Meeting of the Bicycle Pedestrian Advisory Committee
Wednesday, August 14, 2019, 5:30 PM

I. Call to Order

II. Introductions

III. Public Comment - 3 minutes per speaker, please

IV. Approval of Minutes – July 10, 2019

V. Members’ Interests (2 Minutes Each)

VI. Action Items

VII. Status Reports

A. 2045 LRTP Outreach Phase 2 Results (Wade Reynolds, MPO Staff)
B. 2045 LRTP Needs Assessments for Programs (Sarah McKinley, MPO Staff)
C. Hillsborough County Trails Update (Monica Martin, Hillsborough County Strategic Infrastructure Planning)
D. Gulf Coast Trail Update (Wade Reynolds, MPO Staff)

VIII. Old Business & New Business

IX. Adjournment

X. Addendum

A. MPO Meeting Minutes & Committee Report
B. Minneapolis Seeking More Equitable Transportation Alternatives
C. SEIS Open House #3 Flyer
D. Gulf Coast Safe Streets Summit Flyer
E. NARC Summary of Senate Transportation Bill

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

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HILLSBOROUGH COUNTY
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)
SKYPOINT CONDOMINIUM, 8TH FLOOR
777 N ASHLEY DRIVE

MEETING NOTES OF JULY 10, 2019 RETREAT

I. CALL TO ORDER

Chair Jonathan Forbes called the meeting to order at 7 p.m. and the retreat was held on the 8th floor of the Skypoint Condominium. Following housekeeping items, the Chair commented on the purpose and format of the annual retreat.

Members Present: Allison Nguyen, Lynda Crescentini, Jonathan Forbes, Faye Miller, Diana Ramirez, Jim Shirk, Holly Simmons, Sally Thompson, John Kubicki, Wanda Vinson, Bill Sapper and Katrina Corcoran.

Others Present: Michele Ogilvie and David Ellsworth.

The following records the BPAC’s annual retreat topics:

- David Ellsworth, guest, introduced himself stating his interest in Bicycle and Pedestrian safety with the outlook of creating technology that would promote safer outcomes for walking, bicycling and automobiles.
- Jonathan Forbes highlighted the mission of the BPAC to educate and give insights from the bicyclist and pedestrian point of view.
- Jim Shirk proposed exploring streamlining and cost savings for transit, bicycling and ‘last mile’ operations. Discussion followed on the interconnectedness of ebikes or scooters and bus routes and the use of smart cards or some other technology as a means of connecting transit and ebiike/scooter options.
- Need to change the urban form, address the bicycle pedestrian first to change the urban form; not adding lanes on the highway.
- Chair Forbes - love to see what is locked and loaded - what are the first dozen priorities that will be funded by the referendum dollars. Discussion began on how the MPO could help BPAC members understand what projects are ready to go – to see how the bicycle and pedestrian network is evolving.
- Discussion on the role of the JCs (Jaycees) and benches along rights of way, could members engage this organization to address maintenance and better support of transit access.
- Chair Forbes - Using the city of Tampa as an example, the cycle of street sweeping affects the safety for bike lanes and sidewalks. Maintenance is a key standard for frequent and safe commuting outside the automobile. Discussion on how to effectively advocate for more frequent and equitable street maintenance followed.
- Discussion on how to have an aggressive push for pedestrian access in the next year
- Discussion on prioritization of projects - how they relate to the funding approved by the referendum
• Discussion on the process for bringing a project to reality from the City and County perspectives and approaches, the City representative discussed the vision and approach for bike ped improvements. The County representative related the process for balancing many priorities and needs with revenue.
• Discussion on when the County would share its prioritization process with the BPAC.
• Discussion on better coordination or advocacy for projects where studies have been completed but funding has slowed the projects down - like the Green Artery in Tampa.
• Discussion on the role of perhaps a dedicated staff person to advance bicycle pedestrian projects and perhaps moving the projects along faster.
• Discussion on how to track accomplishments to see progress with the projects BPAC has supported including trails, connected neighborhoods and connections to parks - a connected network should be the goal.
• Discussion on how to support or indicate support for the intent of the transportation tax referendum. Could this be an action of the BPAC in August?

Following discussion and noting the time at 7:10 pm, the Chair closed the BPAC retreat.
Board & Committee Agenda Item

**Agenda Item**
It's TIME Hillsborough Survey Results

**Presenter**
Lisa K. Silva or Committee Liaison (MPO Staff)

**Summary**
During 2018, **It's TIME Tampa Bay** was implemented as a collaboration of the Metropolitan Planning Organizations (MPO) of Hillsborough, Pasco, and Pinellas counties. Federal law requires MPOs to evaluate trends, project future growth, and identify fiscally constrained multimodal transportation investments for the next 20 years as part of their Long-Range Transportation Plan (LRTP) update.

It’s TIME Tampa Bay represented the first tri-county planning initiative the three counties have undertaken as part of the LRTP planning process. Each MPO is utilizing the results of the tri-county public outreach (Phase 1) effort to help identify county-specific and inter-county projects that support and enhance regional mobility.

Based on the Phase 1 survey results staff designed a second outreach plan to seek more detailed input on specific projects and priorities in our county, as Phase 2: **It’s TIME Hillsborough.** During June and July 2019, the Hillsborough MPO conducted the second phase of its public engagement campaign, collecting input on specific types of projects Hillsborough citizens want to see in the 2045 Long Range Transportation Plan.

The entire outreach plan has been designed with a focus on increasing responses from our Communities of Concern. Given the record-breaking success of the Phase 1 outreach efforts using MetroQuest, an online survey platform, the same platform was used for **It’s TIME Hillsborough.** The survey provided the public the opportunity to weigh in on Bus Rapid Transit, Major Investments and the Downtown Interchange.

The results of this survey will help the MPO team identify the best ideas, projects, and policies to be adopted into the 2045 LRTP, due to be completed and presented at the November 5, 2019 Public Hearing.

**Recommended Action**
None

**Prepared By**
Lisa K. Silva, AICP, PLA (MPO Staff)

**Attachments**
None
Board & Committee Agenda Item

Agenda Item
2045 Plan Needs Assessment for Investment Programs

Presenters
Sarah McKinley, Allison Yeh and Johnny Wong (MPO Staff)

Summary
The 2045 Plan Needs Assessment is a technical analysis which assesses transportation system deficiencies and identifies projects necessary to maintain a desired level of performance in four program categories. The four program categories listed below were created in compliance with MAP-21 performance-based planning rules and reflect the needs of the community:

- **Good Repair & Resiliency** includes pavement & bridge maintenance, transit asset maintenance, stormwater and resiliency projects;
- **Vision Zero** includes safety projects for walking, biking, and driving;
- **Smart Cities** includes advanced traffic management and intersection improvements;
- **Real Choices When Not Driving** includes transit expansion and trails.

Current performance in each of the programs was assessed and reported in the 2018 State of the System report. The budget for future projects was identified based on current spending and the MPO 2045 revenue forecast. The findings of the 2045 Plan Needs Assessment and the anticipated level of future performance will be presented.

Recommended Action
None. For information only.

Prepared By
Johnny Wong, PhD

Attachments
2018 State of the System Report
Board & Committee Agenda Item

Agenda Item
Hillsborough County Trails Update

Presenter
Monica Martin, Trails Planner, Hillsborough County Strategic Infrastructure Planning

Summary
Hillsborough County has been working to move trail projects forward throughout the County including connecting the Upper Tampa Bay Trail, South Coast Greenway, and Bypass Canal Trail. This update will focus on the status of these projects and their connections to other facilities in the County.

Recommended Action
None, for information only.

Prepared By
Wade Reynolds, MPO Staff

Attachments
None.
Board & Committee Agenda Item

**Agenda Item**
Gulf Coast Trail Update

**Presenter**
Wade Reynolds, MPO Staff

**Summary**
The Gulf Coast Trail, which includes the South Coast Greenway and I-275 Greenway in Hillsborough County, is making incremental progress throughout its length through seven counties. This presentation will provide an update on progress from Pinellas to Collier County.

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

**Prepared By**
Wade Reynolds, MPO Staff

**Attachments**
None
The Metropolitan Planning Organization (MPO), Hillsborough County, Florida, met in Regular Meeting and Public Hearing, scheduled for Tuesday, June 11, 2019, at 6:00 p.m., in the Boardroom, Frederick B. Karl County Center, Tampa, Florida.

The following members were present:

Lesley Miller Jr., Chairman Commissioner, Hillsborough County
Charles Klug for Paul Anderson

Joseph Citro

Theodore Trent Green
Sandra Murman for Ken Hagan (arrived at 8:10 p.m.)
Frank Chillura for Mel Jurado
Pat Kemp (arrived at 6:03 p.m.)
Janet Scherberger for Joe Lopano

Rick Lott
Guido Maniscalco
David Mechanik
Kimberly Overman
Mariella Smith
Cindy Stuart (arrived at 8:27 p.m.)
Luis Viera (arrived at 6:06 p.m.)
Joseph Waggoner

I. CALL TO ORDER, PLEDGE OF ALLEGIANCE, AND INVOCATION

Chairman Miller called the meeting to order at 6:00 p.m. and led in the pledge of allegiance to the flag and invocation.

II. APPROVAL OF MINUTES – MAY 8, 2019

Chairman Miller sought a motion to approve the May 8, 2019, minutes. Councilman Maniscalco so moved, seconded by Commissioner Overman, and carried twelve to zero. (Members Kemp, Murman, Stuart, and Viera had not arrived.) Chairman Miller acknowledged new MPO member Councilman Citro.
III. COMMITTEE REPORTS

Mr. William Roberts, MPO Citizen Advisory Committee, and Ms. Gena Torres, MPO, expounded on the reports.

IV. CONSENT AGENDA

Committee Appointments

Chairman Miller called for a motion to approve the Consent Agenda. Mr. Mechanik so moved, seconded by Commissioner Kemp, and carried fourteen to zero. (Members Murman and Stuart had not arrived.)

V. ROLL-CALL VOTE FOR TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT APPROVED BY COMMITTEES

TIP Amendment for Pedestrian Crosswalk on Florida Avenue at Idlewild Avenue

Chairman Miller introduced the item. Mr. Mechanik moved approval, seconded by Mayor Lott. Upon roll call vote, the motion carried fourteen to zero. (Members Murman and Stuart had not arrived.)

VI. PUBLIC HEARING FOR LONG-RANGE PLAN AMENDMENT AND TIP ANNUAL UPDATE

Staff Presentation

Ms. Sarah McKinley, MPO, gave a presentation. Mr. Klug moved the MPO allow District Secretary David Gwynn, Florida Department of Transportation (FDOT), to make a brief presentation to explain the FDOT’s request, seconded by Mr. Waggoner, and carried fourteen to zero. (Members Murman and Stuart had not arrived.) Mr. Gwynn summarized the request.

Public Comments

The following individuals supported the FDOT’s request for Interstate (I) 275 additions: Ms. Karen Jaroch; Attorney Andrea Zelman, Tampa Downtown Partnership Incorporated; Ms. Sharon Calvert; and Messrs. Wilhelm Nunn; David Green, Tampa Bay Area Regional Transportation Authority (TBARTA); and Willis Chadwick Loar, PNC Financial Enterprises Incorporated.

Attorney Ricardo Fernandez requested the MPO strike the remnants of Tampa Bay Express (TBX) and Items 27, 28, 40, and 44 from the TIP and asked the MPO to replace the second part of the Long-Range Transportation Plan (LRTP)
amendment with the phrase “eliminate the express toll lanes that are currently stated in the plan.”

The subsequent speakers advocated for Items 27 and 28 remaining in the TIP:
- Attorney Andrew Mayts, Greater Tampa Chamber of Commerce Incorporated (Tampa Chamber); Messrs. Marlin Anderson and Brant Peterson, Emerging Leaders of Tampa Bay (Emerging Leaders);
- Attorney Ronald Weaver; Mr. Rick Bennett; Dr. James Davison; and
- Ms. Kimberlee DeBosier, Tampa Chamber.

Mr. Timothy Keeports, Old Seminole Heights Neighborhood Association Incorporated, requested the removal of Items 27 and 28 from the TIP.

Mr. Joshua Baumgartner, Tampa Chamber, supported I-275 operational improvements.

Ms. Doreen and Dr. Douglas Jesseph, University of South Florida (USF) encouraged the MPO to remove Items 27 and 28 from the TIP.

Mr. Eddie Burch, Tampa Innovation Partnership, wanted Items 27 and 28 to be included in the TIP.

Mr. Shane Ragiel addressed plan confusion, health impacts of the freeway, and believed Items 27 and 28 should be struck from the TIP.

Ms. Hope Allen, CEO, North Tampa Bay Chamber Incorporated; Mr. Wyatt Krapf, Emerging Leaders; Ms. Lindsey Eggware; and
- Mr. Eric Larson, Tampa Innovation Alliance Incorporated, favored I-275 operational improvements.

Ms. Chantal Lester believed alternate forms of transportation should be prioritized over freeway expansion.

Ms. Raechel Canipe, Emerging Leaders, implored the MPO to support the Imagine 2040 LRTP and TIP.


Ms. Dayna Lazarus, Student Advocates for Progressive Planning (SAPP), spoke on transportation planning, the automobile lobby, multimodal transportation, and sought the removal of Items 27, 28, 40, and 44 from the TIP.
Mr. David Loos promoted a compromise regarding I-275 operational improvements.

Ms. Michelle Cookson showed a video, favored regional commuter rail, discouraged freeway expansion, and wanted Items 27, 28, 40, and 44 removed from the TIP.

Mr. Sam Becker, SAPP, backed the removal of Items 27 and 28 from the TIP.

Mr. Gerald Dycus encouraged transit innovation.

Ms. Holly Simmons, Dana Shores Civic Association Incorporated, distributed materials and shared safety concerns about the areas between the Veterans Expressway and Hillsborough Avenue, including Memorial Highway, Independence Parkway, George Road, and Dana Shores Drive.

Ms. Ann Kulig, The Westshore Alliance Incorporated, supported the TIP.

Mr. Mauricio Rosas spoke on pedestrian deaths and highway design, played a video, and submitted background material.

Ms. Jitske Bergman relayed experiences with bus stops.

Mr. William Hunter did not agree with expanding roadways.

Mr. Christopher Vela asked the MPO to remove Items 27 and 28 from the TIP and expounded on historical FDOT operational interstate improvements, the effects on Ybor City, health impacts of freeways, safety on State roads, and the I-275 Boulevard concept.

Ms. Nicole Perry and Mr. Christopher Gleason opposed Items 27 and 28 in the TIP.

Mr. Mit Patel was against TBX/Tampa Bay Next (TBN).

Ms. Nicole Rice addressed Items 27 and 28 as related to the LRTP and hoped for new I-275 solutions from FDOT.

Mr. Joshua Frank advocated for investment in mobility and recommended removing Items 27 and 28 from the TIP.

Ms. Susan McClung believed I-275 was not the solution to Tampa transportation problems.
Dr. Brenton Wiernk, USF, addressed noise pollution and was against proposed I-275 operational improvements.

Attorney Hoyt L. Prindle III wanted Items 27 and 28 struck from the TIP.

Dr. Haywood Brown, USF, and Florida House Representative Fentrice Driscoll supported I-275 improvements.

Florida House Representative Diane Hart encouraged the MPO to listen to their constituents.

Mses. Gwen Myers, Jennifer Leon, and Michele Coket-Kriz opposed Items 27 and 28 in the TIP.

Ms. Ashlie Dummeldinger urged the MPO to back mass transit.

Mr. Richard Fifer implored the MPO to consider the effects of the proposed I-275 operational improvements on local citizens.

Mr. Matthew Suarez spoke on the history of Mr. Robert Moses, opined on freeway expansion, preferred the establishment of commuter rail in the County, and requested the MPO take Items 27 and 28 out of the TIP.

Mr. Richard Homans, CEO, Tampa Bay Partnership Incorporated, clarified the scope of the proposed I-275 operational improvements and supported the proposal.

Ms. Lori Karpay discussed induced demand and did not favor adding lanes to I-275.

Mr. Luis Pabon and Ms. Lena Young Green advocated for striking Items 27 and 28 from the TIP.

Summary of Comments Submitted in Advance

Ms. Torres summarized background material.
Board Discussion and Action

a. Imagine 2040 LRTP Amendment for TBN Section Seven Project Development and Environment Study and Fixing America’s Surface Transportation Act Consistency

Chairman Miller introduced the item. Following a request from Commissioner Kemp to address the item with three separate motions, Ms. Beth Alden, MPO Executive Director, clarified procedure. Discussion ensued. Chairman Miller called for a motion to approve the Imagine 2040 LRTP. Mr. Mechanik so moved, seconded by Mr. Waggoner.

Commissioner Kemp moved an amendment to have an opportunity to pull out the express toll lanes and to take a separate vote on that amendment, seconded by Councilman Maniscalco. Responding to Mr. Waggoner, Commissioner Kemp explained the amendment was simply to remove the express toll lanes from I-275 north of the downtown interchange and to pull that out as a separate vote. The amendment carried sixteen to zero. Upon roll call vote, the amended motion carried ten to six; Chairman Miller and Members Citro, Kemp, Maniscalco, Overman, and Smith voted no.

Senior Assistant County Attorney Cameron Clark clarified the outcome of the amendment/motion. Following questions on the propriety of requesting a staff report on vegetation, trees, and shrubs along the noise walls, Councilman Viera moved for that, seconded by Commissioner Murman. Commissioner Overman noted Tampa’s landscaping responsibility along I-275.

The motion carried sixteen to zero.

b. TIP for October 1, 2019, through September 30, 2024

Commissioner Overman addressed Items 27 and 28 and the need for safety in road design, prioritizing transit systems, considered moving Item 28 to a study to see what could be done to improve the safety of the I-4 flyover bridge, and asked the MPO to entertain striking Items 27 and 28 from the TIP. Following inquiries from Commissioner Kemp, Commissioner Overman moved to remove 27, 28, 40, and 44, and to consider doing the safety study on the I-4 flyover bridge without lanes, seconded by Commissioner Kemp. (The motion was subsequently withdrawn.) Ms. Alden sought verification the motion removed funding from Item 27. Commissioner Overman withdrew her motion.
Responding to Commissioner Kemp, Mr. Gwynn spoke on TIP priority projects, studying the downtown interchange, and commuter rail projects. Commissioner Kemp opined on the downtown interchange, multimodal centers, commuter rail/intelligent transit system options, the Katy Freeway, and the health impacts of highways.

Councilman Viera emphasized public safety, inquired about adding vegetation to sound walls, and perceived a failure of dialogue between communities and federal agencies. Mr. Mechanik queried if the item could be voted on next month. Upon continuance questions, Commissioner Kemp moved to remove 27 and 28 from the TIP and any funding associated with that part, seconded by Councilman Maniscalco. (The motion was not voted on.)

Commissioner Overman wondered if it was possible to strike Item 27 and keep the funding in Item 28 to study the possibility of safety improvements to the downtown interchange. Discussion ensued. Following clarification on the item impact and procedural rules, Mayor Lott moved a substitute motion that the MPO approve the TIP amendment as presented that evening with no changes, seconded by Commissioner Murman.

After comments, Commissioner Smith moved to amend the substitute motion to remove 40 and 44 for consideration after, to approve the TIP without 40 and 44 and consider those after the fact, seconded by Commissioner Kemp. Commissioner Smith distributed materials and expounded on Items 40 and 44.

The motion carried thirteen to three; Members Klug, Murman, and Stuart voted no.

Commissioner Kemp participated in dialogue about the future of Item 28 and how the funding would affect Items 27 and 28. Mr. Mechanik suggested future projects could be discussed earlier in the cycle prior to the public hearing. Commissioner Overman asked about funding sources and adding a possible concession on Item 27 indicating the MPO’s priority was improving safety over adding lanes. Dialogue continued. Upon roll call vote, the amended substitute motion carried eleven to five; Chairman Miller and Members Kemp, Maniscalco, Overman, and Smith voted no.

Mr. Chillura inquired about the removal of Items 40 and 44, which Ms. McKinley addressed. Referencing Baum Road, Ms. Stuart advised a new high school was being built with 3,000 expected students. Following comments,
Commissioner Murman moved to reconsider the approval of the TIP motion that the MPO made that excluded 40 and 44, seconded by Ms. Stuart. Chairman Miller and Attorney Clark clarified the motion and reconsideration procedure. The motion carried fifteen to one; Commissioner Smith voted no.

Chairman Miller called for a motion to reconsider the amendment. Commissioner Murman so moved, seconded by Ms. Stuart. Following clarification, the motion carried fourteen to two; Commissioners Kemp and Smith voted no.

Subsequent to discussing Items 40 and 44 on the TIP, Commissioner Smith moved an amendment to just remove 40, seconded by Commissioner Overman. Ms. Stuart described the new school site. The motion carried sixteen to zero.

Chairman Miller asked if Mayor Lott was still making his original substitute motion. Mayor Lott agreed, seconded by Commissioner Murman. Upon roll call vote, the amended substitute motion carried eleven to five; Chairman Miller and Members Kemp, Maniscalco, Overman, and Smith voted no.

VII. EXECUTIVE DIRECTOR’S REPORT

It’s Time Hillsborough to Tell Us Your Priorities for Major Transportation Projects for the Next LRTP; Survey Open through July 28, 2019

MPO Board to Recess in July; Next Board Meeting: Tuesday, August 6, 2019, at 9:00 a.m., 26th Floor; Next Policy Committee meeting: July 30, 2019, 9:00 a.m., 18th Floor; MPO Chairs’ Coordinating Committee: July 19, 2019, Florida Hospital Center Ice

Independent Oversight Committee First Meeting: July 16, 2019, at 11:30 a.m., Planning Commission Boardroom, County Center, 18th Floor

Ms. Beth Alden touched on the report.

VIII. OLD AND NEW BUSINESS

Noting a need to clarify the MPO’s role in the transportation surtax allocations, Mr. Green suggested holding a workshop between the MPO, HART Board, and TBARTA to try and get a handle on a strategic direction. Chairman Miller invited Mr. Green to make that motion. Mr. Green made that motion, seconded by Commissioner Overman. Commissioner Kemp spoke on the CSX tracks.
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Mr. Mechanik noted HART would not receive surtax money until January 1, 2020, and all funds would go toward transit. Following discussion, the motion carried sixteen to zero.

IX. ADDENDUM

Upcoming Events

• Back to School Supplies Drive
• It’s Time Hillsborough Outreach Flyer
• Vision Zero Coalition Quarterly Meeting: June 13, 2019, 6:00 p.m., Lee Davis Neighborhood Service Center, 3402 North 22nd Street, Tampa
• Bike/Walk Tampa Bay Summer Summit: June 21, 2019, 10:00 a.m. to 3:00 p.m., University Area Community Development Center

Correspondence

• From Tampa Police Department regarding MPO Letter on Parking in Bike Lanes
• From FDOT on Strategic Intermodal System Network
• From TBARTA on MPO Regional Coordination Research Study
• From Civil Service Board on Board Dissolution
• From FDOT Secretary Gwynn on Traffic Fatalities April 8-21, 2019
• From FDOT Secretary Gwynn on Traffic Fatalities April 22 – May 5, 2019
• From FDOT Secretary Gwynn on Traffic Fatalities May 6-19, 2019
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Project Fact Sheets

• MPO Advisory Council Freight Priorities Program: 2019 Project List

Articles Relating to MPO Work

• “Transportation Leaders will Study Idea to Tear Down and Replace Portion of I-275” – ABC Action News

• “Hillsborough Officials will Study Whether or not we should Tear Down I-275” – Creative Loafing

• “Hillsborough will Study ‘Boulevard Tampa’ and Vote on Ferry to MacDill Air Force Base” – WMNF

• “Sidewalk Stompers take Strides for Pedestrian Safety” – 83 Degrees

• “FDOT Holding Two Meetings on Proposed Changes to Two Big Interchanges in Tampa” – ABC Action News

• “All for Transportation Oversight Committee is Complete, Meetings to Start This Summer” – FLAPOL

• “Be Prepared this Hurricane Season!” – HART blogspot

• “Here’s What You Can – and Can’t – Do With Your Phone While Driving Beginning July 1, 2019” – FLAPOL

• “Temple Terrace Residents Paint an Eye-Popping Design on Neighborhood Streets” – Tampa Bay Times

• “All for Transportation Lawsuit Could be Decided in Two Weeks” – FLAPOL

• “It’s Time Hillsborough Survey” – Newsradio WFLA

Miscellaneous

• Article: “The One Way to Reduce Traffic”

• Article: “Has Seattle Found the Solution?”

• Article: “Roads Suffer when States Focus on Expansion over Repair”
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• Article: “The High Cost of Transportation in the United States”

X. ADJOURNMENT

There being no further business, the meeting was adjourned at 12:01 a.m.

READ AND APPROVED: ______________________________

CHAIRMAN

ATTEST:
PAT FRANK, CLERK

By: _______________________
   Deputy Clerk

ag
Committee Reports

Meeting of the Citizens Advisory Committee (CAC) on June 12

Under public comment, Mr. Camilo Soto introduced himself and expressed a strong interest in filling the Hispanic At-Large seat on the CAC, and a local professional engineer briefed the CAC on the safety benefits of modern roundabouts.

The CAC participated in the “It’s Time Hillsborough” Survey for the 2045 Plan, and approved and forwarded to the MPO Board:

- Appointment of Mr. Soto to the Hispanic At-Large seat on the CAC.
- The Temple Terrace Low-speed Electric Vehicle Study.

Under new business, the CAC voted to endorse the idea of a joint board meeting with the MPO, HART and TBARTA and to look at what took place in Orlando in terms of advancing a plan to utilize the CSX corridors for transit.

Meetings of the Technical Advisory Committee (TAC) on June 17 & July 29

The committee participated in the “It’s Time Hillsborough” Survey for the 2045 Plan, and approved and forwarded to the MPO Board:

- The Temple Terrace Electric Vehicle Study.

The committee heard status reports on:

- East Fowler Avenue Land Use Study
- THEA’s Sketch Level Planning – members were appreciative of the information shared. One concern brought up was to consider safe crossings for pedestrian on Meridian.

It was announced the MPO staff liaison to the TAC will now be Sarah McKinley.

The committee requested to hold a workshop on the 2045 Plan Needs Assessment technical analysis. The workshop was held July 29 in place of a summer recess. Members were briefed on congestion forecasts for major roads, commenting:

- The Tampa-Hillsborough Expressway Authority’s analysis of the Selmon Expressway indicates it should be widened to 8 lanes rather than 6.
- Consistency with comprehensive and community plans could be resolved with changes to the plans.
- Air quality should also be considered in environmental impacts.
- Equity should also be considered when prioritizing projects.
Meeting of the Policy Committee on July 30

The committee approved and forwarded to the MPO Board:

✓ USF Fellowship Contract Renewal

The committee also received a request to approve, but did not take action on, a Memorandum of Regional Cooperation on Transportation Systems Management and Operations proposed by MetroPlan Orlando. The committee was briefed on:

- 2045 Plan Needs Assessment for Major Road Projects.

Major transit projects in the 2045 Plan Needs Assessment will be discussed next month. Members also asked for future agenda items to address:

- An overview of how managed lanes in other cities are performing;
- Clarifying the process of updating the TIP priority list, with consideration of a nighttime workshop in advance of the TIP hearing, and requiring action by a local agency’s legislative body as a prerequisite for prioritization.

Meetings of the Bicycle/Pedestrian Advisory Committee (BPAC), June 12 & July 10

The committee elected Jim Shirk as Vice Chair, participated in the “It’s Time Hillsborough” Survey for the 2045 Plan, and approved & forwarded to the MPO:

✓ The Temple Terrace Low-Speed Electric Vehicle Study.

The BPAC also discussed the response received from the Tampa Police Department on the enforcement of parking in bicycle lanes and on sidewalks, and heard status reports on:

- East Fowler Ave Land Use Study.

The committee held its annual retreat on July 10th at the Skypoint Condominiums. Items discussed included: reasons for membership; future topics of discussion and action; issues influencing members’ ability to walk or bike in the community; and hopes for future efforts to improve service.

Meeting of the Livable Roadways Advisory Committee (LRC) on June 19

The LRC participated in the “It’s Time Hillsborough” Survey for the 2045 Plan, and approved and forwarded to the MPO Board:

✓ Temple Terrace Low Speed Electric Vehicle study

The LRC also heard a status report on:

- East Fowler Avenue Land Use Study

Meeting of the Transportation Disadvantaged Coordinating Board on June 28

The Board approved the annual update of the Transportation Disadvantaged Service Plan (TDSP). Included in this year’s update are two new maps that show Transportation Disadvantaged destinations as well as a map displaying high crash hot spots overlaid with the Transportation Disadvantaged destinations.

The Board reviewed an update of the Tri-County Regional Pilot Project for transportation disadvantaged persons to travel door to door between Pasco, Pinellas and Hillsborough. There will be a meeting, hosted by FDOT, with TBARTA,
Hillsborough, Pinellas and Pasco Counties’ transit agencies on August 28, 2019 to discuss further partnership opportunities.

Meeting of the Intelligent Transportation Systems Committee (ITS) on July 11
The committee participated in the “It’s Time Hillsborough” Survey for the 2045 Plan, and approved and forwarded to the MPO Board:

✓ Amending the committee membership in the MPO bylaws, adding a seat for USF’s Center for Urban Transportation Research (CUTR)

The committee also heard status reports on:

- Intelligent Mobility & Mobility Benchmark Report
- THEA’s Sketch Level Planning
- Brainstorming ITS Master Plan Elements – members are excited about the forthcoming update to the ITS Master Plan!

Meeting of the MPO Chairs’ Coordinating Committee (CCC) on July 19
The MPO Chairs held a public hearing and approved an annual update of:

✓ Priorities for regionally significant multi-use trail projects; several Hillsborough projects remain on the candidate list for funding through the Florida SUNTrail or FDOT District-level Transportation Alternatives program;
✓ Priorities for the Transportation Regional Incentive Program, a 50/50 state/local matching grant; recently funded projects in Hillsborough include advanced traffic management systems for Dale Mabry, Bruce B Downs, and Downtown Tampa, as well as HART’s regional farebox project.

They heard status reports on:

- FDOT’s Multi-use Corridors of Regional Economic Significance (M-CORES) initiative;
- Pasco County Connected City Project;
- TBARTA Regional Transit Development Plan.

They also reviewed changes to the interlocal agreement creating the CCC, to distinguish the CCC’s area and scope from TBARTA’s, reestablish a separate identity for the CCC, and establish several subcommittees of the CCC including the Tampa Bay TMA Leadership Group. The changes were well received and will be referred to the individual MPOs for consideration prior to the next meeting of the CCC in December.
Minneapolis Seeking More Equitable Transportation Alternatives

RIKHA SHARMA RANI  JULY 12, 2019

Although tech advances are giving people more options to move around than ever before,
vulnerable residents, many of whom already face mobility barriers, are becoming further marginalized. (Courtesy FUSE)

Fifteen years ago, hailing a ride meant flagging or calling a taxi. Predicting when a bus would arrive was anyone’s guess. And renting a bike required a trip to the local bike shop.

Today, it’s a wildly different scenario. More than one third of American adults and more than half of young adults have used a ride-hailing service such as Uber or Lyft; transit apps track public transportation vehicles in real-time to alert users; and more than 84 million shared bike and scooter trips were taken in 2018.

Although tech advances are giving people more options to move around than ever before, vulnerable residents, many of whom already face mobility barriers, are becoming further marginalized. People with low or no income, for instance, are finding it difficult to access services that require a smartphone and bank account. Transportation infrastructure also often fails to account for the needs of seniors and people with disabilities.

Like other cities across the country, Minneapolis knows it has to address the impact of fast-changing mobility tech. Ride hailing, shared scooter and bike services, transportation apps — these all are available in the city. And as its population continues to grow — since 2010, an estimated 46,804 people have moved to Minneapolis, bringing the population to more than 429,000 — the city is working to address its most pressing community needs.

To avoid becoming a city filled with congestion and gridlock, the Minneapolis Department of Public Works, led by Robin Hutcheson, director, is developing a 10-year Transportation Action Plan, which is connected to the broader Minneapolis 2040. “Transportation has become a field of exponential technological change. To resist the reactionary mode that tends to come with rapid change, Minneapolis has to first define what is most important to us as a city, and then find the matching approaches in technology to help us meet those goals,” Hutcheson said.

To help the city set its path, Hutcheson brought on FUSE executive fellow Danielle Elkins, who has worked with local governments on infrastructure issues for more than a decade, to focus on how to make advanced mobility technology work for all Minneapolis residents. “Cities must be thoughtful about how they prepare to adopt new transportation technologies — anything connected, autonomous,
shared, or electric,” Elkins said. “For the longest time, we’ve prioritized moving cars over moving people. And we’ve seen the disparate outcomes of prioritizing cars within the city in terms of emissions, traffic crashes, and pedestrian fatalities, all of which tend to be worse in lower income neighborhoods.”

Minneapolis is working to build a modern transportation system that puts people — from all walks of life — at the center. To help meet this goal, Elkins has been exploring how to remove barriers that prevent the city from achieving more equitable outcomes.

To hear directly from residents, businesses, and community organizations, Minneapolis hosted eight community workshops. For a diverse range of perspectives, the city connected with communities of different cultures, languages, and abilities, hosting small group discussions on transportation topics. The Department of Public Works collaborated with the city’s Neighborhood and Community Relations Department and partner agencies to identify key audiences and to prioritize engagement with groups that have been historically underrepresented in transportation decision-making processes, specifically communities of color, including the city’s large East Asian, Somali, and indigenous populations. The city also issued a call to community-based organizations, individuals, and artists for engagement services designed to broaden community input.

At one community workshop, Elkins and her colleague Alexander Kado met Vernon Smith, a man who had become homeless after the factory he worked at was moved to a suburb of Minneapolis and he could no longer get there. To better understand his transportation challenges, the pair spent a day with Smith, which led to some important insights. “Everything came back to one single thing,” Elkins said. “If you don’t have a credit card or a bank account, everything is a million times harder.”

According to an FDIC report, 15 percent of households in the Minneapolis-St. Paul Metropolitan area were “unbanked” — did not have an account with a bank or similar financial institution — in 2017. After spending a day with Smith, Elkins and Kado realized that financial inclusion must also be addressed when considering transportation challenges. One solution already being implemented: The city’s bike share provider Nice Ride is partnering with the nonprofit Prepare + Prosper to provide a low-income rate and the ability to access bikes to those who are unbanked.

Thomas Fisher, director of the University of Minnesota’s Design Center and whose research includes urban design, believes this kind of bottom-up approach to the changing mobility landscape is essential. “The sharing economy in some ways represents a questioning of top-down expertise, which often leads
to solutions that are siloed and abstract,” Fisher said. “When you start from the perspective of people and the difficulties they’re actually facing, you come up with very different answers.”

Elkins and Fisher are on the steering committee for a grant that Hennepin County, which encompasses Minneapolis, is seeking in partnership with the University of Minnesota. Under the grant proposal, the research team would link the data systems of several city, county, and state agencies — transportation, public works, human services, public health, to name a few — in order to break down the silos that limit interagency collaboration.

“Transportation people don’t necessarily talk to people in human services who are trying to find shelters for individuals who are homeless,” Fisher said. “But our train system is basically becoming a homeless shelter after 2 a.m. A lot of people sleep on the trains. So, one of the things we’re starting to wonder is, why don’t we just be honest about that and provide sleeping accommodations on the trains for people who have no place else to go. Instead of building very expensive homeless shelters, it could actually be a lot cheaper to just put some sleeping cars in the transit system.”

The project would be one of the first to explore what a modern transportation system would look like if it were designed to meet a range of community needs beyond mobility, especially for the most vulnerable. Fisher envisions a future in which cars and buses will double as meeting rooms, food shelves, even mobile obstetric units.

“We’re starting to see a lot of the things that now happen in buildings starting to move into vehicles,” Fisher said. “A lot of this is looking at existing assets and how to repurpose them based on what people actually need, rather than thinking that every problem has to have a discrete solution. Frequently, everything you need is right in front of you if you simply think about it and use it in new ways.”

To explore more ideas and coordinate local and regional efforts around advanced mobility, Elkins is partnering with other regional stakeholders to host a series of workshops. One will cover data sharing — its benefits, as well as how to implement data sharing across divergent networks. Another addresses the possibility of mobility hubs, which are physical locations that provide access to multiple modes of transportation — trains, buses, and shared rides, bikes, and scooters. Hubs could also provide related resources, such as information kiosks, charging stations, and maps. A third workshop will focus on curb management, because an increase in shared rides, last mile delivery, and drop offs is already having an enormous impact on how the curb is used.
Minneapolis is also making equity and inclusion a priority in setting goals with public-private partnerships. When selecting its roster of electric scooter suppliers, for example, the city evaluated each company on its commitment to equity, which was a requirement in order to bid.

The city also created incentives for these businesses to be inclusive. Typically, with a capped number of scooters allowed in a city, most suppliers seek to maximize the number of scooters in the densest areas of the city, with limited or no focus on low-income neighborhoods. To address this disparity, Minneapolis established minimum daily distribution requirements for low-income, nonwhite majority neighborhoods and a maximum on the number of scooters that can be distributed in downtown and surrounding neighborhoods.

To support this broader distribution, the city is also working with the scooter companies to engage with underserved neighborhoods about the companies' low-income options and options that don't require a smart phone for access. The city has also established evaluation milestones for the pilot that will be used to determine whether to raise the number of scooters allowed.

When private companies depend on access to public spaces, cities have significant leverage to develop incentives that reduce mobility barriers. But cities need to lay the foundation. “It’s not one size fits all,” Elkins said. “Every community is different. Before you can even really think about the technology and innovation, you need to know and understand what your communities’ priorities are and what you value. Then you can create the policies, the systems, the infrastructure, the ordinances — whatever is needed — to get the outcomes your community wants. Unless you’ve thought that through, I would argue you’re probably not ready to start implementing new mobility solutions.”

Another key challenge for cities such as Minneapolis is balancing short-term priorities — fixing potholes, adding bike lanes, removing snow — with long term ones, such as supporting 5G cellular network capabilities and electric vehicle charging infrastructure. “All of this is changing so quickly,” Elkins said. “Convincing people to think 10, 20 years ahead when the day-to-day transportation needs are so important is very hard. But we need to be doing both so that we can guarantee the outcomes that benefit our residents the most.”

One solution? Build infrastructure that is flexible and adaptable to anticipated changes, Fisher said, so that it can eventually be repurposed for something else. He cites the example of multi-level parking garages. “There should be no more parking garages with sloped floors, because those parking garages...”
in, say, 15 years, may need to become light industrial buildings or affordable housing,” he said. “By making certain decisions now, cities like Minneapolis can create a lot more opportunities for the future.”

This story was produced by FUSE Corps, a national executive fellowship program that partners with local government agencies and produces solutions-driven journalism.

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**TAGS:** MINNEAPOLIS
Please join us for Open House #3 on TRAFFIC & SAFETY IMPACT of FDOT plans for I-275 and I-4 in Downtown and Westshore

Join the Hillsborough MPO Board and its committees to learn more about FDOT’s interstate modernization plans. This is the third in a series of three open houses and briefings on the Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS). It will focus on traffic/safety issues to help FDOT in the selection of a preferred alternative and identify key issues to be addressed in the conceptual design plan.

The informal format is an opportunity to talk with experts and view a series of displays, including: TIS | SEIS | Traffic and Crash Analysis | Downtown Tampa Interchange (DTI) long-term improvements | SEIS alternatives | DTI short-term operational improvements and transition to Hillsborough Ave | MPO It’s TIME Hillsborough survey results

Monday | 08.19.19
5 p.m. - 7 p.m. at Robert B. Saunders, Sr. Public Library

1505 N Nebraska Avenue, Tampa

Persons needing interpreter services or accommodations for a disability in order to participate in this meeting, free of charge, are encouraged to contact Johnny Wong at 813.273.3774 x370 or wongj@plancom.org at least three business days in advance of the meeting.

También, si sólo se puede hablar en español, por favor llame a la línea de ayuda en español al 813.273.3774 x211.

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Learn more at: tampabaynext.com
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HILTON TAMPA DOWNTOWN | 211 N TAMPA ST | TAMPA

The 2nd annual Gulf Coast Safe Streets Summit is being held immediately following and in conjunction with the 2019 Safe Routes to School National Conference being held November 12 - 14 at the Hilton Tampa Downtown. The Hillsborough MPO is honored to be the local host of both events.

View the full 3-day national conference schedule:
http://azbvtb.attendify.io/

Tickets for the Gulf Coast Safe Streets Summit are just $50.

Register for either or both events:
http://saferoutesconference.org/

2ND ANNUAL GULF COAST SAFE STREETS SUMMIT
SCHEDULE AT-A-GLANCE:

2:00p - 2:30p | Welcome & Introductions
2:30p - 3:45p | Session 1
Human-centered Mobility Bill of Rights
3:45p - 5:00p | Session 2
Outside the Box Funding
5:00p - 5:30p | Session Wrap Up
5:30p - 8:00p | Reception & Awards Program

More info: planhillsborough.org/gulf-coast-safe-streets-summit/

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An Overview of the Senate EPW Reauthorization Bill

The U.S. Senate Environment and Public Works (EPW) Committee transportation reauthorization proposal – the “America’s Transportation Infrastructure Act of 2019” (S.2302) – is a five-year bill (fiscal years 2021 to 2025) with $287B in contract authority ($259B of which would be distributed by formula) for fiscal years 2021 to 2025. The bill passed out of committee on a unanimous 21-0 vote earlier this week and marks an important first step toward reauthorizing the current FAST Act authorization, which expires on September 30, 2020. The ATIA is only the highway title, so everything discussed below is relative only to that portion of the bill. Rail, transit, and other portions of the overall reauthorization are the jurisdiction of other Senate committees which have not yet acted. It is anticipated that when the full bill comes together, it will total approximately $500B over five years. Raising the funds to cover that price tag will be left to the Finance Committee, which has probably the toughest job of all.

The EPW bill largely maintains the existing structure of the overall federal transportation program. The three core apportioned programs (National Highway Performance Program (NHPP), Surface Transportation Block Grant Program (STBGP), and Highway Safety Improvement Program (HSIP)) remain in the same form and function and funding is divided between them in the same ratio as in the past. Where the bill really stands apart is in two primary areas, which are covered more below: a new and first-ever climate title and a slew of new programs to deal with a range of issues.

Some thoughts and observations about specific elements of the EPW highway reauthorization bill:

**STBGP**: The suballocated portion of STBGP is not increased under the Senate bill and would
remain at 55%. The program’s structure also remains largely unchanged. The bill adds eligibilities for projects to reduce wildlife-vehicle collisions and natural infrastructure projects.

Funding for STBGP increases by about 6% in the first year of the bill (by contrast, NHPP increases by 12%) and totals a little over $62B over five years. (note: I am noting first year increases for all programs because that’s where the biggest jump in funding occurs. After that, most programs grow by 2% annually). There are two grant programs (discussed below) that create incentives for the preparation of specific documents that would allow for spending of some funds on STBGP-eligible projects. If enacted, these provisions could help increase the overall level of STBGP funding an MPO (and state) receives under ATIA.

**Transportation Alternatives Program (TAP):** The EPW bill makes several significant (and positive) changes to TAP:

1. Increases funding to $1.2B in the first year (from $850M, a 41% increase)
2. Provides obligation authority with the contract authority
3. Increases the suballocated portion of the program to 57.5% (from 50% currently)
4. Makes MPOs in urbanized areas under 200,000 population eligible to compete for TAP funding

Taken together, these changes would ensure more TAP funds going to more MPOs that is easier to spend. Other changes to the program would allow a state to allocate 100% of its TAP funds locally if it chooses and creates flexibility in how match is calculated.

**Metropolitan Planning (PL) Funds:** PL funding increases by about 7% in the first year of the bill and would receive just over $2B over the five years. The bill does not change the distribution formula for PL funds, so it would remain pegged to 2009 levels under the EPW bill.

**New Programs:** As mentioned, the bill creates many new programs to contend with a variety of issues, including climate change, resilience, congestion, bridges, and more. Some of the most relevant:

- **Bridge Investment Program:** Provides $6.53B over five years (half from HTF, half from General Fund) for a new competitive bridge program. MPOs with population over 200,000 are eligible to receive grants under the new program
- **Safety Incentive Programs:** This new program has both a formula and a competitive element. The formula funds are required to be suballocated at 65%, with a share going to MPOs over 200,000 population. Takes into account rates of serious injury and fatalities of “vulnerable road users” (ie. nonmotorists) and MPOs and states with higher than average rates must use funds on projects to benefit those users. Otherwise, the funds can be used generally on safety projects. Additionally, incentivizes the creation of a “vulnerable road user assessment;” states that have prepared one (and MPOs in those states) can use 50% of the formula funding on any project (safety or not) that is eligible under STBGP at 100% federal share. The formula program would receive $500M per year. The competitive program would reward states and MPOs that reduce
fatalities and serious injuries or experience a slower growth in the rate of injuries and fatalities. The grant program would receive $100M per year.

- **Wildlife Crossing Safety**: MPOs and RTPOs are eligible to receive grants ($5M-$30M at 100% federal share) to reduce wildlife-vehicle collisions. Funded at an average of $50M per year.

- **Accessibility Data Pilot Program**: MPOs and RTPOs are eligible to participate in this pilot program regarding accessibility data.

- **Prioritization Process Pilot Program**: MPOs and RTPOs are eligible for grants under this pilot program to implement project scoring to help prioritize projects in their planning documents. Funded at $10M per year.

- **Charging and Fueling Infrastructure Grants**: MPOs are eligible to receive funding for grants to support acquisition and installation of electric vehicle charging and alternative fueling infrastructure. Funded at an average of $200M per year.

- **Carbon Reduction Incentive Programs**: Structured similarly to the “safety incentive programs” explained above. Would have a formula component, and states that prepare a carbon reduction plan (and their MPOs) could spend 50% of the formula funding on STBGP-eligible projects. The funding can be spent on a variety of project types, including most CMAQ eligible projects. The formula funding is suballocated at 65%, with a share of that going to MPOs over 200,000 population. The formula program is funded at $600M per year. The competitive part of the program rewards states and MPOs that slow the rate of growth of or reduce carbon emissions. This portion is funded at $100M per year.

- **Congestion Relief Program**: Discretionary grants for MPOs over 1M population or for states to spend in smaller urbanized areas to be spent on eligible projects that would reduce congestion. Funded at $40M per year.

- **PROTECT Grants**: Contains a formula and a competitive element. Formula funds require a 2% set-aside for planning activities and MPOs are eligible to receive resilience planning grants, for developing a resilience plan or other resilience planning activities. Creates three grant programs: resilience improvement grants, at-risk coastal infrastructure grants, and community resilience and evacuate route grants. The program also incentivizes the creation of a resilience plan by increasing federal share by 7% for MPOs that have one; and incentivizes incorporating this plan into the MTP by increasing federal share by another 3% for MPOs that do so. Formula program is funded at $786M per year; grants at $200M per year.

- **Disaster Relief Mobilization Pilot Program**: MPOs and RTPOs are eligible recipients for grants to conduct disaster preparedness plans and response plans that include the use of bicycles. Funded at $1M per year.

- **Community Connectivity Pilot Program**: MPOs are eligible for grants to study and, if appropriate, carry out the removal or rebuilding of a transportation facility that creates a barrier to community activity. Planning grants are funded at an average of $10M per year; capital grants funded at $14M per year.

What’s Next?: As one Senator commented during the markup for the bill, this is the end of the beginning, even for the Senate bill. There is a long way to go. Policy still has to be written regarding public transportation, safety, rail, and more. Then there is paying for the bill, finding floor time in a crowded legislative calendar, and contending with the crowding out of policy
concerns as we draw closer to the 2020 Presidential election. And that’s not even counting what must occur in the House.

**Resources:**

- NARC’s complete section-by-section analysis of the bill (contains much more detail about many of the programs mentioned above)

- Some applicable red lines of changes the bill makes to STBGP and the planning section

- The current version of the bill as passed by the EPW Committee