Meeting of the Bicycle Pedestrian Advisory Committee
Wednesday, June 16, 2021, 5:30 – 7:30 p.m.

Call to Order

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Public comments are welcome and may be given in person at this teleconference meeting, by logging into the website above and clicking the “raise hand” button. Comments may also be provided before the start of the meeting by e-mail to reynoldsw@plancom.org.

Written comments will be read into the record, if brief, and provided in full to the Committee members.

I. Public Comment - 3 minutes per speaker, please

II. Members’ Interests

III. Approval of Minutes – May 19, 2021

IV. Status Reports

A. Non-Discrimination Plan Public Involvement Findings (Dayna Lazarus, TPO Staff)

B. Gandy PD&E Study Kick Off (Craig Fox, FDOT)

C. FDOT I-275/Downtown Interchange Aesthetics Package/Trellis Noise (MaryLou Godfrey, FDOT)

V. Old Business & New Business

VI. Adjournment

VII. Addendum

A. TPO Meeting Summary & Committee Report

B. FDOT’s Draft Electric Vehicle Infrastructure Master Plan and Story Map
C. Florida MPOAC Legislative Update

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

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I. **CALL TO ORDER**

Chair Forbes called the virtual meeting to order at 5:31 PM


Members Absent: John Marsh, Alana Brasier, Stephen Benson, Melissa Collazo, Peter Syzonenko, Tim Horst, Marcello Tavernari, and Diana Ramirez.

Others Present: Wade Reynolds, Johnny Wong, Gail Reese, Lisa Silva, Beth Alden, Christopher English, Fatima Elkott – TPO Staff; Christopher Fellerhoff – Hillsborough County Strategic Infrastructure Planning; Alex Henry – FDOT; David Dunigan.

A quorum was met virtually.

II. **PUBLIC COMMENT** – None at this time

III. **APPROVAL OF MINUTES** from April 21, 2021

No changes or edits. Minutes approved as written.

IV. **MEMBER INTEREST**

A. **Jim Shirk** – Right Turn Lanes on Bruce B Downs do not have appropriately marked bike lanes at Point of Tampa Bay, Dona Michelle Drive north of I-75 crossing, south bound at Tampa Palms/ Commerce Palms. Requests that this be passed on to Hillsborough County Public Works and FDOT.

B. **Chair Forbes** – Friday, May 21, is Ride to Work Day; meeting at Gaslight Park around 7:30 AM.

C. **John Marsh** – Bikestock on May 22 on Bayshore from 3 – 7 PM

V. **DISCUSSION ITEMS**

A. **Transportation Improvement Program Update** (Johnny Wong, TPO Staff)

Section One: What is the TIP
• LRTP is 20 to 25+ year plan and is broad, TIP is 5-year plan and is specific and detailed. TIP includes phases of the project, funding sources, and locations.

• TIP is one of the MPO main responsibilities. Must abide by regulations and requirements from Federal and State directives.

• TIP consists of three major types of projects.
  o Table 1: Funded or partially funded, projects in process, are Priorities, remain until complete and shows community support, already approved by committees and board.
  o Table 2: Candidates for funding, authority projects they consider to be priorities, go through a scoring process, if meet criteria, moves to the priority list, goes through additional scoring for ranking.
  o Table 3: All other projects from FDOT WP, requests for planning studies, projects that does not fit neatly in one of the programs, CIPs (jurisdiction funded).

• Priority Ranking: Table 2 production process
  o Sort submissions into investment programs.
  o Find data and run calculations.
  o Rank from most impactful to least.

• Funding: codes are funding sources. Early in the TIP there is a link to a glossary of the abbreviations. Examples: SU – surface transportation (flexible); TA – transportation alternative, smaller, multi-modal projects; HSIP – highway safety improvement program, usually in Vision Zero; SIGP – county incentive grant program, provided to counties to alleviate traffic congestion on the highway system

• TIP Tool is an interactive mapping application that shows the location of projects in the TIP and where they are located around the county. It is on the Plan Hillsborough website.
  o Provides population density, growth locations.
  o There is a basic equity overlay.

• Health Atlas tool, based on COCs

Section Two, highlighting what has changed from last year’s TIP to this year’s TIP.

• Table One – re-formatted
  o Projects remain on this list until they are totally done.
  o Only a few come off each year.
  o Major differences will be color coding and grouping based on the investment program, will make it easier to identify community impact.
  o Four additions: 2 from HART, 1 from TBARTA, 1 multi-modal trail connection
  o 1 project has been completed, waiting for updates on others.

• Table Two
  o Projection analytics that were based on the 1% tax.
  o Review of performance metrics for State of Good Repair & Resilience
    ▪ Approximately ½ of bus assets are in a state of good repair.
    ▪ Do not spend a lot of time calculating in this section because there is a huge backlog in this category. $1.5 Billion expected deficit by 2045
    ▪ Rather than separating, allocate $4 Million from SU for HART every year.
  o Vision Zero – set targets in January and February each year.
- TIP only concerned with fatalities and serious injuries.
- Spend quite a bit of time on this section.
- Pull 5 years-worth of fatal and serious crash data, divide by centerline mile.
- Nine projects added to the TIP this year.
  - Smart Cities – three metrics: interstate reliability, interstate reliability for freight, non-interstate reliability; focus on reliable congestion.
  - Went over criteria for adding projects: peak period travel time, delay at various distances, on-time performance; these are based on type.
  - Adding four projects to TIP this year.
- Real Choices When Not Driving – do not have federal measures, created own
  - Look at location, identify population density.
  - Ten projects added to the TIP this year.
- Major Investments for Economic Growth – very strict criteria and must be referenced in LRTP; high dollar, highway widening, adding capacity.
  - Look for density of employment, volume capacity ratio, anticipated reduction in vehicle delay per centerline mile.
  - Four projects added to TIP this year.

Section Three: Next Steps

- Regional Coordination – look at regional significance, input from other MPOs in the region; two working groups. If projects in other MPOs are deemed regionally significant, will appear in Hillsborough TIP. Regional area is West Central Florida.
  - Citrus
  - Hernando
  - Hillsborough
  - Manatee
  - Pasco
  - Pinellas
  - Polk
  - Sarasota

- CAC homework assignment.
  - Review Tables 1 & 2 for June meeting.
  - Agency partners will be available at the June meeting.
- Will note all feedback received and the document will be updated a few more times before TIP is nearly finalized.
- Finalize and presented to the MPO Board on June 9th.

Presentation: TIP Preliminary Draft
Draft TIP: Draft Transportation Improvement Program 2021/22-2025/26

Discussion:

Jim Shirk: Inquired about the reduction in priority of the Green Spine. Noted structure construction in that area and changes on I-4 are going to put stress on Nuccio Parkway.
Chair Forbes: Interjected sections Green Spine sections 2B and Greet Artery D & E.

Via Chat:
Christopher English (to All - Entire Audience): 6:22 PM: David Dunigan asks "what is the process of getting ideas/projects on these tables?"

B. Regional Trail Priorities (Wade Reynolds, TPO Staff)

Trail priorities are approved annually by the Hillsborough TPO, and projects that are of regional significance are also prioritized by two regional bodies:

- The West Central Florida Chairs’ Coordinating Committee, consisting of Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, Polk, and Sarasota Counties.
- The Transportation Management Area, consisting of Hillsborough, Pasco and Pinellas Counties.
- This update will include local and regional priorities as well as current funding for trail projects.
- Update done annually.

- District 7 – Programmed Funds, notated by a “P” in red by several trails
  - Upper Tampa Bay Trail is a top priority but does not have a request this year.
  - South Tampa Greenway was highlighted in TIP by the City of Tampa
  - Withlacoochee State Trail Extension
  - Tampa Bypass Canal Trail, highlighted by Temple Terrace
  - Suncoast II Extension into Citrus County.
  - Orange Belt Trail continues to move along; segmented.
  - Withlacoochee State Trail and the Courtney Campbell Overpass for 2024
  - South Coast Greenway Phase Three, a top priority of the County
  - Maydell Bridge
  - Howard Frankland Bridge and Connections
  - Joe’s Creek Trail for 2027
  - Adamo Drive, on the City of Tampa’s list this year
  - SR 54 Overpass at Starkey Blvd. in Pascoe

- District 1 – Programmed Funds
  - Legacy Trail Northern Extension
  - Anna Maria Island Multi-Use Trail
  - Legacy Trail Osprey Junction

Discussion:

Sally Thompson – Requested updated tables from presentation for Greenways meeting coming up.

Chair Forbes – Questioned District 7 list, Dale Mayberry Overpass, clarification on if this is trail by the Mid-Town project on Cypress.

C. USF – Green ARTery Trail Study (Wade Reynolds, TPO Staff)

- The USF-Green ARTery trail study began in March 2021 and will evaluate conceptual and new connections from the USF/Veterans Hospital area to the existing and proposed trail system in Tampa and Hillsborough County.
  - Sulphur Springs, Tampa Overlook, North Tampa University Square, Old Seminole Heights.
  - Feasibility of connecting these areas and include safe crossings.
Connect at segment D & E of the trail, which is broken into eight segments and connects ~20 neighborhoods.

Taking into account “food deserts”, study is largely in those “food deserts”.

A large portion of the study area is also in the chronic Asthma area of the Health Atlas; it falls in other categories as well.

- Recent & Ongoing Projects
  - FDOT University Area Multimodal Feasibility Study
  - Uptown Master Plan
  - Tampa Walk-Bike Plan
  - Fowler Multimodal

- Stakeholders
  - City of Tampa
  - Hillsborough County
  - FDOT
  - USF
  - Rithm AT UPTOWN
  - University mall
  - CSX
  - Veterans’ Hospital
  - Campus Hill Dr Neighborhood
  - Tampa Innovation Project
  - University mall

- Public Engagement Process
  - Individual Stakeholder Meetings
  - Stakeholder Focus Group
  - Public Survey – will keep open in the fall until USF students come back.

- Project Schedule
  - May – Existing Condition Memo
  - June/July – Alternatives Analysis
  - July/August – Public Survey
  - August – present to committees for further comment and action

- Next Steps
  - Looking forward to public engagement and committee involvement.

Presentation: USF - Green ARTery Trail Study

Discussion:

Jim Shirk: Inquired about the impact in Communities of Color and if Equity is rolled into this.

Chair Forbes: Questioned proposed existing trail outside the target area being more of a sidewalk and property to the east of the target area around USF and Pepsi.

VI. OLD BUSINESS & NEW BUSINESS

Reminders for Bike Stock on Saturday, May 22 and the Bike to Work to Gaslight Park on Friday, May 21.

VII. ADJOURNMENT: Meeting adjourned at 6:45 P

Comment Via Chat:

Allison Nguyen (to Organizers and Panelists Only):
Board & Committee Agenda Item

**Agenda Item:**
Nondiscrimination Plan Public Involvement Findings

**Presenter:**
Dayna Lazarus, Plan Hillsborough staff

**Summary:**
Between December 2020 and March 2021, staff conducted public engagement to collect input from Hillsborough County residents about the challenges they face accessing community elements including transportation options, quality housing, public engagement meetings and other important places in the County. The goal of this engagement was to learn about the needs and access issues of underserved communities. Outreach included a countywide survey, a Storytelling Forum, seven weeks of field outreach, and five focus groups. Since the conclusion of these outreach activities, we have been performing data analysis on 456 survey responses and 150 pages of narrative data, and we have identified some trends and themes in the challenges and ideas that were shared.

Those themes, combined with staff feedback and best practices research, are being used to create a list of preliminary recommendations designed to help the agency grapple with the area’s history of discriminatory planning and move towards a County where there are no longer underserved or underrepresented neighborhoods or demographics.

At this meeting, staff will present the findings from engagement and ask for the committee’s feedback and recommendation ideas for addressing the challenges identified.

**Recommended Action:**
None, for information only

**Prepared By:**
Dayna Lazarus, Community Planner II

**Attachments:**
None; see “Preliminary Public Engagement Findings – Challenges and Solutions (05/20/2021)” at [www.planhillsborough.org/title-vi-and-nondiscrimination-plan/](http://www.planhillsborough.org/title-vi-and-nondiscrimination-plan/)
Board & Committee Agenda Item

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

**Presenter:**
FDOT Representative

**Summary:**
The Gandy Boulevard (US-92/SR-600) Project Development and Environment (PD&E) Study (WPI Seg. No 441250-1) project limits are from 4th St North in Pinellas County to S Westshore Blvd in Hillsborough County. The PD&E study will evaluate roadway capacity improvements and the addition of bicycle and pedestrian facilities within the study limits. Bridge widening or replacement is also anticipated, and a grade separated overpass at Brighton Bay Boulevard is also being evaluated. A representative from FDOT will provide an overview of the PDE study, identify next steps for the project and respond to questions.

**Recommended Action:**
None; for information only.

**Prepared By:**
Gena Torres, TPO Staff

**Attachments:**
Link to FDOT’s Gandy PDE project study page
Board & Committee Agenda Item

**Agenda Item**
FDOT I-275 (from north of I-4 to north of Hillsborough Avenue) Aesthetics and Noise Wall Update

**Presenter**
Mary Lou Godfrey, FDOT Rep. and Lisa K. Silva, TPO staff

**Summary**
FDOT staff will provide an update on the noise wall and aesthetic improvements that will be constructed as part of the Tampa Bay Next Section 7 Phase 1 improvements (#431821-2 and 443770-1) along I-275, from north of I-4 to north of Hillsborough. This project has been advertised for construction and was recently awarded. Landscaping will be a separate project that will be conducted after construction is completed for the referenced projects. TPO Staff will share additional updates on the Green Noise Wall.

**Recommended Action**
None, for information only

**Prepared By**
Lisa K. Silva, TPO Staff

**Attachments**
None
TPO Board Meeting of Wednesday, May 12, 2021

I. CALL TO ORDER & PLEDGE OF ALLEGIANCE

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

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

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

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

A quorum was met in person.

II. APPROVAL OF MINUTES – APRIL 14, 2021

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

III. PUBLIC COMMENT

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

IV. COMMITTEE REPORTS & ADVANCE COMMENTS

A. CAC Committee (Bill Roberts) – May 5, 2021
   • Expressed appreciation for the all-volunteer committee and for the support from the TPO Staff.
   • Action Items:
     o Voted to approve the MPO/FDOT Annual Joint Certification Statement.
     o Public Participation Plan Amendment to shorten the notification period from 3 weeks to 2 weeks.
       ▪ There was a lot of discussion – upward of 20 TIP Amendments come before the CAC each year.
       ▪ Tabled; the CAC did not feel they could vote on this at this time.
     o Transportation Improvement Program Amendment for Downtown Interchange
• Motion amended with a stipulation that the FDOT not acquire any more properties for this project. Passed 13 – 5.

• Heard status reports on:
  o TIP Preliminary Draft
  o CAC ad hoc subcommittee met on May 3rd to discuss the TIP preliminary draft. Recognized Committee Member, Amy Espinosa, on putting together this sub-committee.

• Encourage that the TPO Board approve the recommended committee member from the City of Temple Terrace

• Acknowledged that the FDOT addition for the West Shore Interchange has not come before the CAC at this time. Reminded the TPO Board of it’s importance and previous support of the CAC.

B. TAC Committee (Davida Franklin) – May 3, 2021
• Approved the following:
  o MPO/FDOT Annual Joint Certification Statement
  o Transportation Regional Incentive Program Priorities
  o Public Participation Plan Amendment
  o UPWP Amendment Air Quality Monitoring
  o Transportation Improvement Program (TIP) amendment for Downtown Interchange

• Heard status reports on:
  o TIP Preliminary Draft
  o USF to Tampa Green ARTery Trail Feasibility Study

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

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

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

• Heard status reports on:
F. Summary of Public Comment

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

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

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

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

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

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

V. ACTION ITEMS

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

Recommend that the TPO confirm the above nominations.

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

B. Transportation Improvement Program Amendment for Downtown Interchange (Vishaka Shiva Raman, TPO Staff and Secretary David Gwynn, FDOT Staff)
- The Florida Department of Transportation (FDOT) has requested this amendment to the Fiscal Year (FY) 2020/21–2024/25 Transportation Improvement Program (TIP) to purchase seven (7) parcels for the Downtown Interchange Operational Improvements. This amendment will add $2.5 million towards Right-of-Way acquisition.
• This project was adopted in the 2045 Long Range Transportation Plan (LRTP) as part of the FDOT Strategic Intermodal System (SIS) Cost Feasible Projects. It was the Quick Fix solution identified in the 2019 MetroQuest survey.
• Tampa Bay Next – Downtown Tampa Interchange – started in 2016 – 2017 and would have required over 200 relocations. FDOT continued to look for alternatives.
• Crashes continue to increase, doing nothing is not an option.
• Utilized community input has led to this action.
• Interchange will include addition of bicycle and pedestrian areas, landscaping, lighting, widening areas under the interstate to make it safer.
• Working with the City of Tampa to slow the traffic speeds along 14th and 15th streets. Signalizing the ramps at these interchanges as well.
• Try to match aesthetics done in Ybor City.
• Why is this important; legislature provided $2 billion to be used throughout the state, all districts are preparing projects that can be ready to start in 2022 or 2023, this project is ready. The only thing needed to get funding for this project is to move on the Right-of-Way.

Presentation: TIP Amendment - Downtown Interchange and FDOT Downtown Interchange

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

Discussion:

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

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

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

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

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

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

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

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

Discussion:

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

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

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

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

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

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

D. Annual Certification of TPO (Johnny Wong, TPO Staff)

- MPOs are established and funded by federal and state laws and rules.
- Federal government evaluates compliance every four years and public meeting is held. Done in January 2021
- TPO’s planning process must be certified in between major review events and concludes with a Joint TPO/FDOT Certification statement and summary of notable Achievements, recommendations, and correction actions.

- Notable Achievements
  - Data & Analytics Platform
  - Vision Zero Speed Management Action Plan – Transportation Planning Project of the Year
  - Regional Long Range Transportation Plan – across eight counties and two FDOT Districts
  - CAC Race Equity Resolution

- Recommendations
  - Evaluate website for ADA compliance.
  - Save current versions of UPWP only on the website to avoid confusion.
  - Advocate for partially funded projects.

- Corrective Actions – None

Presentation: MPO/FDOT Joint Certification 2020

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

Commissioner Cohen: Has a copy of the Joint Certification Statement

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

E. Unified Planning Work Program UPWP Annual Review and Amendment (Jamal Wise and Allison Yeh, TPO Staff)

- Currently in Fiscal Year (FY) 21 which runs from July 1, 2020 through June 30, 2021.
- Currently adopted UPWP is being amended to reflect adjustments in the TPO’s grant from Federal Highway Administration (FHWA).

- FY 21
  - Task 2 (Systems Planning) increase by $102,500.
  - Task 1 (Management) decrease by $65,511.
  - Task 3 (Long Range Transportation Plan & data) decrease by $36,989.
  - PL grant trued up by $2, from $1,371,098 to $1,371,096.

- FY 22
  - Task 1 (Management) add unused PL grant funds remaining from FY20: $23,021.
  - Task 2 (Systems Planning) add unused SU grant funds remaining from FY 20: $158; add increased CTD grant funds based on actual grant award: $2,081.

- Current Status of Planning Studied, Part II: Discretionary Projects – 4 In Progress, 5 Pending.

- Planning Studies: Staff Recommendations
  - Continue with studies approved by TPO Board in May 2020.
  - Proceed with lower-cost requests using savings from Year 1 studies.
  - Consider other requests in FY 23 & FY24 UPWP next year.

- Disadvantaged Business Enterprises
  - TPO supports FDOT goal of 11%, current utilization is 12%.
  - DBE-support projects – 3 to be completed in latter half of 2021, 2 completed.

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

Presentation: [UPWP Amendment FY 21 May](#)

Discussion:

Commissioner Cohen reminds everyone of the time.

Commissioner Kemp: Asked for clarification on a number.

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

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

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

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

VII. OLD BUSINESS & NEW BUSINESS

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

VIII. ADJOURNMENT Meeting adjourned at 12:03 PM.
Summary of Committee Reports – May 2021

- Transportation Improvement Program (TIP) Amendment for the Downtown Interchange
  - Reviewed by Technical Advisory Committee, Citizens Advisory Committee
  - Chairman Roberts reviewed the Citizens Advisory Committee’s discussion about the amendment
  - Technical Advisory Committee had questions then approved the amendment

- The Livable Roadways Committee requested a letter on the Manual for Traffic Control Devices
  - The committee was briefed about the Federal Highway Administration’s suggested changes
  - Members were concerned the update doesn’t do enough to improve safety
  - The committee requested the TPO send a letter of comment
  - There is a draft letter on the agenda for consideration today

- Annual certification of the TPO
  - Reviewed by Technical Advisory Committee, Citizen’s Advisory Committee
  - Both committees recommended your approval

- Update of the Unified Planning Work Program
  - The committees previously discussed planning studies they would like the TPO to consider doing
  - The Board will be briefed about their request during that action item on the agenda
  - In particular, the Technical Advisory Committee took action last month to ask that the TPO assist the USF College of Public Health and Hillsborough Environmental Protection Commission in estimating a grass roots air quality monitoring network

- Additional items voted on:
  - Technical Advisory Committee and Citizens Advisory Committee reviewed the Public Participation Plan which will come to you for consideration next month
  - Technical Advisory Committee
    - Reviewed a list of regional priorities for the Transportation Regional Incentive Program grant funding that looks at projects throughout West Central Florida
    - Supported a list which will be integrated into overall list of Transportation Improvement Projects for consideration in June
  - Transportation Disadvantaged Coordinating Board:
    - Reviewed and approved a couple of coordination contracts
    - Reviewed grievance procedures
    - Reviewed annual rates that the Sunshine Line charges its customers
Summary of Public Comments – April 2021

**Emails**

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

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

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

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

- Twitter
  - 4/19
    Miami City Man (re: the Selmon Extension opening):
    “Who wants to bet that neither the author nor ‘Joe Waggoner’ live anywhere near this monstrosity?”

This concludes my report. Ms. Alden will give a quick report on the Policy Committee meeting that just occurred.
Dear AMPO Members,

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

AMPO - Surface Transportation Reauthorization Act of 2021 (STRA)

Please contact staff@ampo.org with any questions.

Thank you,
AMPO Staff

staff@ampo.org
www.ampo.org

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Transportation Access Pilot Program** – The Secretary shall establish a transportation pilot program to develop or procure an accessibility data set and make it available to each eligible entity selected to participate in the pilot program. The purpose of the program is to improve transportation planning. The pilot will measure the level of access by surface transportation modes to important destinations, which may include jobs, health care facilities, child-care facilities, educational and workforce training facilities, housing, food sources, points within the supply chain for freight commodities, domestic and international markets, and connections between surface transportation modes. The pilot will assess the change in accessibility that would result from new transportation investments. State, MPOs, and RTPOs are eligible to participate.