. Nothing more critical in the entire region for moving people than the bus and maintenance facility. Is happy this is a top priority for the new CEO of HART. Pleased to have the opportunity to move this forward.

Commissioner Smith: As Chair of HART Board, very much hoping that we can get this done. The deadline for the federal grant is November 19, 2021. Important that the Board support this and that local, matching funds are provided. There are several funding sources being lined up from local, state, and federal sources to improve the heavy maintenance facility. It is in dire straits. When it floods, it floods up to the vehicle headlights. There is extensive damage to the ceilings, there is corrosion, there is damage to the braces and brackets. The facility is falling apart and is not going to last. It is in bad shape and does not comply with ADA standards. It does not have the ability to move into the future with electric vehicles and does not have the ability to service the current fleet. This is the top priority of funding need for HART now. It has been put off. We are in a position to put together funding sources. Need the TPO funding that is in place for HART repurposed and prioritized to this project. Asking for everyone’s approval on this item moving forward.

Commissioner Myers: Would like to see that the vote on these items is separate. There is a letter of support as one and the redirection of funding as the second. Inquired what plans HART has to come up with to possibly replenish these funds or what they will do if we shift these funds in the grant application.

Teri Wright: Met with the FTA privately. Presented the need of the heavy maintenance facility; discussed bus replacement as well as increased frequency. FTA expressed that the new infrastructure package for bus replacement has 25% set aside for CNG busses. 63% of HART fleet is CNG vehicles. That infrastructure and busses are in place which positions HART very well to apply for those moneys. FTA expressed that many facilities are not looking at CNG and are going directly to electric. The pool for the CNG funding will be a smaller one. That is the plan for bus replacement funding that HART hopes to have reallocated to the heavy maintenance facility.

Commissioner Cohen: He is the only County Commissioner from the TPO Board not on the HART Board. Had an opportunity to speak with the HART Executive Director on November 9th. She brought this issue up. He had been aware of the challenges with the facility but not the dire nature of the situation. He is in support of this and hopes that is passes.

Chair Cohen asked to start with the motion directing staff to send a letter of support to the FTA for the grant HART is applying for. Councilman Maniscalco so moved, seconded by Commissioner Myers. Rollcall vote: motion passes 14 – 0.

Chair Cohen asked for a motion to begin the process to move the HART allocated funds from the bus replacement pool to the heavy maintenance facility funding for future TIP amendment. Motion originally made at the start of discussion by Commissioner Kemp, seconded by Commissioner Smith. Discussion:
Commissioner Smith: Thanked everyone for supporting the letter of support in the effort to pull together funding for this critical need and priority project. This motion is where we put our money where our mouth is. Noted that it’s one thing to support a letter and another to prioritize it with the funding.

Commissioner Overman: Requested clarification on the amendment if it is going to swap money from bus replacement to the maintenance facility.

Beth Alden: We do not have documentation for a TIP amendment at this time. Will bring that back to the board for a vote in the future.

Commissioner Overman: Asked if the Board is making this motion to start that process.

Beth Alden: Correct

Rollcall vote: motion passes 14 to 0

IX. STATUS REPORTS

A. FDOT 56th Street/50th Street Corridor Planning Study (Jennifer Musselman, Kittelson; Brian Shroyer, FDOT)
   • Review of project scope
     o Identify safety solutions and countermeasures
     o Improve the corridor
     o Develop vision
     o High crash corridor
   • Overview of study area – 8.5 miles from Selmon Expressway to Fletcher Ave.
   • Went over major milestone – deliverables and public engagement process
   • PAG Members
     o City of Tampa
     o Temple Terrace
     o Hillsborough County
     o HC TPO
     o HC Planning Commission
     o HART
     o THEA
     o Florida Highway Patrol
     o USF
     o HC Public Schools
   • Review stakeholders
   • Identified opportunities for Multimodal Improvements on the Corridor
     o High multimodal activity area
     o Robust transit corridor
     o School pick-up/drop-off congestion
     o Redevelopment focused within Temple Terrace
     o High posted and operating speeds
     o Serves diverse population
   • Went over the draft Purpose statement
   • Review of draft Needs
• Next steps – hybrid public meeting December 14, 2021, PAG Meetings, additional reviews and presentations to the committees, board and public.

Presentation: FDOT 56th/50th Street Corridor Study

Discussion:

Commissioner Kemp: Noted that it is interesting to see; this is one of the most major transit ways and there is a lot of opportunity. Questioned if it is known how this area ranks as an employment center or what the size of the number of how many people are employed in this area.

Jennifer Musselman: Do not have that information but it is something that can be looked into.

Commissioner Kemp: Would be very interested in knowing that. That park looks like it has the potential for additional redevelopment.

Beth Alden: That area was identified as one of the county’s top 12 key economic spaces. The cluster was identified at greater than 5,000 and not down at the low end. It is likely around 10,000 to 20,000 level.

A. Future Leaders in Planning Jr. Program (Davida Franklin, TPO Staff)
   • Program provides an opportunity for children to see their community through the lens of a planner.
   • Started as Vision Zero program in 2019 by Gena Torres. Returned in 2021 and managed by Public Outreach from Plan Hillsborough.
   • Acknowledged partners, sponsors, and staff. Served 60 – 80 homes.
   • Review of program overview – started as Vision Zero program in 2019.
   • Supporting the 2021 Nondiscrimination Plan for the program
   • Successes and Lessons Learned
     o Kids learned about bike/ped safety, basics of zoning, transportation options, advocacy, safe spaces/ beautiful places
     o We learned – flexibility, unique challenges, community-centric issues, real life effects of poor road design, community support, resiliency in planning, supports Nondiscrimination Plan
   • Opportunities
     o Increasing diverse representation in the Planning field.
     o Civic engagement, Planner field experience, community problem solving, emotional intelligence
     o Creating opportunities for young people to care
     o Partnership and funding opportunities
     o Identified other opportunities for activities, feedback, and getting the word out.

Presentation: FLiP Jr. 2021 Review
X. EXECUTIVE DIRECTOR’S REPORT

A. Welcomed new Board Member, Cody Powell, representing the Planning Commission

B. Sun Coast Transportation Planning Alliance and Tampa Bay TMA Leadership Group Joint Meeting and Workshop on Rail: Friday, December 10, FDOT District 7 office, time to be confirmed. First in the state listening sessions on Passenger Rail Planning. Will be joined by FDOT Assistant Secretary Brad Thoburn. Commissioner Cohen is representing the Board on the SCTPA along with three Board members on the TMA. Hybrid reservation options.

Commissioner Overman: Requested that TPO Staff invite all the TPO Board members since some had to leave before this notification. Would like members to understand the importance of this opportunity to discuss rail. It has been brought up at all of our meetings, would not want any members to miss this opportunity.

C. TPO Staff received an early notification of Supplemental Environmental Impact Statement for the Florida High Speed Rail project between Tampa and Orlando. This invitation is for staff to comment on Historic Resources. There will be additional steps coming up, but it is underway. We have the proposed route in conceptual maps.

Commissioner Kemp: Asked for clarification on “historic” or “legacy” and if that means the Amtrak rail.

Beth Alden: It is part of the National Environmental Policy Act; any major transportation projects need to look at impact. This request is to look at historic buildings; they reached out to the City of Tampa Office for Historic Preservation to make sure there have not been any changes since the original EIS was done in 2005.

Commissioner Kemp: Questioned if this is talking about the connection of Amtrak from Orlando to Tampa.

Beth Alden: This is looking at the former highspeed rail alignment. There was an Environmental Impact Statement for that route which was largely in the I-4 median. The original alignment would have come out of the I-4 median in a flyover very close to the Downtown Interchange on the east side and come into an intermodal station just south of I-275 next to the Marion Transit Center. The new alignment being studied comes out of I-4 around 14th and 15th Streets, comes down Nuccio, and terminates near the Amtrak station. It is different looking at the historic resources. There will be impact that needs to be looked at.

Commissioner Overman: Asked if this is the preempt study that is going to give Brightline a footprint in this direction. This will provide an idea of where Brightline might land.

Commissioner Kemp: Asked who was initiating these steps.
Beth Alden: It is coming out of the Federal Rail Administration.

D. At next month’s Board meeting, we will be providing a legislative update of new opportunities coming out of the recently passed, federal bill. There are new opportunities that we should be able to take advantage of. In particular, one set aside for improving resilience. We have spent a fair amount of time looking at this area, specifically hardening the roadways, we are well positioned to advance some projects with new funding. We will be looking at transit options as well.

E. The annual election of officers will be at the December meeting for the 2022 year. People will have the opportunity to speak up during the meeting if they would like to serve on leadership or one of the committees. If interested or there are any question, please reach out to Beth Alden in advance.

XI. OLD & NEW BUSINESS –

A. Next meeting December 7, 2021, from 10:00 AM – 12:00 Noon.

XII. ADJOURNMENT – The meeting adjourned at 11:41 AM

The recording of this meeting may be viewed on YouTube: Meeting Recording
Committee Reports

Meeting of the Bicycle Pedestrian Advisory Committee (BPAC) on November 10

The BPAC approved action items:

- Memorandum of Agreement for Bike/Ped Counters with FDOT
- Comments on FDOT RRR Studies
  - The Committee heard a report on two resurfacing projects on Dale Mabry and Park Road. Plant City staff provided comments in support of maintaining the 6 lanes currently on Park Road but also supported on-road bike facilities.
- 2022 Meeting Calendar

The BPAC heard status reports on:

- FDOT 56th Street/50th Street Corridor Planning Study
- City of Tampa Neighborhood Commercial District Plans
- Tampa Downtown Partnership Bicycle and Pedestrian Counts
- US Bicycle Route 15 through Hillsborough County
  - This bike route has been identified by the Adventure Cycling Association, which is seeking to engage communities along the proposed route including Hillsborough County and Plant City. Membership offered to work with the Association and Plant City Staff on the proposal.

Meeting of the Livable Roadways Committee (LRC) on November 17

The LRC approved action items:

- Brightline SEIS Historic Resource Review comments
- 2022 Meeting Calendar
- USF to Green ARTery Trail Study - with the suggestion the draft study and alignments be reviewed by the Hillsborough County School District for feedback before finalization.

The LRC heard status reports on:

- FDOT 56th Street/50th Street Corridor Planning Study
- Tampa Downtown Partnership Bicycle and Pedestrian Counts
Board & Committee Agenda Item

Agenda Item

Committee Appointments

Presenter

None – Consent Agenda

Summary

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

The following have been nominated to serve on the TDCB:

- Representing Hillsborough County Public Schools: Alexcia Wiggins

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

The following have been nominated to serve on the BPAC:

- Christopher Fellerhoff, by Hillsborough County and Richard Ranck, as alternate

Recommended Action

That the TPO confirm the above nomination

Prepared By

Cheryl Wilkening

Attachments

None
Board & Committee Agenda Item

**Agenda Item:**
Memorandum of Agreement for Bike Ped Counters with FDOT

**Presenter:**
None – Consent Agenda

**Summary:**
The TPO proposes to assist the Tampa Downtown Partnership in a pilot project to count pedestrians and cyclists using FDOT-owned equipment. There is no cost to the TPO other than a few hours of staff time. FDOT will train TPO staff to install the equipment properly in the right-of-way, and the TPO will be responsible for ensuring that the installations are done as specified. The counts are proposed to be taken during a three-week period in February, after which time the TPO will return the equipment to FDOT. If successful, the counts may be repeated on an annual basis.

**Recommended Action:**
Approve Memorandum of Agreement with FDOT

**Prepared By:**
Wade Reynolds, TPO Staff

**Attachments:**
Memorandum of Agreement: FDOT Non-Motorized Traffic Monitoring Program Short-Term Counting Hardware
Memorandum of Agreement

This Memorandum of Agreement, hereinafter referred to as the “Agreement” is made and entered into on the last date executed below, by and between the Florida Department of Transportation, an agency of the State of Florida, hereinafter referred to as the “Department”, and the Hillsborough Transportation Planning Organization hereinafter referred to as the “TPO”.

RECITALS:

A. WHEREAS, the Department seeks to establish a statewide Non-Motorized Traffic Monitoring Program (the “Program”) and seeks to continue the expansion of the Program;

B. WHEREAS, the TPO has agreed to participate in the Program by assuming certain responsibilities in the matter and to the extent set out in this Agreement;

C. WHEREAS, the TPO acknowledges that it benefits from the installation of a non-motorized counting device (“Equipment”) in its vicinity;

D. WHEREAS, the Department is authorized under Section 334.044, Florida Statutes, to enter into contracts and agreements;

NOW, THEREFORE, in consideration of the mutual benefits contained in this Agreement, the parties agree as follows:

1. GENERAL PROVISIONS

1.1. The Department may select any vendor with which it has established agreements or contracts and who is qualified and approved to perform the work described in this Agreement. The TPO may delegate the performance of its obligations under this Agreement, upon prior written approval from the Department, to an agent who is qualified and approved by the Department to perform the work, which may include a local government member and/or consultant of the TPO.

1.2. The Department will provide technical oversight to TPO, which may include but is not limited to, site selection and technical assistance with equipment and software. The TPO must provide a primary contact for the program to the Department upon signing this Agreement.

1.3. The Department will work with the TPO and/or its agent to complete the first installation of the non-motorized counter (“Equipment”) as a form of training to the TPO and/or its agent. Any additional Equipment will be installed by the TPO and/or its agent, with installation support from the Department as needed.

1.4. Failure on the part of the TPO to comply with any of the provisions of this Agreement will be grounds for the Department to terminate its participation, regain possession of the Equipment from the TPO.
and if applicable, seek repayment for any damages done to the Equipment beyond standard wear and tear.

1.5. Any amendments to this Agreement or its terms will be agreed upon in writing by all parties prior to being implemented. The Department may delegate the approval of these amendments to the Manager of the Department’s Transportation Data Analytics (TDA) Office.

2. SCOPE OF PROJECT

2.1. The TPO and/or its agent shall be responsible for providing installation approval and access to the proposed short-term count locations. The TPO, at its sole expense, shall install, monitor, and inspect the Equipment. All short-term count locations must be identified and selected in accordance with the Department’s Non-Motorized Traffic Monitoring Program. The TPO will submit a list of potential sites to the Department for written approval prior to the installation of any Equipment. Both parties will provide access to data collected through the Equipment. At the conclusion of the project, the TPO will return the Equipment, and other related hardware, to the Department.

2.2. The Department, at its sole expense, will provide the TPO with the Equipment and other hardware which shall adhere to the following specifications:

• Capture non-motorized travelers using infrared detectors.
• Capture bicycles using bicycle only road tubes.
• Measure the direction of travel of cyclists.
• Transmit data wirelessly or are required to have data downloaded and sent to the Department.
• Do not have any speed restrictions on capturing data.
• Record count data at 1-hour intervals for a minimum of 2 weeks per location.
• May be removed using readily available tools and street maintenance equipment.
• Include necessary supporting installation equipment such as any enclosure box, screws, cables, nails, road tape etc.
• Include an enclosed secure box or structure with key entry or another unlocking device included.
• Include any necessary cords to connect a field computer or other mobile device to the count device.
• Include a minimum 1-year manufacturer’s and/or seller’s warranty for all Equipment and software.
• Include a manual describing installation procedures, specifications, and maintenance instructions.
• The Equipment is contained by a waterproof design.
• The Equipment has a battery life of 2 years minimum.
• The Equipment has data compatibility with Microsoft Office Excel (v2010 or later).

3. ROLES AND RESPONSIBILITIES

3.1. TPO Responsibilities

1. Locate Utilities, if necessary, for Equipment installation.
2. Set up and manage traffic control, if necessary, for Equipment installation.
3. Clean up site.
4. Approve Equipment installation locations.
5. Meet Department staff on site during Equipment installation training and install, inspect, and monitor Equipment according to technical oversight provided by the Department.
6. Provide the Department with pictures of the first Equipment installation and removal procedure and all subsequent Equipment installation and removal performed during the term of this Agreement.
7. Retrieve and submit data to Department in accordance with Department guidelines.

3.2. Department Responsibilities
1. Conduct Equipment test prior to field deployment.
2. Deliver Equipment to be installed to TPO.
3. Test for environmental interference with Equipment.
4. Determine final Equipment placement.
5. Provide Equipment installation and removal training to TPO and/or its agent.
6. Conduct diagnostics/compile logger information after installation.
7. Equipment maintenance which may include battery upkeep and replacement of Equipment parts such as screws, nails, hoses, and roadway tape.

3.3. Responsibilities for both parties during installation of first Equipment
1. Bring installation Equipment, which may include: hammer, tape measure, rake, broom, road tape, cones, safety vests, etc.
2. Provide bicycle for testing during Equipment installation training.
3. Provide laptop for finalizing and testing the Equipment.

4. CONTRACT TERM; TERMINATION

4.1. The useful life of this Equipment may be up to ten (10) years. This Agreement shall be for a period of five (5) years. Either party may terminate this Agreement at any time with a thirty (30) day written notice of intent to terminate.

4.2. In the event of termination, the TPO will return all Equipment, and other related hardware, to the Department within seven (7) calendar days of equipment removal. The TPO shall not be liable for any damage to the Equipment if the TPO has provided the Department with pictures of the Equipment installation and removal and the Department determines the Equipment was installed and removed properly.

5. RIGHT TO INSPECT

5.1. The Department shall have the right to inspect, test, approve or reject, any portion of the work being performed by the TPO or its agent(s) to ensure compliance with the provisions of this Agreement. Any deficiencies inconsistent with the Department’s data collection protocols or Non-Motorized Travel Monitoring Handbook and specifications found during an inspection must be corrected within 48 hours.

6. CONTRACTOR COMPLIANCE

6.1. The “TPO” will be responsible for ensuring that its agent(s) and contractor(s) comply with all terms of this Agreement and any instructions issued by the Department as a result of any review or inspection made by Department representatives.
7. INDEMNIFICATION

7.1. It is specifically agreed between the parties executing this Agreement that it is not intended by any of the provisions of any part of this Agreement to create in the public or any member thereof, a third-party beneficiary under this Agreement, or to authorize anyone not a party to this Agreement to maintain a suit for personal injuries or property damage pursuant to the terms or provisions of this Agreement. The TPO agrees to include the following indemnification in all contracts with contractors/subcontractors and consultants/subconsultants who perform work in connection with this Agreement:

“The contractor/consultant shall indemnify, defend, save, and hold harmless the State of Florida, Department of Transportation, including the Department’s officers and employees, from liabilities, damages, losses and costs, including, but not limited to, reasonable attorney’s fees, to the extent caused by the negligence, recklessness or intentional wrongful misconduct of the contractor/consultant and persons employed or utilized by the contractor/consultant in the performance of this Agreement.”

IN WITNESS WHEREOF, each of the undersigned parties has caused its duly authorized representative to execute this Memorandum of Agreement.

Hillsborough Transportation Planning Organization

SIGNED BY: _________________________________________________________________

TITLE: _________________________________________________________________

DATE: ___________________________________________________________________

ATTEST TO: Approved as to form:

By: ___________________________ By: ___________________________

FLORIDA DEPARTMENT OF TRANSPORTATION

TRANSPORTATION DATA AND ANALYTICS OFFICE MANAGER:

SIGNED BY: _________________________________________________________________

DATE: ___________________________________________________________________

LEGAL REVIEW: _______________________________________________________________
Board & Committee Agenda Item

**Agenda Item**

2022 TPO Board Officers & Committee Assignments

**Presenter**

Cameron Clark, TPO Attorney

**Summary**

*TPO Chair and Vice Chair:*

The Chair and Vice Chair preside at all regular and special meetings of the TPO, and represent the TPO at meetings of the TPO Sun Coast Transportation Planning Alliance (SCTPA) – typically biannually – and meetings of the Florida MPO Advisory Council (MPOAC) – typically quarterly.

The TPO bylaws specify that at the regular meeting in December, the members of the board shall nominate one or more candidates to fill officer positions. Immediately following the close of nominations, the TPO shall vote to fill each office, with the vote for each office being taken in the order in which candidates for that office were nominated, until one is elected.

New officers shall take office immediately upon the conclusion of the election of officers. Officers shall be voting members of the board, and shall hold office for one year or until a successor is elected.

*Policy Committee Members:*

The role of the TPO’s Policy Committee is to review and make recommendations on new policies and proposed policy changes, for ratification by the Board. Meetings are typically every month, on the 2nd Wednesday of the month at 8:30am.

The committee shall be composed of at least five members, with an odd number of members preferred. Any members of the TPO Board requesting to be made Policy Committee members shall be so appointed by the Board.

The 2022 members were Commissioner Kemp, chair; Councilman Maniscalco, vice chair; Commissioner Smith; THEA CEO Waggoner; Commissioner Harry Cohen; Commissioner Overman (alternate member) and PTB CEO Anderson (alternate member).
Tampa Bay Transportation Management Area (TMA) Leadership Group Members:

After the last Census, the Hillsborough, Pinellas and Pasco MPO Boards formed a new, joint advisory taskforce to focus on issues of tri-county significance. The TMA Leadership Group develops consensus priorities every year, focusing on major cross-county transportation markets and traffic movements and on helping the tri-county area speak with one voice in discussions of prioritization and financial resources, especially in the allocation of federal and state funds. It meets four times per year at a central location in the tri-county area, typically on the first Friday of a month at 9:30am.

Since 2014, each TPO Board has annually designated three of its members, and some alternates, to participate. Hillsborough’s 2021 members were Councilman Dingfelder, Commissioner Overman, Commissioner Kemp, PTB CEO Anderson (alternate member) and HCAA CEO Lopano (alternate member). Commissioner Overman was elected chair of the TMA for 2021.

Councilman Dingfelder no longer wishes to serve on the TMA. Councilman Citro has volunteered to serve and is available to attend the meeting on December 10.

Transportation Disadvantaged Coordinating Board (TDCB) Chair – By Florida administrative code, the TDCB chair must be an elected official who serves on the TPO. TDCB meetings are held every other month, typically on a Friday at 9:30 am.

Commissioner Smith was the 2021 chair, and wishes to step down. Commissioner Myers has volunteered to serve as TDCB Chair for 2022.

Livable Roadways Committee (LRC) Chair – The LRC was established by the TPO in the 1990’s as a board-chaired taskforce to collaborate and lead on improving conditions within rights-of-way. Committee meetings are monthly, often the 4th Wednesday at 9:00 am. Councilman Citro served as 2021 Chair and is willing to serve for another year.

Florida MPO Advisory Council (MPOAC) Alternate Representative – Florida’s 27 MPOs come together on a quarterly basis to share best practices and coordinate on statewide transportation policy matters. As noted above, the chair or vice chair represents Hillsborough TPO at these meetings. By Florida law, each MPO shall also elect an alternate representative to vote in the absence of the representative. PTB CEO Anderson, and his alternate on the Hillsborough TPO, Mr. Charles Klug, currently serve as Hillsborough TPO’s alternate representative for the Florida MPO Advisory Council.

Recommended Actions
1. Nominate and vote on candidates for TPO Chair and Vice Chair.
2. Confirm that the current Policy Committee members will continue to serve, and/or solicit and appoint new members. There is no limit on Policy Committee members.
3. Confirm that Commissioners Overman and Kemp, and alternates Mr. Lopano and Mr. Anderson, wish to continue to serve on the TMA.
4. Consider appointing Councilman Citro (or another elected official) to replace Councilman Dingfelder on the TMA.

5. Confirm Commissioner Myers (or another elected official) as TDCB Chair.

6. Confirm Councilman Citro to continue to serve as LRC Chair.

7. Confirm that Mr. Anderson, with Mr. Klug as his alternate, will continue to serve as MPOAC Alternate Representative.

**Prepared By:** Cheryl Wilkening, TPO Staff

**Attachments:** Hillsborough TPO Bylaws
Board & Committee Agenda Item

Agenda Item:  
2022 Meeting Calendar

Presenter:  
Committee Liaison, TPO Staff

Summary  
Staff has prepared a calendar of meetings for 2022. We ask that each TPO advisory committee review and approve its meeting dates. Upon approval by the TPO Board, this calendar will be published and posted online to provide the public with ample notice of meeting schedules.

Recommended Action  
Review and approve the 2022 TPO Board and Committees Meeting Calendar

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

Attachments:  
2022 Draft Calendar
# 2022 Schedule of Monthly Meetings

<table>
<thead>
<tr>
<th>Acronyms</th>
<th>Meeting Locations</th>
</tr>
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<tbody>
<tr>
<td>TAC</td>
<td>Technical Advisory Committee of the TPO Board</td>
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<tr>
<td>CAC</td>
<td>Citizens Advisory Committee of the TPO Board</td>
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<td>Policy</td>
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<td>TPO</td>
<td>Transportation Planning Organization Board</td>
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<td>LRC</td>
<td>Livable Roadways Committee of the TPO Board</td>
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<td>BPAC</td>
<td>Bicycle-Pedestrian Advisory Committee of the TPO Board</td>
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<td>Intelligent Transportation Systems Committee of the TPO Board</td>
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<td>TDCB</td>
<td>Transportation Disadvantaged Coordinating Board</td>
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<td>Sun Coast Transportation Planning Alliance</td>
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<table>
<thead>
<tr>
<th>Meeting Location</th>
<th>(a) BOCC Chambers, County Center, 601 East Kennedy Blvd., 2nd Floor</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>(b) Plan Hillsborough Committee Room, County Center, 601 East Kennedy Blvd, 18th Floor</td>
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<tr>
<td></td>
<td>(c) 26th Floor, Rooms A&amp;B, County Center, 601 East Kennedy Blvd</td>
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<td>(d) Planning Commission Boardroom, County Center, 601 East Kennedy Blvd, 18th Floor</td>
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<th>Month</th>
<th>TAC 1:30 PM</th>
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<th>Policy 8:30 AM</th>
<th>TPO 10:00 AM</th>
<th>LRC 9:00 AM</th>
<th>BPAC 5:30 PM</th>
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(d) Planning Commission Boardroom, County Center, 601 East Kennedy Blvd, 18th Floor
Board & Committee Agenda Item

**Agenda Item:**
Ybor Multimodal Developments

**Presenter:**
Lisa Silva, TPO staff and Graham Tyrrell, Kettler

**Summary**
Staff will provide a brief update on the Supplemental Environmental Impact Statement (SEIS) for the Brightline extension from Orlando to Tampa.

Then a high-level introduction to Darryl Shaw’s Gas Worx master plan will be provided. The focus of the Gas Worx’s master plan is to create a new urban, walkable mixed-use, multimodal neighborhood in Ybor City near Union Station. The development envisions, placemaking and sustainable open places, a diversity of housing and land uses, transit accessibility (including future Brightline high speed rail), connecting neighborhoods and integrating into the Historic Ybor City District.

The presentation will also share concepts for reestablishing the urban street grid, rethinking Nuccio Parkway, exploring transit opportunities, and prioritizing bike and trail connections.

Given the TPO has several City of Tampa Councilmembers, and due to future Tampa zoning actions, the presenter will limit the discussion to the Planning Commission Comprehensive Plan Amendments and general land use and **will not discuss details of the rezoning, such as unit count, parking, and setbacks.**

**Recommended Action**
None; for information

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

**Attachments:**
1. Presentation slides
2. Federal Railroad Administration letter on Brightline
October 18, 2021

Timothy A. Parsons, Ph.D.
Director, Division of Historical Resources
State Historic Preservation Officer
R.A. Gray Building
500 S. Bronough Street
Tallahassee, FL 32399-0250

RE: Brightline Phase III Supplemental Environmental Impact Statement (SEIS)
from Tampa to the Orlando International Airport, Hillsborough, Polk, Osceola, and Orange Counties, Florida
Initiation of National Historic Preservation Act Section 106 Consultation

Dear Dr. Parsons:

By way of this letter, the U.S. Department of Transportation’s Federal Railroad Administration (FRA) is initiating consultation under Section 106 of the National Historic Preservation Act (NHPA) (36 CFR § 800.3) for the Brightline Phase III Project from Tampa to the Orlando International Airport (OIA) in Hillsborough, Polk, Osceola, and Orange Counties, Florida (the Project). The Project consists of the development of a high-speed rail facility between Tampa and Orlando. Maps depicting the Project area are included in Enclosure 1 to this letter.

The FRA, as the lead federal agency, is analyzing this project under NEPA as a Supplemental EIS (SEIS) to the 2009 Florida High Speed Rail (FHSR) Tampa to Orlando Final Environmental Impact Statement (FEIS) for which FRA also served as the lead federal agency. In May 2010, FRA issued a Record of Decision (ROD) for the FHSR project but the project was put on hold and never proceeded to construction. In 2021, Brightline proposed certain alignment modifications to the project. FRA determined that these modifications require preparation of an SEIS. This SEIS will update information provided in the 2009 FHSR FEIS and 2010 ROD and analyze Brightline’s proposed alignment modifications. Your office was consulted as part of the 2009 FEIS. That consultation resulted in conditional no adverse effect findings for five historic resources. Please see Enclosure 2 of this letter for an excerpt from the 2010 ROD which describes the conditional no adverse effect findings in more detail.

**Project Background**

As the purpose and need states, the Project will enhance intercity passenger mobility in Florida by expanding passenger rail transportation capacity to provide an alternative to highway and air travel. Increased mobility is viewed as essential for the sustained economic growth of the region, as well as the quality of life of the region’s residents and visitors. Presently, passenger mobility in the Tampa-Orlando corridor is provided primarily by highways, particularly I-4. Projected transportation demand and travel growth, as prompted by social demand and economic development and compared to existing and future roadway capacity, show a serious deficit in available capacity. In addition, increasing population, employment, and tourism rates continue to elevate travel demand in the study corridor. The current proposed action differs from the Preferred Alternative detailed in the 2010 ROD (Enclosure 2) in the following ways:
The new proposed downtown Tampa Station was relocated approximately 0.60 miles east to the intersection of Nick Nuccio Parkway and Nebraska Avenue, just west of the National Register–listed Union Station (Amtrak). The resulting project alignment length is also reduced to depart the I-4 corridor east of the I-4 / I-275 interchange. From the Tampa Station terminus, the alignment travels north along the western edge of Nick Nuccio Parkway to an elevated interface with the I-4 corridor at the 14th-15th Street interchange. From this location, the alignment transitions into the median of I-4 and follows the FHSR alignment heading east.

While but the alignment is consistent with FHSR throughout Polk and Osceola Counties, the new proposed action does not include the station in the Lakeland area or within Polk County anticipated by FHSR.

The new proposed action is planning for up to two (2) station locations in the Orlando area; a new station adjacent to the I-4 corridor serving Disney and the attractions area, and the existing OIA station at the eastern project terminus. A possible interface with local commuter rail service at the OIA station is being contemplated. This would take the form of an extension of SunRail service from the existing line to OIA, where Brightline and SunRail would interface at the Intermodal Transfer Facility. The new proposed action is located predominantly within existing transportation corridors that host rail facilities and roadway/highway infrastructure.

The proposed new station serving the attractions area is to be located northwest of the I-4 / SR 536 interchange, and is proposed to function as a dead end, or pull in/pull out station. The station site is accessed via the northwest quadrant of the interchange from the north (westbound) side of I-4. Upon exiting the station, the alignment reenters the I-4 corridor and elevates over the I-4, SR 536 and other roadway infrastructure within the infield of the interchange and exits the I-4 corridor in the southeast quadrant of the interchange. The alignment traverses an undeveloped corridor and crosses over S. International Drive before entering the SR 417 ROW approximately one mile south and east of I-4.

Continuing eastward, the alignment follows the northern edge of the SR 417 ROW to the interchange with Florida's Turnpike (SR 91). The alignment follows adjacent to the southbound to westbound ramp before crossing over Florida's Turnpike, and continuing east to S. Orange Avenue adjacent to an electric transmission utility corridor. The alignment turns north passing under S. Orange Avenue to the intercept of the Central Florida Commuter Rail (CFCR) rail corridor where it continues north the OUC rail spur. The alignment follows the OUC spur through the exiting crossing with Boggy Creek Road, then diverts onto Greater Orlando Aviation Authority property to access Brightline’s Vehicle Maintenance Facility (VMF) currently under construction. From the VMF, the alignment utilizes existing the new infrastructure being advanced with Brightline’s Phase II expansion to access the Intermodal Transfer Facility at OIA adjacent to Airside C.

The new proposed action will deploy Siemens Charger SCB-40 diesel-electric passenger locomotives technology, consistent with those currently in use along Brightline’s Miami to West Palm Beach service corridor. This change from the FHSR action provides cooperability to allow for sharing of rail infrastructure within the existing SunRail and OUC corridors, eliminating the need for the separate and dedicated infrastructure anticipated with the original action.

Historic resources within the vicinity of the proposed action include the Ybor City National Historic Landmark District, the National Register–listed Ybor City Historic District, and the locally designated Barrio Latino Historic District, including several of their contributing resources, some of which are individually National Register–listed or –eligible.
Section 106 Consultation

As defined in 36 CFR § 800.16(f), Section 106 consultation "means the process of seeking, discussing, and considering the views of other participants, and where feasible, seeking agreement." FRA will manage the consultation process to ensure the meaningful involvement of all consulting parties while working to seek agreement, where feasible, among all the parties about: why properties are historically significant, and to whom; what historic properties may be affected should the Undertaking advance to construction; and how any adverse effects to historic properties might be avoided, minimized, or mitigated.

As a next step in the Section 106 process, FRA will coordinate with your office and other consulting parties to identify an Area of Potential Effect (APE). Following identification of the APE, FRA will prepare an updated Cultural Resource Assessment Survey (CRAS) to identify any historic properties listed in, determined eligible for, or considered eligible for listing in the National Register of Historic Places (National Register) that may be affected by the proposed Undertaking.

FRA will provide a schedule for Section 106 public involvement and consultation, and invite you to meetings relevant to the Section 106 process for the Undertaking. Consulting parties meetings are anticipated to employ the vehicle of a Cultural Resource Committee (CRC). CRCs have been used effectively to insure Section 106 good faith consultation among affected parties. The long-standing CRC for the Tampa Interstate Study was important in developing and implementing the Section 106 MOA in Historic Ybor City. Public outreach will include outreach to Native American Tribes, agencies, organizations, and individuals to facilitate information exchanges and solicit input during the development and evaluation of alternatives.

Consulting Party Outreach

In accordance with 36 CFR Part 800.2(c), FRA identified parties that may be interested in the proposed Project and FRA’s determination of effects. The following organizations/agencies are copied on this letter to serve as their invitation to participate as Section 106 consulting parties:

1. State Historic Preservation Officer (SHPO)
2. Advisory Council on Historic Preservation (ACHP)
3. Florida Department of Transportation (FDOT) Districts 1, 5, and 7
4. Florida Department of Transportation (FDOT) Florida’s Turnpike Enterprise (FTE)
5. Central Florida Expressway Authority (CFX)
6. FDOT Office of Environmental Management (OEM)
7. National Park Service (NPS) – Interior Region 2
8. City of Tampa Historic Preservation Officer
9. Ybor City Development Corporation
10. Hillsborough Metropolitan Planning Organization
11. Tampa Preservation Inc. (TPI)
12. Hillsborough County Certified Local Government (CLG)
13. Polk County Transportation Planning Organization
14. MetroPlan
15. City of Orlando Historic Preservation Officer
16. Orange Preservation Trust
17. City of Auburndale CLG
18. City of Lakeland CLG
19. City of Plant City CLG

Tribal Contacts (will be invited to participate in Section 106 consultation in a separate letter)
To understand the role of a consulting party in the Section 106 process, these parties should review "Protecting Historic Properties: A Citizen’s Guide to Section 106 Review" for more information. FRA requests response to this consulting party invitation within 30 days from the date on this letter, so that consulting parties can help inform the identification of historic properties.

FRA looks forward to consulting with you on this project. We welcome your input and comments within 30 days from the date on this letter. All responses can be e-mailed to me at Amanda.murphy2@dot.gov. If you have any questions, please contact me at 202-339-7231. Thank you for your cooperation on this important project.

Sincerely,

Amanda Murphy
Environmental Protection Specialist
Environmental & Corridor Planning Division
Office of Railroad Policy and Development

Enclosures: (1) Project Location Maps
(2) Excerpt from 2010 Record of Decision

cc: Alyssa McManus, Division of Historic Resources, Florida Department of State
Kevin Wright, FRA Environmental Protection Specialist
Katasha Cornwell, FDOT Office of Environmental Management, State Environmental Process Administrator
Greg Moore, PE, Brightline, Project Manager – Development & Design
Marty Peate, AECOM, Project Manager
Enclosure 1: Project Location Maps

(A) Phase III Project Study Area
(B) Corridor A – Tampa Area – changes noted
(C) Corridor E – Orlando International Airport Area – changes noted
Enclosure 2 Excerpt from 2010 Record of Decision

The text below is extracted directly from the 2010 ROD.

The FDOT coordinated the historic resources impact analysis with the Florida State Historic Preservation Office (SHPO) and the Advisory Council on Historic Preservation (Council). The coordination with the SHPO and Council during analysis of the 2005 FEIS Preferred Alternative resulted in a “conditional no adverse effect” on the following five historic resources:

- North Franklin Street Historic District
  Visual impacts
- St. Paul AME Church Parsonage
  Visual impacts
- Oaklawn Cemetery
  Visual impacts, construction vibration
- Ybor City NHLD - Direct taking of two contributing buildings: 8HI4174/916 E. 12th Avenue, and the rear building at 8HI4178/1006 E. 12th Avenue
  Visual, Construction and Vibration
- German American Club
  Visual impacts, construction vibration

The 2009 FEIS Reevaluation Revised Preferred Alternative verified that there are no changes to the impacts identified in the 2005 FEIS. The commitments stated in the 2005 FEIS remain valid.

Since publication of the 2005 FEIS, FDOT began the right-of-way acquisition process for the Tampa Interstate Study (TIS). As a result, many of the historic structures along 12th Avenue in the Ybor City NHLD have been relocated, including the property at 1006 E. 12th Avenue (8HI4178) which was listed as a direct taking in the 2005 FEIS.

It is important to note that these impacts to historic resources were evaluated as part of a Cultural Resource Assessment Survey (July 2003) prepared to identify and evaluate cultural resources (historic structures and archaeological sites) within the project’s Area of Potential Effect (APE). Further, a Section 106 Consultation Case Report (December 2003) was then prepared to evaluate potential effects for the Preferred Alternative and extensive coordination occurred with SHPO. As a result of this coordination, it was determined that the Preferred Alternative, based on a set of stipulated conditions, would have a “conditional no adverse effect” on the resources listed above.

Even though the impacts within the Ybor City NHLD included a direct taking of contributing historic resources, the SHPO determined that there would be no adverse effect because these buildings were previously identified as being acquired by the Tampa Interstate Study Final Environmental Impact Statement and Section 4(f) Evaluation (1996) and are located within the TIS Ultimate ROW. A Memorandum of Agreement (MOA) was prepared at that time to mitigate adverse effects to the Ybor City NHLD.

During the consultations with the SHPO, it was determined that the FHSR project would follow the requirements of this MOA. The mitigation and commitments are consistent with this MOA.
Board & Committee Agenda Item

**Agenda Item:**
Transportation Disadvantaged Program Update

** Presenter:**
Joshua Barber, TPO Staff

**Summary:**
The TPO is the Designated Official Planning Agency (DOPA) for Hillsborough County’s Transportation Disadvantaged program as designated by the Florida Commission for the Transportation Disadvantaged (CTD). The TPO receives an annual planning grant from the CTD to administer this program which includes (but is not limited to):

- Staffing the Transportation Disadvantaged Local Coordinating Board (TDLCB)
- Procuring and recommending a Community Transportation Coordinator (CTC) every 5 years
- Developing a Transportation Disadvantaged Service Plan (TDSP)
- Conducting a CTC Evaluation

The Hillsborough County Board of County Commissioners is the designated CTC, and the Sunshine Line operates and coordinates the Transportation Disadvantaged system county-wide in collaboration with the TDLCB and TPO.

Staff will provide an update on the Transportation Disadvantaged Program over the past year.

**Recommended Action:**
None; for information

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

**Attachments:**
Presentation slides (to be posted)
Board & Committee Agenda Item

**Agenda Item:**
Infrastructure Investment and Jobs Act

**Presenter:**
Beth Alden, TPO Director

**Summary:**
After a couple of extensions of the FAST Act, the law that establishes highway, transit, and other federally funded transportation programs has been comprehensively updated. Staff will provide an overview of transportation funding changes in the Infrastructure Investment and Jobs Act that was signed into law on November 15.

The Association of MPOs anticipates that notices of funding opportunity (a.k.a. NOFOs) will be issued by USDOT first for existing competitive grant programs and later for the newly created programs. It also anticipates a number of Notices of Proposed Rule-Making to be published in the coming months, including new rules regarding greenhouse gas emissions monitoring and metropolitan transportation planning. Staff will continue to keep the board apprised of regulatory changes.

**Recommended Action:**
None; for information

**Prepared By:**
Beth Alden, TPO Director

**Attachments:**
- Presentation slides
- USDOT Release, “The Bipartisan Infrastructure Law Will Deliver for Florida”
- AMPO Infrastructure Investment and Jobs Act Summary
The Bipartisan Infrastructure Law Will Deliver for Florida

President Biden and Vice President Harris’s Bipartisan Infrastructure Law is the largest long-term investment in our infrastructure and competitiveness in nearly a century. The need for action in Florida is clear, and recently released state-level data demonstrates that the Bipartisan Infrastructure Law will deliver for Florida. For decades, infrastructure in Florida has suffered from a systemic lack of investment. In fact, the American Society of Civil Engineers gave Florida a C on its infrastructure report card. The historic Bipartisan Infrastructure Law will make life better for millions of Florida residents, create a generation of good-paying union jobs and economic growth, and position the United States to win the 21st century.

Specifically, with regard to transportation, the Bipartisan Infrastructure Law will:

Repair and rebuild our roads and bridges with a focus on climate change mitigation, resilience, equity, and safety for all users, including cyclists and pedestrians. In Florida there are 408 bridges and over 3,564 miles of highway in poor condition. Since 2011, commute times have increased by 11.6% in Florida, and on average, each driver pays $425 per year in costs due to driving on roads in need of repair. The Bipartisan Infrastructure Law is the single largest dedicated bridge investment since the construction of the interstate highway system. Based on formula funding alone, Florida would expect to receive approximately $13.3 billion over five years in Federal highway formula funding for highways and bridges. On an average annual basis, this is about 26% more than the State’s Federal-aid highway formula funding under current law (1). Florida can also compete for the $12.5 billion Bridge Investment Program for economically significant bridges and $15 billion of national funding in the law dedicated to megaprojects that will deliver substantial economic benefits to communities. Florida can also expect to receive approximately $320 million over five years in formula funding to reduce transportation-related emissions, in addition to about $364 million over five years to increase the resilience of its transportation system (2). States may also apply federal aid dollars towards climate resilience and safety projects.

Improve the safety of our transportation system. The Bipartisan Infrastructure Law invests $13 billion over the Fixing America’s Surface Transportation (FAST) Act levels directly into improving roadway safety. Over five years, Florida will receive approximately $100 million in 402 formula funding for highway safety traffic programs, which help states to improve driver behavior and reduce deaths and injuries from motor vehicle-related crashes. On an average annual basis, this represents about a 29% increase over FAST Act levels. Local and tribal governments in Florida will also be eligible to compete for $6 billion in funding for a new Safe Streets for All program which will provide funding directly to these entities to support their efforts to advance “vision zero” plans and other improvements to reduce crashes.
and fatalities, especially for cyclists and pedestrians. In addition, Florida can expect to receive approximately $103.7 million over five years in funding to augment their commercial motor vehicle (CMV) safety efforts to reduce CMV crashes through the Federal Motor Carrier Safety Administration’s Motor Carrier Safety Assistance Program (MCSAP) formula grant (3). This represents about a 65% increase in funding compared to FAST Act levels (4). Florida will be able to apply for funds to modernize data collection systems to collect near real time data on all reported crashes, including fatal ones, to enhance safety and to allow the Department to understand and address trends as they are identified. Florida also includes communities that will be eligible to apply for grants to community owned utilities to support the repair or replacement of leaky and unsafe cast iron and bare steel natural gas distribution pipelines, some of which are over 100 years old.

**Improve healthy, sustainable transportation options for millions of Americans.** Floridians who take public transportation spend an extra 77.9% of their time commuting and non-White households are 3.5 times more likely to commute via public transportation. 16.1% of transit vehicles in the state are past useful life. Based on formula funding alone, Florida would expect to receive about $2.8 billion over five years under the Bipartisan Infrastructure Law to improve public transportation options across the state (5). In the first year, this represents about a 33% increase over 2021 FAST Act formula transit funding levels.

**Build a network of EV chargers to facilitate long-distance travel and provide convenient charging options.** The U.S. market share of plug-in electric vehicle (EV) sales is only one-third the size of the Chinese EV market – in 2020, plug-in electric vehicles made up only 2.3% of new car sales in the U.S., compared to 6.2% in China. The President believes that must change. The law invests $7.5 billion to build out the first-ever national network of EV chargers in the United States and is a critical element in the Biden-Harris Administration’s plan to accelerate the adoption of EVs to address the climate crisis and support domestic manufacturing jobs. Under the Bipartisan Infrastructure Law, Florida would expect to receive about $198 million over five years to support the expansion of an EV charging network in the state (6). Florida will also have the opportunity to apply for grants out of the $2.5 billion available for EV charging.

**Modernize and expand passenger rail and improve freight rail efficiency and safety.** The Bipartisan Infrastructure Law includes $66 billion above baseline to eliminate the Amtrak maintenance backlog, modernize the Northeast Corridor, and bring world-class rail service to areas outside the northeast and mid-Atlantic. Within these totals, $22 billion would be provided as grants to Amtrak, $24 billion as federal-state partnership grants for Northeast Corridor modernization, and $12 billion for partnership grants for intercity rail service, including high-speed rail. On top of this, Florida will be eligible to compete for $5 billion for rail improvement and safety grants and $3 billion for grade crossing safety improvements.

**Improve our nation’s airports.** The United States built modern aviation, but our airports lag far behind our competitors. Under the Bipartisan Infrastructure Law, airports in Florida would receive approximately $1.2 billion for infrastructure development for airports over five years (7). This funding will address airside and landside needs at airports, such as improving runways, taxiways and airport-owned towers, terminal development projects, and noise reduction projects. In addition, $5 billion in discretionary funding is available over five years for airport terminal development projects that address the aging infrastructure of our nation’s airports, including projects that expand accessibility for persons with disabilities, improve access for historically disadvantaged populations, improve energy efficiency, and improve airfield safety.
State and local governments can look forward to these new & expanded competitive grant programs in the Bipartisan Infrastructure Law (BIL) anticipated to launch over the course of the next year:

- **Safe Streets for All ($6B, new)** – This program will provide funding directly to local and tribal governments to support their efforts to advance “vision zero” plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.

- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants ($15B, expanded)** – RAISE grants support surface transportation projects of local and/or regional significance.

- **Infrastructure for Rebuilding America (INFRA) Grants ($14B, expanded)** – INFRA grants will offer needed aid to freight infrastructure by providing funding to state and local government for projects of regional or national significance. The BIL also raises the cap on multimodal projects to 30% of program funds.

- **Federal Transit Administration (FTA) Low and No Emission Bus Programs ($5.6B, expanded)** – BIL expands this competitive program which provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.

- **FTA Buses + Bus Facilities Competitive Program ($2.0B, expanded)** – This program provides competitive funding to states and direct recipients to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.

- **Capital Investment Grants (CIG) Program ($23B, expanded)** – The BIL guarantees $8 billion, and authorizes $15 billion more in future appropriations, to invest in new high-capacity transit projects communities choose to build.

- **Federal Aviation Administration (FAA) Terminal Program ($5B, new)** – This discretionary grant program will provide funding for airport terminal development and other landside projects.

- **MEGA Projects ($15B, new)** – This new National Infrastructure Project Assistance grant program will support multi-modal, multi-jurisdictional projects of national or regional significance.

- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program ($8.7B, new)** – PROTECT will provide $7.3 billion in formula funding to states and $1.4 billion in competitive grants to eligible entities to increase the resilience of our transportation system. This includes funding for evacuation routes, coastal resilience, making existing infrastructure more resilient, or efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters.

- **Port Infrastructure Development Program ($2.25B, expanded)** – BIL will increase investment in America’s coastal ports and inland waterways, helping to improve the supply chain and enhancing the resilience of our shipping industry. BIL overall doubles the level of investment in port infrastructure and waterways, helping strengthen our supply chain and reduce pollution.

- **5307 Ferry Program ($150M, existing)** – BIL retains the $30 million per year passenger ferry program for ferries that serve urbanized areas.

- **Electric or Low Emitting Ferry Program ($500M, new)** – This competitive grant program will support the transition of passenger ferries to low or zero emission technologies.

- **Rural Ferry Program ($2B, new)** – This competitive grant program will ensure that basic essential ferry service continues to be provided to rural areas by providing funds to States to support this service.
• Federal Highway Administration (FHWA) competitive grants for nationally significant bridges and other bridges ($12.5B, new) – This new competitive grant program will assist state, local, federal, and tribal entities in rehabilitating or replacing bridges, including culverts. Large projects and bundling of smaller bridge projects will be eligible for funding.

• FTA All Station Accessibility Program ($1.75B, new) – This competitive grant program will provide funding to legacy transit and commuter rail authorities to upgrade existing stations to meet or exceed accessibility standards under the Americans with Disabilities Act.

• Charging and fueling infrastructure discretionary grants (Up to $2.5B, new) – This discretionary grant program will provide up to $2.5 billion in funding to provide convenient charging where people live, work, and shop.

• Reconnecting Communities Pilot Program ($1B, new) – This new competitive program will provide dedicated funding to state, local, MPO, and tribal governments for planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure.

• FHWA Nationally Significant Federal Lands and Tribal Projects ($1.5B, expanded) – This discretionary program provides funding for the construction, reconstruction, and rehabilitation of nationally-significant projects within, adjacent to, or accessing Federal and tribal lands. BIL amends this program to allow smaller projects to qualify for funding and allows 100% federal share for tribal projects.

• Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program ($1B, new) – The SMART Grant program will be a programmed competition that will deliver competitive grants to states, local governments, and tribes for projects that improve transportation safety and efficiency.

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(1) These values are estimates and may change based on updated factor data each fiscal year.
(2) These values are estimates and may change based on updated factor data each fiscal year.
(3) These values are estimates based on the 2020 FHWA public road mileage data for FYs 2022-2026. Formula funding amounts in FYs 2023-2026 are subject to change as a result of the annual public road mile data certified by FHWA. The 402 amounts do not include redistribution of unawarded 405 balances per 23 USC § 405(a)(8) as that information is unknown at this time. The Bipartisan Infrastructure Law specifies NHTSA must distribute the supplemental appropriations for Section 402 in “equal amounts for each fiscal year 2022 through 2026”. This analysis is subject to provisions of FY2022-FY2026 appropriations acts.
(4) These values are estimates and may change based on updated factor data each fiscal year.
(5) Transit formula funding amounts are subject to changes resulting from the 2020 census or from annual transit service data reported to FTA’s National Transit Database.
(6) These values are estimates and may change based on updated factor data each fiscal year.
(7) Precise allocations would change each year because the formulas use current passenger boarding and cargo data, and this estimate is based on 2019 data.

###
On August 10, 2021, the U.S. Senate overwhelmingly passed the Infrastructure Investment and Jobs Act (IIJA), a $1.2 trillion infrastructure bill negotiated by the Biden Administration and a bipartisan group of senators. Nineteen Republican Senators joined 50 Democrats to pass the bill and send it to the House of Representatives.

On November 5, the House passed the IIJA without amendment and sent the bill to President Biden to be signed into law. Thirteen House Republicans joined 215 Democrats to pass the bill. On November 15, 2021, President Biden signed the IIJA into law – PL 117-58.

The IIJA includes a 5-year surface transportation bill. The highway provisions are based on the 5-year highway bill approved by the Senate Environment and Public Works Committee earlier in 2021. The rail and safety provision are based on the 5-year bill approved by the Senate Commerce Committee earlier in 2021.

<table>
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<th>Bill text can be found here.</th>
<th>Estimated Highway Formula Apportionments, click here.</th>
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<td>Total 5-year Estimated Highway Formula Apportionments (does not include Bridge, EV, Ferry, or Appalachian programs), click here.</td>
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The IIJA provides $550 billion in new infrastructure spending above current baseline levels. Of that amount, $274 billion is allocated to transportation programs. When added to baseline spending, the bill provides $567 billion in guaranteed transportation funding over five years. Additional funding also may be provided to several programs through the annual appropriations process.

$274 billion of the $550 was included for USDOT in the bill:
- $89.8 billion was used to allow increased Highway Trust Fund contract authority over the 5-year period 2022-2026
- $184.1 billion is provided in direct appropriations (not just for highways and transit and safety, but for railroads and airports and multimodal grants and ports), to be released in five equal installments on October 1 of each year for the next five years

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## MPO Funding and Related Programs

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### Transportation Alternatives Program (set-aside from STBGP)

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### Highway Grant Programs (HTF + Advanced Appropriations) – Guaranteed Funding

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Subtitle B – Planning and Performance Management

Metro planning (Sec. 11201)
- When designating officials or representatives, for the first time, the MPO shall consider the equitable and proportional representation of the population in the metro planning area.
- “Existing metropolitan planning area” is replaced with “existing” or “the area.”
- MPOs designated in the same urbanized area shall ensure, to the maximum extent practicable, the consistency of any data used in the planning process, including information used in forecasting travel demand. Nothing in the section requires MPOs to jointly develop planning documents, including a unified long-range transportation plan or unified TIP.
- In developing the plan, MPOs may use social media and other web-based tools to drive public participation.
- Housing – the bill includes several policy changes to better coordinate transportation planning with housing, including as a planning factor in the scope of planning, as part of optional scenario planning. For TMAs, the transportation planning process may address the integration of housing, transportation, and economic development strategies and may develop a housing coordination plan that includes projects and strategies that may be considered in the metropolitan transportation plan of the metropolitan planning organization.

Fiscal Constraint on Long-Range Plans – (Sec. 11202)
- The Secretary shall update the regulation to ensure that the outer years of the plan are defined as “beyond the first 4 years.” This would retain fiscal constraint on the first four years but provide more fiscal flexibility beyond those years.

Prioritization Process Pilot Program (Sec. 11204)
- The Secretary shall establish and solicit applications for a prioritization process pilot program. The purpose of the pilot program is to support data-driven approaches to planning that, on completion, can be evaluated for public benefit.
- MPOs and states are eligible to participate in the pilot.
- The program would assess and score projects and use those scores to guide project selection in the plan and TIP.
- The program would ensure the public had opportunities to participate and offer comment.

Travel Demand Data and Modeling (Sec. 11205)
- The Secretary shall carry out a study that gathers travel data and travel demand forecasts from states and MPOs to develop best practices or guidance to use in forecasting travel demand for future investments, to evaluate investments, and other purposes.
- The Secretary shall develop a publicly available, multimodal, web-based tool for the purpose of enabling states and MPOs to evaluate the effect of investments in highway and public transportation projects on the use and conditions of all transportation assets within the state or area served by the metropolitan planning organization.
Increasing Safe and Accessible Transportation Options (Sec. 11206)

- MPOs are required to use 2.5% of their PL funds to carry out activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities, including adoption of Complete Street Standards or policies, development of a Complete Streets prioritization plan, and other planning documents that achieve these goals
- The Secretary may increase the Federal share above 80%
- States and MPOs may opt out of the requirement if they can demonstrate, not later than 30 days after the Secretary apportions funds, that a State or MPO has Complete Streets standards and policies in place and has developed an up-to-date Complete Streets prioritization plan

Subtitle A – Surface Transportation

Apportionments of Highway Funding (Sec. 11101)

- Provides $351 billion for highways over five years from the Highway Trust Fund, with $307 billion provided as formula apportionments to states
- States continue to receive a 95% return on their contributions to the Highway Account of the HTF as of July 1, 2019
- States are guaranteed a 2% increase in their apportionment over FY 2021 levels, with a 1% increase in each of the subsequent years
- Formulas do not use the most recent census data

Obligation Ceiling (Sec. 11102)

- Sets each fiscal year’s Federal highway and safety construction limitation on spending from the HTF

Apportionments (Sec. 11104)

- Establishes annual apportionments of contract authority

National Highway Performance Program (Sec. 11105)

- Adds new eligibilities for resiliency projects and allows up to 15% for protective features designed to mitigate the risk of recurring damage or the cost of future repairs from extreme weather events such as flooding, or other natural disasters

Railway-Highway Crossings (Sec. 11108)

- Continues the $245 million set-aside from the safety program each year and broadens the use of funds for projects to reduce pedestrian fatalities and injuries from trespassing at grade crossings. The Federal share increases from 90% to 100%

Surface Transportation Block Grant Program (Sec. 11109)

- 55% of the STBGP will be suballocated each year (same as in current law)
- States shall establish a consultation process for non-TMA MPOs to describe how STBGP funds will be allocated equitably among the MPOs over the next five years
- Expands eligibility to include electric charging, vehicle to grid infrastructure, and cybersecurity measures
• Increases the off-system bridge set-aside from 15% to 20%
• The Transportation Alternatives Program is now a 10% set-aside of the STBGP, versus a fixed cap in the past, which will provide roughly $1.4 billion per year. Priority shall be given to project location and impacts in high-need areas such as low-income, transit-dependent, or rural areas

Transportation Alternatives Program (Sec. 11109)
• 10% of a State’s STBGP is set aside for TAP
• 59% of the set-aside is suballocated by population. 100% may be suballocated to locals (counties, MPOs, RTPOs) with approval of the Secretary if certain conditions are met
• Expands the list of eligible projects like safe routes to school and vulnerable road user safety
• Makes clear MPOs under 200,000 are eligible entities for TAP grants
• MPOs over 200,000 that run the competition shall select projects to award funding for, in consultation with the state. Priority shall be given to projects located in high-need areas such as low-income, transit-dependent, rural, or other similar locations
• Federal share under TAP may be higher on some projects as long as the annual non-federal share of the total cost of all projects, in a fiscal year, is not less than the average non-federal share that would otherwise apply
• Safety funding under Highway Safety Improvement Program (HSIP) may be used as the non-federal for safety projects eligible under HSIP. Total federal share may be up to 100%
• Limits a state ability to transfer any TAP funds unless the state certifies it held a competition, offered each eligible entity technical assistance in applying, and demonstrates there were not enough applications

Nationally Significant Freight and Highway Projects (Sec. 11110)
• See competitive grant programs below

Highway Safety Improvement Program (Sec. 11111)
• Adds flexibility to fund certain non-infrastructure activities and behavioral safety projects and allows a state to spend up to 10% of its Highway Safety Improvement Program (HSIP) funding on such projects
• Creates a Vulnerable Road User Assessment plan, that is an assessment of the safety performance of the State with respect to vulnerable road users and the plan of the State to improve the safety of vulnerable road users. Must be integrated into the existing State Strategic Highway Safety Plan. MPOs shall be consulted
• Requires states to expend additional HSIP funds when fatalities of vulnerable road users exceed prescribe thresholds – specifically when total annual fatalities of vulnerable road users in a state represents not less than 15% of the total annual crash fatalities in the state

National Highway Freight Program (Sec. 11114)
• Increases the maximum number of highway miles a state may designate as critical rural freight corridors and as critical urban freight corridors (urban designation increase from 75 miles to 150 miles)
• Increases the percent of program funds that may be used for eligible multimodal projects from a 10% cap to a 30% cap, and adds lock, dam, and marine highway projects as eligible if the projects that are functionally connected to the National Highway Freight Network and are likely to reduce on-road mobile source emissions
CMAQ (Sec. 11115)
- Expands eligibility to shared micro mobility, to purchase the replacement of diesel engines, the purchase of medium or heavy duty zero emission vehicles and related charging equipment, modernization or rehabilitation of a lock and dam, and a project on a marine highway corridor, connector, or crossing
- Priority funding is given to projects in non-attainment or maintenance areas for fine particulate matter in minority populations or low-income populations living in, or immediately adjacent to, such area

Bridge Investment Program (Sec. 11118)
- MPOs over 200,000 are eligible for grants
- See competitive grant programs below

Safe Routes to Schools (Sec. 11119)
- Codifies the Safe Routes to School program in law
- The Secretary shall establish and carry out the program - to enable and encourage children to walk and bike to school

Wildlife Crossing Safety Pilot Program (Sec. 11123)
- $350 million over five years
- These are grants for projects that seek to achieve a reduction in the number of wildlife-vehicle collisions and improving habitat. The Secretary shall establish a wildlife crossing pilot program to provide grants for projects designed to reduce wildlife-vehicle collisions and improve habitat connectivity for terrestrial and aquatic species

Rural Surface Transportation Grant Program (Section 11132)
- See competitive grant programs below

Updates To Manual on Uniform Traffic Control Devices (Sec. 11135)
- Allows counties to determine local roadway design. The MUTCD will be updated to remove the requirement that local roads must be built to state standards, allowing for counties and other local governments to use the FHWA-approved roadway design of their choice
- The IIJA also creates new standards to facilitate the rollout of EV charging stations
- Requires USDOT to update the MUTCD. The required update will provide for the protection of vulnerable road users, testing and integrating automated vehicle technology, the installation of electronic traffic. It also incorporates recommendations issued by the National Committee on Uniform Traffic Control Devices that have not yet been incorporated
Subtitle C – Project Delivery

Codification of One Federal Decision – The bill provides new environmental review procedures and requirements for major projects. USDOT is required to develop a schedule consistent with an agency average of two years to complete an environmental impact statement and requires accountability to the public when milestones are missed. Environmental documents are limited to 200 pages unless a review is of unusual scope and complexity. It expands the use of categorical exclusions to facilitate project delivery.

National Environmental Policy Act Of 1969 Reporting Program - Directs the Secretary to carry out a process to track, and annually submit to the Congress a report containing time to complete the NEPA process for an environmental impact statement and an environmental assessment.

Early Utility Relocation Prior to Transportation Project Environmental Review - Amends the law to allow reimbursement with highway funds for an “early utility relocation project” (defined as those relocation activities identified by the state for performance prior to completion of environmental review for the transportation project). For such reimbursement to occur, the early utility relocation project must subsequently be incorporated into a larger, authorized transportation project. In addition to the requirements for reimbursement, it also outlines requirements for utility relocation prior to completion of environmental review, including that the early utility relocation project did not influence the environmental review process.

Subtitle D – Climate Change

Grants for Charging and Fueling Infrastructure (Sec. 11401)
- See competitive grant programs below

Carbon Reduction Program (Sec. 11403)
- Formula funding to stats for projects that reduce GHG emissions from transportation
- Projects include CMAQ, public transportation, technology improvements, streetlights/traffic control, development of carbon reduction strategies, EV charging, and many other projects aimed at reducing carbon
- Not later than 2 years after the date of enactment a State, in consultation with any MPO designated within the State, shall develop a carbon reduction strategy - updated every 4 years
- 65% percent of the funds are suballocated by population similar to the STBGP. Funds may be obligated in the metro area that encompasses the urbanized area
  - States are required to obligate areas over 50,000 based on the relative population of the areas unless the state and MPOs are granted permission by the Sec use other factors
  - The State is required to coordinate with non-TMA MPOs prior to determining which activities should be carried out under the project
  - States are required to make obligation authority available in urbanized areas over 50,000. Each State, each affected metropolitan planning organization, and the Secretary shall jointly ensure compliance
Congestion Relief Program (Sec. 11404)
• See competitive grants program below

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program (Sec. 11405)
• The program would provide funding for resilience improvements through formula funding distributed to States and competitive planning grants
  o Planning grants/100% federal share - to enable communities (MPOs eligible for grants for developing a resiliency improvement plan) to assess vulnerabilities to current and future weather events and natural disasters and changing conditions, including sea level rise, and plan transportation improvements and emergency response strategies to address those vulnerabilities
    ▪ The non-federal share of projects can be decreased 7% if the State or MPO develop a resiliency improvement plan and prioritize the projects on the plan
    ▪ The non-federal share of projects can be decreased by an additional 3% if the State or MPO incorporate the resiliency improvement plan into the MPO plan or statewide long-range plan.
  o Resiliency improvement grants – construction grants to improve resiliency
  o Community Resilience and Evacuation grants – for projects that strengthen and protect evacuation routes that are essential for providing and supporting evacuations caused by emergency events
  o At-Risk Coastal Infrastructure grants – resiliency grants for coastal infrastructure
• There is no requirement for an MPO or a State to develop a resiliency improvement plan

Healthy Streets Program (Sec. 11406)
• See competitive grants program below.
Subtitle E - Miscellaneous

Reconnecting Communities (Sec. 11509)
- See competitive grants program below

Report on Air Quality Improvements (Sec. 11516)
- Not later than 3 years GAO shall submit a report to Congress that evaluates the congestion mitigation and air quality improvement program

Active Transportation Infrastructure Investment Program (Sec. 11529)
- $1 billion general fund authorization subject to future appropriations
- The Secretary shall make grants to eligible organizations to construct eligible projects to provide safe and connected active transportation facilities in an active transportation network or active transportation spine
- Eligible grantees include a local or regional governmental organization, including a metropolitan planning organization or regional planning organization or council; a multicounty special district; a State; a multistate group of governments; or an Indian tribe
- The Federal share is 80% but can be up to 100% in disadvantaged communities
- Not less than $3 million each year shall be set-aside for planning grants

TITLE II—Transportation Infrastructure Finance and Innovation

Transportation Infrastructure Finance and Innovation (TIFIA) (Sec. 12001)
- Extends the period during which contingent commitments under a master credit agreement must result in a financial close from 3 years to 5 years
- Expands the definition of a project to economic development, including commercial and residential development under certain conditions and subject to a letter of interest prior to September 30, 2026. Up to 15% of TIFIA may be used for Transit Oriented Development projects
- Adds airport-related projects, subject to a letter of interest prior to September 30, 2025. Up to 15% of TIFIA may be used for such airport projects
- Adds the acquisition of plant and wildlife habitat, pursuant to a conservation plan, as an eligible project under TIFIA.
- Applicants must have an “investment-grade rating” to satisfy the creditworthiness test. Current law simply requires a “rating” from two rating agencies
- Raises the dollar threshold for securing multiple credit rating agency opinions from $75 million to $150 million
- Requires the Secretary to provide applicants with an estimate of the timeline of application approval or disapproval and, to the maximum extent practical, such estimate shall be less than 150 days from the submission of a letter of interest
- Provides for a separate loan maturity date for capital assets with an estimated life of more than 50 years
- Extends the authorization of the State Infrastructure Bank program through fiscal year 2026
Highway Competitive Grant Programs

Nationally Significant Freight and Highway Projects (INFRA Grants)

$8 billion over five years
- Expands the eligibility to projects for wildlife crossings, projects connected to border crossings that increase throughput at the border, marine highway projects, projects to replace or rehabilitate a culvert, or to reduce stormwater runoff for the purpose of improving habitat for aquatic species
- 30% of the awards may be used for freight intermodal or freight rail projects, or within the boundaries of a public or private freight rail, water (including ports), or intermodal facility necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility
- Non-federal funds may be obligated early and be credited towards the non-federal share
- Sets aside $150 million per year for a state incentives pilot program. A priority shall be given to applications offering a greater non-federal share of the cost relative to other applications in the program. Applicants may not use other federal resources as non-federal share except that TIFIA loans may be used as non-federal share if the loan is paid with non-federal sources. 10% is reserved for small projects. 25% is reserved for rural projects

NEW National Infrastructure Project Assistance

$5 billion over five years
- The program provides competitive grants agreements for large surface transportation projects in several modes, including passenger rail, via single-year or multi-year grant agreements

Local and Regional Project Assistance (RAISE, BUILD, TIGER)

$7.5 billion over five years
- The bill retains the limits on grant sizes but increases the maximum share of funding that can go to a single state in a year from 10% of the total funding to 15%. The federal cost share would be kept at a maximum of 80%, except that it could increase to 100% for a rural project or a project in a disadvantaged or persistently poor area

NEW Bridge Investment Grants

$12.5 billion over five years
- The program would provide grants to replace, rehabilitate, preserve, or protect one or more bridges on the National Bridge Inventory. Bundled projects are permitted, as well as replacing or rehabilitating culverts to improve flood control and improving habitat connectivity for aquatic species

NEW Grants for Charging and Fueling Infrastructure

$2.5 billion over five years
- The program would provide grants to strategically deploy publicly accessible electric vehicle charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, and natural gas fueling infrastructure along designated alternative fuel corridors
NEW Rural Surface Transportation
$2 billion over five years
• This program provides grants, on a competitive basis, to improve and expand the surface transportation infrastructure in rural areas. A grant under the program shall be at least $25 million and the Federal share shall be at least 80% and up to 100% for projects on the Appalachian Development Highway System

NEW Congestion Relief
$250 million over five years
• The programs would provide competitive grants to states, local governments, and metropolitan planning organizations for projects in large, urbanized areas to advance innovative, integrated, and multimodal solutions to congestion relief in the most congested metropolitan areas of the United States. The Secretary may allow the use of tolls on interstate highways in not more than 10 urbanized areas

NEW Healthy Streets
$500 million (subject to future appropriations)
• The Secretary shall establish a discretionary grant program to mitigate urban heat islands, improve air quality, and reduce the extent of impervious surfaces, storm water runoff and flood risks, and heat impacts to infrastructure and road users

NEW Safe Streets for all Users
$5 billion over five years
• Grants support local initiatives to prevent death and serious injury on roads and streets, commonly referred to as “Vision Zero” or “Toward Zero Deaths” initiatives

NEW Strengthening Mobility and Revolutionizing Transportation (SMART)
$500 million over five years
• This grant program funds demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety

NEW Truck Emissions at Ports
$400 million over five years
• This grant program funds projects that reduce emissions at ports, including through the advancement of port electrification

NEW National Culvert Removal, Replacement, and Restoration
$1 billion over five years
• This program provides grants for projects to replace, remove, and repair culverts or weirs that would meaningfully improve or restore fish passage for anadromous fish; and with respect to weirs, may include infrastructure to facilitate fish passage around or over the weir; and weir improvements
**NEW Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)**

$7.3 billion over five years (formula); $1.4 billion (grants)

- Establishes a [formula and competitive grant program](#) to help states improve the resiliency of transportation infrastructure. Each state must use 2% of its formula funds for planning.
- States may not use more than 40% for construction of new capacity and may not use more than 10% for development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities.
- Highway, transit, and ports projects are eligible.
- Grants may be used for planning, resiliency improvements, community resilience and evacuation routes, and at-risk coastal infrastructure projects.

**NEW Reconnecting Communities Pilot**

$1 billion over five years

- Provides funding for projects to restore community connectivity. The Secretary may award construction grants to the owner of a facility to carry out a project to remove, retrofit or mitigate an eligible facility and, if appropriate, to replace it with a new facility.
- MPOs are eligible for both planning and construction grants.
Public Transportation

The IIJA provides $106 billion in new transit infrastructure spending over a five-year period. $69.9 billion would be provided over five years from the Mass Transit Account of the Highway Trust Fund (HTF). Included in the NEW funding, the IIJA provides an additional $21.25 billion of funding to the transit program over the five years. The tables below depict comparisons between FAST Act and IIJA funding levels and notable capital program changes.

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Metropolitan Transportation Planning (Sec. 30002)
• Makes same changes to MPO planning that was done in the highway section

Planning Programs (Sec. 30004)
• Allows for increased federal share for planning funds under FTA if the Secretary determines it is in the interests of the Government or activities carried out in an urbanized or rural area with lower population density or low average income levels

Fixed Guideway Capital Investment Grants (Sec. 30005)
• $8 billion guaranteed over five years, $15 billion is authorized subject to future appropriations
• The bill raised Small Start thresholds to no more than $150 million in CIG funds from $100 million and total net capital cost of less than $400 million from $300 million
• The bill expands the use of warrants for project justification to include projects with more than $100 million in CIG funding
• Requires FTA to determine that the CIG applicant has made progress toward meeting the applicant’s Transit Asset Management performance targets
• The bill removes the Program of Interrelated Projects subsection and adds a new subsection on Bundling (future and immediate) of projects
• The bill makes NEPA costs eligible to be included in net capital costs of the project

Formula Grants for Rural Areas (Sec. 30006)
• Rural formula funding has grown by $1.4 billion from $3.2 billion in FAST to $4.6 billion in the IIJA. The rural set-aside requirement in the competitive Bus program has increased from 10% to 15%

State of Good Repair Grants (Sec 30016)
• $23 billion over five years - $21 billion Formula; $1.5 billion Competitive
• The bill provides significant increase to the State of Good Repair Program which is a priority of the Administration and industry
• The bill adds new competitive grant program for Rail Vehicle Replacement

Grants for Buses and Bus Facilities (Sec. 30018)
• $5.16 billion over five years - $3.16 billion Formula; $2 billion Competitive
• The bill requires competitive grant applicants for zero emission vehicles to submit a fleet zero emission transition plan
• The bill requires that five percent of competitive grant funds related to zero emission vehicles or infrastructure be used to address workforce development training or certification that a smaller percentage is needed
• FTA Low or No Emission (LONO) Competitive Grants $5.6 billion over five years
• Funds the purchase or lease of low or no emission vehicles as well as related equipment or facilities
New Funding - Appropriations

The IIJA includes a new All Stations Accessibility Program that is funded at $1.75 billion over five years to assist legacy rail fixed guideway public transportation systems with increasing the number of existing rail stations that meet or exceed the construction standards of the Americans with Disabilities Act of 1990.

Rail

Amtrak Northeast Corridor

$6 billion over five years

(Also includes an additional $6.57 billion General Fund authorization subject to future appropriations.)

- The bill language specifies that the funding is only available “for capital projects for the purpose of eliminating the backlog of obsolete assets and Amtrak’s deferred maintenance backlog of rolling stock, facilities, stations, and infrastructure”
- Amounts under the program may be used by Amtrak to fund, in whole or in part, the capital costs of Northeast Corridor capital renewal backlog projects, including the costs of joint public transportation and intercity passenger rail capital projects. The money may be treated as the non-federal share of NEC projects selected for award under the Federal-State Partnership for Intercity Passenger Rail grants program (see below)
- Funds are available until expended

Amtrak National Network

$16 billion over five years

(Also includes an additional $12.65 billion General Fund authorization subject to future appropriations.)

- The general purpose for this appropriation is the same as for the NEC section
- Set-asides from the money include $3 million per year for the State-Supported Route Committee, $3 million per year for interstate rail compact grants, and $50 million per year for the FRA’s rail restoration and enhancement grant. There is also a requirement that some of the money be used to carry out the daily long-distance service study included in the bill
- Funds are available until expended

Federal-State Partnership for Intercity Passenger Rail

$36 billion over five years

(Also includes an additional $7.5 billion General Fund authorization subject to future appropriations.)

- Not more than $24 billion of the amounts made available over the five years shall be for projects for the Northeast Corridor
- The bill transforms the current Federal-State Partnership for State of Good Repair (SOGR) grant program into this new program that is more open to new capacity, not just SOGR
- The program establishes a “phased funding agreement” process, similar to letters of intent or the current FTA full funding grant agreement, that makes not-legally-binding promises for funding that has not yet been made
- These funds are available until expended
- The types of projects that can be funded by the $36 billion have been drastically expanded to now include:
  - Projects to replace, rehabilitate, or repair infrastructure, equipment, or a facility used for providing intercity passenger rail service to bring such assets into a state of good repair
Projects to improve intercity passenger rail service performance, including reduced trip times, increased train frequencies, higher operating speeds, improved reliability, expanded capacity, reduced congestion, electrification, and other improvements, as determined by the Secretary.

Projects to expand or establish new intercity passenger rail service.

Groups of related projects described in the above three bullets.

Planning, environmental studies, and final designs for a project or group of projects described in the above four bullets.

NEW Railroad Crossing Elimination

$3 billion over five years

This program makes grants for highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods. Of each fiscal year’s funding, at least 20% must go to projects in rural or tribal areas.

CRISI (Rail Grants)

$5 billion over five years

The bill expands eligible entities to include an association representing one or more railroads and Tribes. It expands the list of eligible projects – measures to prevent trespassing, research, and development to advance rail projects (including MAGLEV), emergency plans for communities where hazardous materials are transported by rail, and others.

Airports

Facilities and Equipment

$5 billion over five years

This program is for the FAA for the following projects: Replacing terminal and enroute air traffic control facilities; Improving air route traffic control center and combined control facility buildings; Improving air traffic control enroute radar facilities; Improving air traffic control tower and terminal radar approach control facilities; National airspace system facilities OSHA and environmental standards compliance; Landing and navigational aids; Fuel storage tank replacement and management; Unstaffed infrastructure sustainment; Real property disposition; Electrical power system sustain and support; Energy maintenance and compliance; Hazardous materials management and environmental cleanup; Facility security risk management; Mobile asset management program, and Administrative expenses, including salaries and expenses, administration, and oversight.

Airport Infrastructure Program (AIP)

$15 billion over five years

• Funds are for airport related activities under current law
• Of the $3 billion per year, $2.48 billion will be for primary airports and certain cargo airports
• Reduced apportionments under law shall not apply
• Apportionment to airports follow current law, but there is no maximum apportionment.
• Any remaining funds will be distributed to all primary airports based on passenger enplanements
• $500 million of the annual $3 billion shall be for general aviation airports and commercial service airports that are not primary airports
• $20 million of the annual $3 billion shall be for competitive grants to sponsors of airports in the contract tower program and contract tower cost share program.
None of the funding made available may be used to pay for airport debt service
Obligation of funds shall not be subject to any limitations on obligations under and previous appropriations bills
The bill applies the current federal share

NEW Airport Terminal
$5 billion over five years

Funding for competitive grants shall be divided as follows:
- 55% for large hubs
- 15% for medium hubs
- 20% for small hubs
- 10% for non-hub and non-primary airports

In awarding grants for terminal development projects, the Secretary may consider projects that qualify as “terminal development” (including multimodal terminal development), projects for on-airport rail access projects, and projects for relocating, reconstructing, repairing, or improving an airport-owned air traffic control tower.

The Secretary shall give consideration to projects that increase capacity and passenger access; projects that replace aging infrastructure; projects that achieve compliance with the Americans with Disabilities Act and expand accessibility for persons with disabilities; projects that improve airport access for historically disadvantaged populations; projects that improve energy efficiency, including upgrading environmental systems, upgrading plant facilities, and achieving Leadership in Energy and Environmental Design (LEED) accreditation standards; projects that improve airfield safety through terminal relocation; and projects that encourage actual and potential competition.

80% federal share for large and medium hubs. 95% federal share for small and non-hub, and non-primary airports.

The Secretary shall provide a preference to projects that achieve a complete development objective, even if awards for the project must be phased, and the Secretary shall prioritize projects that have received partial awards.
The bipartisan infrastructure plan invests $65 billion to address broadband infrastructure.

**Grants to states for deployment: $42.45 billion**
- This funding supports a formula-based grant program to states, territories and the District of Columbia for the purposes of broadband deployment
- The program does not favor particular technologies or providers
- Projects would have to meet a minimum download/upload build standard of 100/20 megabits per second
- The funding includes 10% set-aside for high-cost areas and each state and territory receives an initial minimum allocation, a portion of which could be used for technical assistance and supporting or establishing a state broadband office
- To increase affordability, all funding recipients must offer a low-cost plan
- States would be required to have plans to address all of their unserved areas before they are able to fund deployment projects in underserved areas. After both unserved and underserved areas are addressed, states may use funds for anchor institution projects

**Private Activity Bonds (PABs): $600 million**
- Based off the Rural Broadband Financing Flexibility Act (S.1676) this provision allows states to issue PABs to finance broadband deployment, specifically for projects in rural areas where a majority of households do not have access to broadband
- Additional Support for Rural Areas: $2 billion
- The provision includes supports for programs administered by the U.S. Department of Agriculture, including the ReConnect Program, that provide loans and grants (or a combination of loans and grants) to fund the construction, acquisition or improvement of facilities and equipment that provide broadband service in rural areas

**“Middle Mile”: $1 billion**
- This provision would create a grant program for the construction, improvement, or acquisition of middle-mile infrastructure. Eligible entities include telecommunications companies, technology companies, electric utilities, utility cooperative, etc. The “middle mile” refers to the installation of a dedicated line that transmits a signal to and from an internet Point of Presence. Competition of middle-mile routes is necessary to serve areas, reducing capital expenditures, and lowering operating costs

**Tribal Grants: $2 billion**
- This provision will provide additional funding to the Tribal Broadband Connectivity Program, which was established by the December COVID-19 relief package and is administered by NTIA. Grants from this program will be made available to eligible Native American, Alaska Native and Native Hawaiian entities for broadband deployment as well as for digital inclusion, workforce development, telehealth, and distance learning

**Inclusion: $2.75 billion**
- Includes the Digital Equity Act. This legislation establishes two NTIA-administered grant programs (formula-based and competitive) to promote digital inclusion and equity for communities that lack the skills, technologies and support needed to take advantage of broadband connections. It also tasks NTIA with evaluating digital inclusion projects and providing policymakers at the local, state, and federal levels with detailed information about which projects are most effective
Affordability: $14.2 billion

- This provision creates a sustainable Affordable Connectivity Benefit to ensure low-income families can access the internet.
- The program provides a $30 per month voucher for low-income families to use toward any internet service plan of their choosing.
- It builds on the Emergency Broadband Benefit, making the benefit permanent and expanding eligibility to help more low-income households, while also making it more sustainable for taxpayers.

Water Infrastructure

Drinking Water and Wastewater Infrastructure Act (DWWIA). Includes the bipartisan, Senate passed Drinking Water and Wastewater Infrastructure Act of 2021, which authorized over $35 billion in water infrastructure investments over 5 years. The bipartisan infrastructure bill also authorizes an additional $13.825 billion over 5 years for the Drinking Water and Clean Water State Revolving Funds (SRFs).

- $23.426B split evenly between the Drinking Water and Clean Water SRFs. Federal capitalization grants for state drinking and wastewater infrastructure investments
- $15B to address lead service lines. Funds will be allocated to the Drinking Water State Revolving Fund (DWSRF) to replace lead service lines, with 49% of the funding distributed by the states as forgivable loans or grants
- $10B to address per- and polyfluoroalkyl substances (PFAS). Funding is directed through a grant program for small and disadvantaged communities, as modified by DWWIA, with additional flexibility ($5B); the emerging contaminants program with a focus on PFAS in the Drinking Water SRF ($4B); and the Clean Water SRF to address emerging contaminants ($1B)
- $2.5B to fully fund all currently authorized Indian Water Rights Settlements. Provides $2.5 billion for the Department of Interior to complete all currently authorized Indian water rights settlements. The legislation also allows these funds to meet funding requirements for settlements for grant programs administered by the Bureau of Reclamation or Bureau of Indian Affairs
- $1.8B to Indian Health Service Sanitation Facilities Construction. $1.8 billion from the Water Working Group will be added to $1.7 billion from the Resiliency Working Group, for a combined total of $3.5 billion in IHS sanitation facilities. This will help connect communities and residences to drinking and sewer water systems
- $1.274B on Tax Treatment for Water/Sewer Utilities. Prior tax law treated donations of funds or other resources from governments, civic groups, or developers to facilitate construction or remediation of water or sewer infrastructure as non-taxable to water and sewer utility companies. Current law requires these “contributions to capital” be counted as taxable revenue. This proposal restores the deduction
Subject: 56th Street/50th Street Corridor Planning Study from the Selmon Expressway to Fletcher Avenue Public Meeting 445651-1

Importance: High

From: Esposito, Robert <Robert.Esposito@dot.state.fl.us>
Sent: Wednesday, November 17, 2021 9:15 AM
Cc: Hall, Justin <Justin.Hall@dot.state.fl.us>; Carson, Kristen <Kristen.Carson@dot.state.fl.us>; Roscoe, Roger <Roger.Roscoe@dot.state.fl.us>; Shroyer, Brian <Brian.Shroyer@dot.state.fl.us>; Monk, Suzanne <Suzanne.Monk@dot.state.fl.us>

Subject: 56th Street/50th Street Corridor Planning Study from the Selmon Expressway to Fletcher Avenue Public Meeting 445651-1
Importance: High

Subject: 56th Street/50th Street Corridor Planning Study from the Selmon Expressway to Fletcher Avenue Public Meeting

Hillsborough County, Florida
FDOT Financial Project ID Number:445651-1

Dear Elected Officials:

The Florida Department of Transportation (FDOT) District Seven has scheduled a Public Meeting to provide an overview of the existing conditions and purpose and needs for the 56th Street/50th Street Corridor Planning Study from the Selmon Expressway to Fletcher Avenue being conducted in Hillsborough County, Florida. The referenced meeting is scheduled for Tuesday, December 14, 2021 from 5:30 p.m. to 7:30 p.m. This meeting will be conducted in person at the Lightfoot Senior Recreation Center, 10901 N. 56th Street, Temple Terrace FL 33617. If you are not able to meet in person and would like attend virtually, you must register via GoToWebinar using the following registration link: https://register.gotowebinar.com/register/2155143264467025935. Please make sure you reach the confirmation page after registering online. The call-in number is United States (Toll-free): 1 877 309 2071, Access Code: 505-470-623 with the audio PIN shown after joining the webinar.

This project is coordinated with Hillsborough County, the City of Tampa, the City of Temple Terrace, the Hillsborough Transportation Planning Organization (TPO), and the Hillsborough Area Regional Transit Authority (HART) to develop potential solutions that improve multimodal safety, operations, and connectivity. The intent is to develop a comprehensive vision to implement continuous multimodal facilities that connect the communities and destination along the corridor. Two segments of the study corridor were identified by the Hillsborough TPO as a Vision Zero corridor, meaning there were a high number of severe crashes leading to fatalities and incapacitating injuries. The study will determine how best to meet the needs of current and future users, and establish a long-term plan to guide evolution of the corridor that appropriately correlates the balance between land use and transportation planning. A primary focus of this corridor study is to identify safety solutions and countermeasures to improve the safety for all users of this corridor.

The result of the 56th Street/50th Street Corridor Planning Study will include a Corridor Development Plan, which will identify a range of multimodal solutions that reflect the long-term vision for the study corridor. The Corridor Development Plan will include short-, mid- and long-term implementation strategies that guide future development within the corridor, as well as specific improvements that can potentially be advanced in the near term though local agency participation and/or by FDOT.
At the Public Meeting, the study team will share findings from the issue and opportunities synthesis, present the purpose and needs, and gather feedback about travel preferences. If you would like further information about this project, please contact Brian Shroyer, Florida Department of Transportation Project Manager, at (813) 975-6449 or by email at Brian.Shroyer@dot.state.fl.us.

All meeting materials, including the presentation, will be available on the project website at project website (https://www.fdotd7studies.com/projects/56thstreetcorridor/), including a recording of the meeting.

FDOT is sending notices to all property owners, business owners, interested persons and organizations to provide the opportunity to offer comments and express their views regarding this project and the proposed improvements.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons with disabilities who require accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Roger Roscoe, Public Involvement Coordinator, Florida Department of Transportation, District Seven, MS 7-500, 11201 N. McKinley Drive, Tampa, FL 33612; 813-975-6411. If you are hearing or speech impaired, please contact us by using the Florida Relay Service, 1-800-955-8771 (TDD) or 1-800-955-8770 (Voice).

Comuníquese Con Nosotros

Nos importa mucho la opinión del público sobre el proyecto. Si usted tiene preguntas o comentarios, o simplemente desea más información sobre este proyecto, por favor comuníquese con nuestro representante, Manuel Flores al teléfono (813) 975-4248 o al correo electrónico Manuel.Flores@dot.state.fl.us.

For media inquiries, please contact Kris Carson, Public Information Officer by phone at (813) 97-6060 or by email: Kristen.Carson@dot.state.fl.us.

Sincerely,

**BOB ESPOSITO**
Florida Department of Transportation
District 7 Government Affairs Liaison
Cell 813-245-3509
Office 813-975-6038
robert.esposito@dot.state.fl.us
November 18, 2021

Amanda Murphy
Environmental Protection Specialist
Environmental & Corridor Planning Division
Office of Railroad Policy and Development

Re: Brightline SEIS Historic Resources Review

Dear Ms. Murphy,

Thank you for the opportunity to provide feedback on the Brightline Supplemental Environmental Impact Statement (SEIS) Historic Resources Review as part of consultation under Section 106 of the National Historic Preservation Act.

The Transportation Planning Organization (TPO) and its advisory committees would like to stay closely involved as the SEIS progresses, and want to offer the following comments for the Federal Railroad Administration (FRA) consideration now:

- **Historic Resources:** On the Hillsborough County and Ybor City Historic District Maps (attached), both local and national sites are identified. The Ybor map outlines the historic district boundaries and identifies several contributing structures within proximity of the project, that may be eligible for a historical designation. Ron Vila with the City’s Architecture Review and Historic Preservation office may be able to offer more insight on these structures. You can reach him at 813-274-3100 Option #3 or ron.vila@tampagov.net.

- **Land Use Considerations:** There are several policies in the City of Tampa’s Comprehensive Plan that promote the preservation of historic structures. The project alignment travels through the Ybor City Urban Village. The Comprehensive Plan seeks to ensure that redevelopment projects in Mixed Use Corridors and Urban Villages are
designed for pedestrian traffic and connect and support a citywide transit system. The segment also travels through the Ybor City Local Historic District. The Ybor City Local Historic District is under the purview of the Barrio Latino Commission. The Barrio Latino Commission issues Certificates of Appropriateness prior to the City of Tampa’s issuance of a building permit if the work meets its design standards. Additionally, plan amendments within the local district are also reviewed by the Barrio Latino Commission prior to proceeding to City Council.

There are several land uses along this segment including parcels recognized under the Light Industrial, Community Mixed Use-35, Community Commercial-35, Urban Mixed Use-60, and Regional Mixed Use-100 designations. Overall, this area is trending to more of a mixed-use development pattern. The project alignment travels through the Ybor City Urban Village. The Comprehensive Plan seeks to ensure that redevelopment projects in Mixed Use Corridors and Urban Villages are designed for pedestrian traffic and connect and support a citywide transit system.

Below are historic preservation policies from the Comprehensive Plan that may also be useful. *Tampa Comprehensive Plan-Historic Resources Goals, Objectives and Policies:*

**LU Objective 16.1:** Preserve Tampa’s historic resources.

**LU Policy 16.1.2:** Support historic preservation in neighborhoods.

**LU Policy 19.1.2:** Review development requests that may have an adverse effect on the historic character of the historic district, building, site or object, including those requests along the periphery of an historic district due to the fact that development that is in close proximity to historic resources and is incompatible with those resources can have a negative impact on the historic integrity of the resource.

**LU Policy 19.1.9:** The Architectural Review Commission shall review all applications for alterations, demolition, relocation, and new construction in historic districts and for rehabilitation, demolition, relocation or additions to individually designated landmarks or historic sites. In the Ybor City Historic District, where this process is under the jurisdiction of the Barrio Latino Commission, the Barrio Latino Commission shall issue Certificates of Appropriateness prior to the City of Tampa’s issuance of a building permit, if the work meets its design standards.

**LU Policy 19.2.2:** The Architectural Review Commission and Barrio Latino Commission shall continue to review requests for Certificates of Appropriateness for historical structures on a case by case basis and utilize the new procedures adopted for historic resources in the City of Tampa Code.

**Equity Considerations:** Black and Hispanic Residents of Ybor City, V.M. Ybor, and Tampa’s Downtown neighborhoods have been seriously impacted by previous public works projects and attempts at redevelopment in the area. Urban Renewal in the “Scrub” neighborhood and Ybor City led to significant displacement of Black and Hispanic residents from the area, coupled with significant displacement because of the construction of the interstate highway system. These historic and ongoing impacts to the residents of these neighborhoods, particularly Black and Hispanic residents, must be seriously considered and addressed if any potential exists for displacement because of this project.
The TPO’s Livable Roadways Committee added the following comments and inquiries:

- Ensure the station platforms, ingress/egress and rail cars are fully Americans with Disabilities Act (ADA) compliant.
- Provide notice of future public meetings and opportunities for public comment.
- Provide more information about the actual alignment, how Brightline would tie into multimodal local transportation/transit system and details of how any east-west rail alignment would connect.
- Request that new station and elevated structure incorporate the historic aesthetics of Union Station and the Ybor neighborhood. The design should not be ultra-modern; structures need to match the historic context.
- Concern was raised that Nuccio Parkway already divides the neighborhood. When the elevated train structures are designed, take care to mitigate further impacts to the neighborhood.

Thank you again for the opportunity to comment. Please contact me or Allison Yeh, yeha@plancom.org, if further information is needed.

Sincerely,

Beth Alden, AICP
Executive Director

Cc: Martin (Marty) A. Peate, AICP, AECOM

Attachments: Hillsborough County Historic Resources Map
Ybor City Historic District Maps
November 30, 2021

Ms. Beth Alden, AICP
Executive Director
Hillsborough County Transportation Planning Organization
601 E Kennedy Blvd, 18th FL
Tampa, FL 33602

Re: FY 2023-2027 Tentative Work Program

Dear Ms. Alden:

Thank you for your November 10 letter regarding the Tentative Work Program for Fiscal Years 2023-2027.

We want to assure you that we are continuing to work closely with Central Office to restore funding for the US 41/CSX Grand Separation project (440749-1) in the earliest possible year.

In response to your request for a traffic signal at the intersection of Spruce St/Boy Scout Road and Manhattan Ave, we are currently in the beginning development and review of this intersection.

FDOT is aware of the TPO’s concerns regarding a gap in the wall at Robles Park and is actively working on solutions to present to the TPO at the January meeting. We appreciate the partnership that we have developed with the TPO and look forward to working together to improve safety and mobility in Tampa Bay.

Sincerely,

David Gwynn, P.E.
District Seven Secretary

cc: Justin Hall, Planning & Environmental Administrator, FDOT
Kelli Bradley, Program Management Administrator, FDOT

www.fdot.gov