



Hillsborough TPO Transportation Planning Organization

Commissioner Harry Cohen
Hillsborough County
MPO Chair

Commissioner Pat Kemp
Hillsborough County
MPO Vice Chair

Paul Anderson
Port Tampa Bay

Councilman Joseph Citro
City of Tampa

Councilmember Lynn Hurtak
City of Tampa

Commissioner Nate Kilton
City of Plant City

Adelee LeGrand
HART

Joe Lopano
Hillsborough County
Aviation Authority

Councilman Guido Maniscalco
City of Tampa

Commissioner Gwen Myers
Hillsborough County

Commissioner
Kimberly Overman
Hillsborough County

Cody Powell
Planning Commission

Mayor Andrew Ross
City of Temple Terrace

Greg Slater
Expressway Authority

Commissioner
Mariella Smith
Hillsborough County

Jessica Vaughn
Hillsborough County
School Board

Beth Alden, AICP
Executive Director



Plan Hillsborough

planhillsborough.org
planner@plancom.org

813 - 272 - 5940
601 E Kennedy Blvd
18th Floor
Tampa, FL, 33602

Meeting of the Intelligent Transportation Systems Committee

Thursday, July 14, 2022, 1:30 p.m.

County Center, 18th Floor – Plan Hillsborough Committee Room

All voting members are asked to attend in person, in compliance with Florida's Government in the Sunshine Law. Please RSVP for this meeting. Presenters, audience members, and committee members in exceptional circumstances may participate remotely.

Remote participation:

To view presentations and participate on your computer, tablet or smartphone:

<https://attendee.gotowebinar.com/register/5305621215976792077>

You can also dial in using your phone listen only: 1-415-655-0060

Access Code: 433-545-501

Presentations, full agenda packet, and supplemental materials [posted here](#), or phone us at 813-756-0371 for a printed copy.

- Please mute yourself after joining the conference to minimize background noise.
- Technical support during the meeting: Priya Nagaraj at 813-310-9709.

Rules of engagement:

Professional courtesy and respect for others at this meeting are expected. Failure to do so may result in dismissal from the meeting. For more information on expectations for participation, please see the TPO's [Social Networking & Media Policy](#).

I. Call to Order and Introductions

II. Roll Call & Declaration of Quorum (Gail Reese, TPO Staff)

A. Vote of Consent for Remote Member Participation – *if applicable*

III. Public Comment - 3 minutes per speaker, please

IV. Review and Approval of Minutes

A. April 14, 2022, Approval of Meeting Minutes

V. Status Reports

A. Freight Supply Chain Resilience Study (Lauren Brooks)

B. FDOT District 7 Smart Corridors Plan

C. One. Network Traffic Management Platform (Brian Gentry and Barry Matlack)

D. I-4 Florida's Regional Advanced Mobility Elements (FRAME) Project and FDOT
Connected and Automated Vehicles (CAV) Program (Megan Arasteh)

VI. Old Business & New Business

VII. Adjournment

VIII. Addendum

A. TPO Meeting Summary & Committee Report

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

The TPO does not discriminate in any of its programs or services. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. [Learn more about our commitment to non-discrimination.](#)

Persons needing interpreter services or accommodations for a disability in order to participate in this meeting, free of charge, are encouraged to contact Joshua Barber, (813) 576-2313 or barberj@plancom.org, three business days in advance of the meeting. If you are only able to speak Spanish, please call the Spanish helpline at (813) 272-5940 or (813) 273-3774 and dial 1.

Se recomienda a las personas que necesiten servicios de interpretación o adaptaciones por una discapacidad para participar en esta reunión, o ayuda para leer o interpretar los temas de esta agenda, sin costo alguno, que se pongan en contacto con Joshua Barber, (813) 576-2313 o barberj@plancom.org, tres días hábiles antes de la reunión. Si sólo habla español, por favor llame a la línea de ayuda en español al (813) 272-5940 o (813) 273-3774 ext. 1.

In accordance with Title 17 U.S.C. Section 107, materials attached are for research and educational purposes, and are distributed without profit to TPO Board members, TPO staff, or related committees or subcommittees the TPO supports. The TPO has no affiliation whatsoever with the originator of attached articles nor is the TPO endorsed or sponsored by the originator. Persons wishing to use copyrighted material for purposes of their own that go beyond 'fair use' must first obtain permission from the copyright owner. The TPO cannot ensure 508 accessibility for items produced by other agencies or organizations.

If a person decides to appeal any decision made by the board, he or she will need a record of the proceedings, and for such purpose may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

**HILLSBOROUGH COUNTY
TRANSPORTATION PLANNING ORGANIZATION
INTELLIGENT TRANSPORTATION SYSTEMS COMMITTEE
VIRTUAL MEETING OF APRIL 14, 2022**

I. CALL TO ORDER

Margaret Kubilins called the meeting to order at 1:30 PM

Members Present In-Person: Margaret Kubilins, Brian Gentry, Brian McCarthy, Pauline Nunez, Dexter Corbin, Jeff Sims, Achileas Kourtellis

Members Present Virtually: Nick An, Fred Baxter

Members Absent: Anna Quinones, Megan Arasteh (non-voting)

Others Present: Vishaka Shiva Raman, Johnny Wong, Amber Simmons, Greg Colangelo, Elizabeth Watkins, Priya Nagaraj, Wade Reynolds, Gail Reese (TPO Staff); Carla Holmes, James Landini (FDOT); Cliff Heise, John Molinaro (Iteris); Michael Barhulomen (HART); Jessica Knox, Taylor Rouse (Metric Engineering); William Twaite (Hillsborough County); Stephen Bahler (HNTB)

An in-person quorum was met. There was no virtual participation by voting members for this meeting. All members remote had alternates present in person.

II. PUBLIC COMMENT – None at this time

III. REVIEW AND APPROVAL OF MINUTES – January 13, 2022, Meeting Minutes.

No comments or changes at this time.

Achilleas Kourtellis moved to approve the January 13, 2022 minutes, seconded by Brian Gentry. Voice vote, motion passes unanimously.

IV. Status Update

A. FY 23 and FY24 UPWP Preliminary Draft (Amber Simmons, TPO Staff) *(Timestamp 2:43:22)*

- Defines the transportation planning activities and products to be developed by the TPO.
- Required by federal law under Title 23 CFR 450.314 and Title 49 CFR 613.100 and state law Chapter 339.175 governing TPOs.
- Overview of the draft document.
 - Review of the budget.
 - Showed the six tasks and the new task 7 which is a Regional LRTP (shared funding)
 - Went over the summary of FY 21 and 22 projects
 - Current DBE is at 14.5% of projects, state goal is 10.5%
 - Review of UPWP Development Schedule

- Showed this year’s partner agency requests for planning and analysis, critical path projects for FY 23 & FY 24, and other recommended projects
- UPWP coordinates the funding – FDOT planning activities are appendix G, HART will be in H.

Presentation: [FY 23 and FY 24 UPWP Preliminary Draft](#)

Website: [UPWP website](#)

Discussion:

V. ACTION ITEMS

A. 2022 Election of Officers (Vishaka Shiva Raman, TPO Staff) *(Timestamp 0:00:00)*

- Chair – Brian Gentry nominates Margaret Kubilins, no opposition.
- Vice-Chair – Margaret Kubilins nominates Brian Gentry, no opposition.
- Officer-at-Large – Brian Gentry nominates Jeff Sims, no opposition.

Voice vote on each position, unanimous vote on each officer position.

B. Smart Cities Mobility Plan (Johnny Wong, TPO Staff) *(Timestamp 2:18:40)*

- Review of the Purpose – have been working on this plan for over a year.
- Four Tasks:
 - Discovery and Project Inventory – categorized as many techs as possible and categorized them into investment categories
 - Deliverable and Application – assembled into factsheet in plain language, developed a template that can inform the public about other projects.
 - Baseline and Tech Deployments
 - Working on making a mapping tool
 - Deliverable and Application – a spreadsheet with the tech sorted into categories. Will populate GIS files into a mapping tool.
 - TIP Prioritization Matrix
 - New ranking methodology to give projects a fighting chance to receive funds.
 - Deliverable and Application – feel confident that the TPO Board will adopt it in May.
 - Community Outreach.
 - During public feedback, noted that there were tech items deployed and then they had problems after the fact.
 - Gave 6 presentations, created a survey and solicited feedback on several levels including one-on-one agency briefings.
- Went over recommendations and vision statement

Presentation: [Smart Cities Mobility Plan](#)

Report: [TPO Smart City Mobility Plan DRAFT](#)

Recommended Action: Approve the Smart Cities Mobility Plan and forward it to the TPO Board for consideration.

Discussion:

It was noted that the City of Tampa has some crossover in the areas. Maintenance can also be a challenge. The maintenance was brought up in the one-on-one meetings. This is being viewed as a method for the agencies and jurisdictions to find funding until more investment can be made. Clarification was asked for regarding the HART fiber optic ring. Changes can be made in a TIP update. Follow-up will be made after the meeting. It was asked if the new matrix was designed based on projects from prior years. The matrix was designed around potential projects and how they ranked among more focused groups.

Jeff Sims moved to approve the Smart Cities Mobility Plan and move it forward to the TPO Board for consideration; seconded by Achilles Kourtellis. Voice vote, motion passes unanimously.

VI. STATUS REPORTS (Part II)

A. Regional ITS Architecture (James Landini, FDOT and Cliff Heise, Iteris) *(Timestamp 0:00:00)*

- Review of the website for FDOT Statewide and Regional ITS Architecture
 - Using common language and definitions
 - 6 district architectures (districts 4 and 6 are combined)
 - Using a 10-year time horizon
 - Went through an 18-month update, finalizing the update now
- Gave a demo of the website in development
 - Stakeholders and their systems and projects
 - Inventory of items in the systems as architecture goes
 - Roles and Responsibilities in the different groups by criteria
 - Standards across the region
 - Agreements and stakeholders
 - Projects and details in them including functional requirements

Discussion:

It was asked if this website is going to be available to the public; at the moment, no, but it will be once complete. It was also asked if there are any security concerns laying out the architecture for public view. It is noted that this information can be exchanged not how it will be implemented. The link has not been publicly made available.

Website: <https://local.iteris.com/fdotarch/>

B. Low-Cost Air Quality Monitoring Pilot Study (Lizzie Ehrreich, TPO Staff) *(Timestamp 0:48:42)*

- Partnership with USF College of Public Health, Hillsborough County EPC, US FHWA
- Started in September 2021
- Review of the project overview
 - In the initial part – working out challenges to gain a solid foundation of the equipment and how to implement it with the community effectively.
- Went over Regulatory and Low-Cost Monitoring
 - EPC – expensive, fixed locations

- Low-cost monitors – emerging types of sensors, affordable, smaller, manufacturers striving to provide quality data; decreases cost to increase the number of monitors for larger coverage; companies provide crowd-sourced maps with data provided by users.
- Timeline review
- Types of monitors chosen – PurpleAirII PM and ENVEA Cairsens NO2
 - Conducted small scale field testing
 - Showed example of PurpleAir crowd-sourced map across Tampa Bay area, a one-week average of particulate matter.
- Identifying communities to monitor
 - Narrowed down with three criteria – environmental, demographic (low income and communities of color), and opportunities for community access and engagement.
 - Sulphur Springs, VM Ybor, South Nebraska – areas identified
- Public engagement included focus groups and coordinating with community organizations.

Presentation: [Low-Cost Air Quality Monitoring Pilot Study Presentation](#)

Study Website: [Low-Cost Air Quality Monitoring Pilot Study](#)

Discussion:

It was asked if there is an evaluation criterion set up for the pilot to note success to move from the pilot to a larger project. There have been incremental evaluations; a final evaluation will be done with the final report. This is phase one. Will be looking to seek additional funding to expand the study area. What does success look like, that the monitors work or that there is poor air quality? Looking to know that the more affordable monitors match up with the EPC monitors; the other part is to engage the community and interest them in the process. Also looking at the education aspect. It was asked if there is a long-term goal for communities to be able to monitor the quality of the air they are breathing. The answer is yes, these types of monitors can be purchased and put up by an individual and have it part of the network. Jeff Sims from the EPC is excited to be a partner and see how the Purple monitors match up. It was noted that the next step is, what are we going to do about the air quality.

C. Introduction to New TPO Studies (Gena Torres, TPO Staff) *(Timestamp 1:53:56)*

- Will hear more details in the summer on these projects.
- Health Impact Assessment of 2045 LRTP Complete Streets – Joshua Barber
- Freight Supply Chain Resilience Study – Allison Yeh
- Data Sharing Platform Enhancements – Johnny Wong/ Sarah Caper
- Tampa School Transportation Safety Study – Lisa Silva
- Plant City Canal Trail Study – Wade Reynolds
- Hillsborough County Bicycle Network Evaluation – Wade Reynolds/ Abigail Flores

Presentation: [Introduction to TPO Studies](#)

VII. OLD BUSINESS & NEW BUSINESS (*Timestamp 0:00:00*)

- A. Memo on Government in the Sunshine**
- B. Regional TSMO Working Group**
- C. EPC Clean Air Event on May 5 from 11:30A – 1:30P, there is a transportation component.**
- D. Introduced Michael Barthulomen from HART, managing the traffic network.**
- E. Next meeting on July 14, 2022**

VIII. ADJOURNMENT – Meeting adjourned at 3:13 PM

The recording of this meeting may be viewed at: <https://www.youtube.com/watch?v=Fmw4HDFOIUM>

DRAFT



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Freight Supply Chain Resilience Study

Presenter:

Jason Smeak, AECOM

Summary:

The Hillsborough TPO initiated the Freight Supply Chain Resilience Study to better understand the supply chains of critical commodities/services applicable to Hillsborough County, to determine potential impacts/weaknesses/disruptions to these supply chains as a result of a disaster or concurrent disasters, and to identify actions that can avoid and mitigate impacts as well as strengthen freight supply chain resilience.

The five commodities/services that are being assessed include:

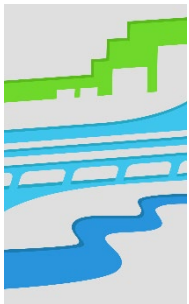
Food/Groceries, Water & Wastewater Utilities, Housing Material, Urgent Healthcare Services & Medicine, and Fuel Distribution Systems

The disaster scenarios (including scenario combinations) include:

Cyber Attack, Transportation Event, Flooding/Wind Event, Cyber Attack concurrent with Transportation Event, and Cyber Attack concurrent with Flooding/Wind Event

** Climate change factors (e.g., sea level rise) will also be considered.*

This study methodology is framed around the U.S. Department of Homeland Security Supply Chain Resilience Guide (2019). Consultation of several additional federal, state, and local documents as well as hazard modeling, literature and case study review, and stakeholder and community engagement have formed the technical assessment approach to identify critical supply chain nodes/connections and impacts/effects within the parameters of the disaster scenarios and levels of resilience. Recognizing the critical importance of supply chain resilience as a vehicle for community habitability and interoperable lifeline resilience, the recommendations will establish a process for continued engagement with key supply chain partners and key stakeholders that will help define current resiliency and optimal, holistic future outcomes for sustainable and equitable systems planning.



Plan Hillsborough
planhillsborough.org
planner@plancom.org
813 - 272 - 5940
601 E Kennedy Blvd
18th floor
Tampa, FL, 33602

Recommended Action:

None. For information only.

Prepared By:

Allison Yeh, AICP, LEED, TPO Staff

Attachments:

[Presentation slides](#)



Freight Supply Chain Resilience Study

Hillsborough TPO ITS Committee Meeting

July 14, 2022

Study Purpose

Identify key supply chains in Hillsborough County and how they could be impacted or disrupted under certain disaster scenarios. The study will:

- Map the supply chains of 5 commodities / services
- Identify potential supply chain vulnerabilities due to disruptions
- Recommend actions that can mitigate impacts and strengthen supply chain resilience
- Establish ongoing engagement with key supply chain partners and communities

Timeline



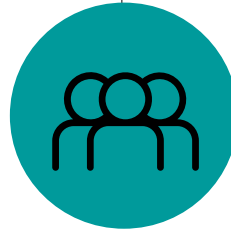
Task 1
Commodity / Service &
Disaster Scenario Selection
February – March 2022



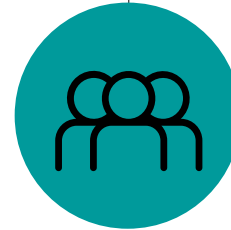
Task 2
Commodity Flow Analysis &
Supply Chain Resiliency
Analysis
March – July 2022



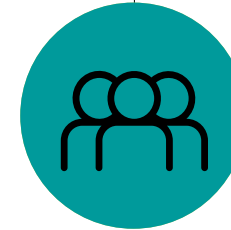
Task 3
Supply Chain Resiliency
Recommendations
May – August 2022



Stakeholder
Small Group
Interviews
April 2022



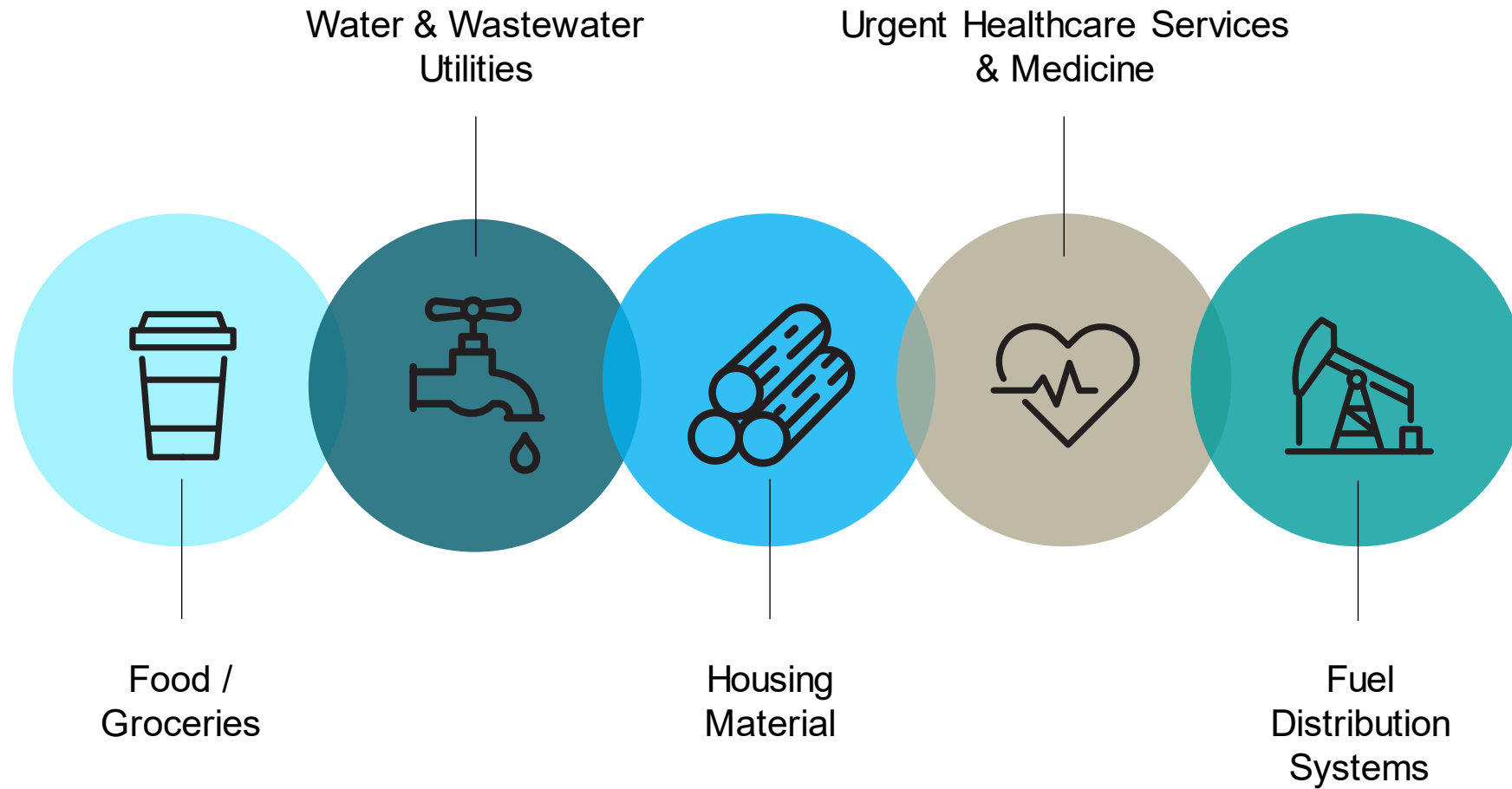
Stakeholder
One-on-One
Interviews
June – July 2022

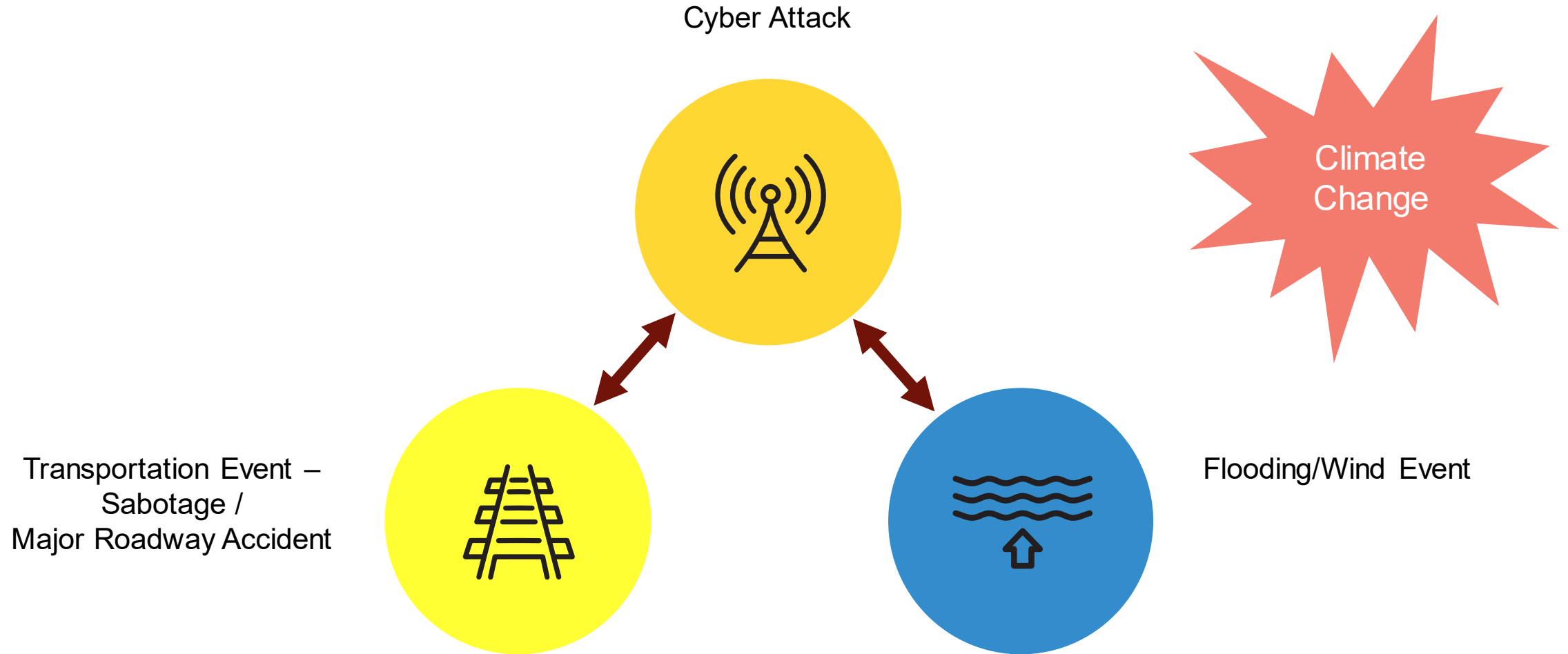


Large
Stakeholder
Group Meeting
(Hillsborough County
Local Mitigation Strategy
Working Group)
August 2022

Selection of Top 5 Commodities

Task 1





Stakeholder Small Group Interviews

- 6 Group Interviews
 - Resilience
 - Transportation
 - Communications & Utilities
 - Economic & Land Use
 - Emergency Management & Medical
 - Freight

Community Sessions

- 2 Sessions
 - Corporation to Develop Communities of Tampa, Inc.
 - University Area Community Development Corporation

Supply Chain Disruptions/Challenges

- Price Inflation (gas, food)
- Panic Buying/Shortages (food, toiletries)
- Reduced Store/Pharmacy Hours
- Hospitals at Capacity/Clinic Closures
- Increased Housing Costs
- Disrupted Communication Systems
- Road and Bridge Closures

Lack of:

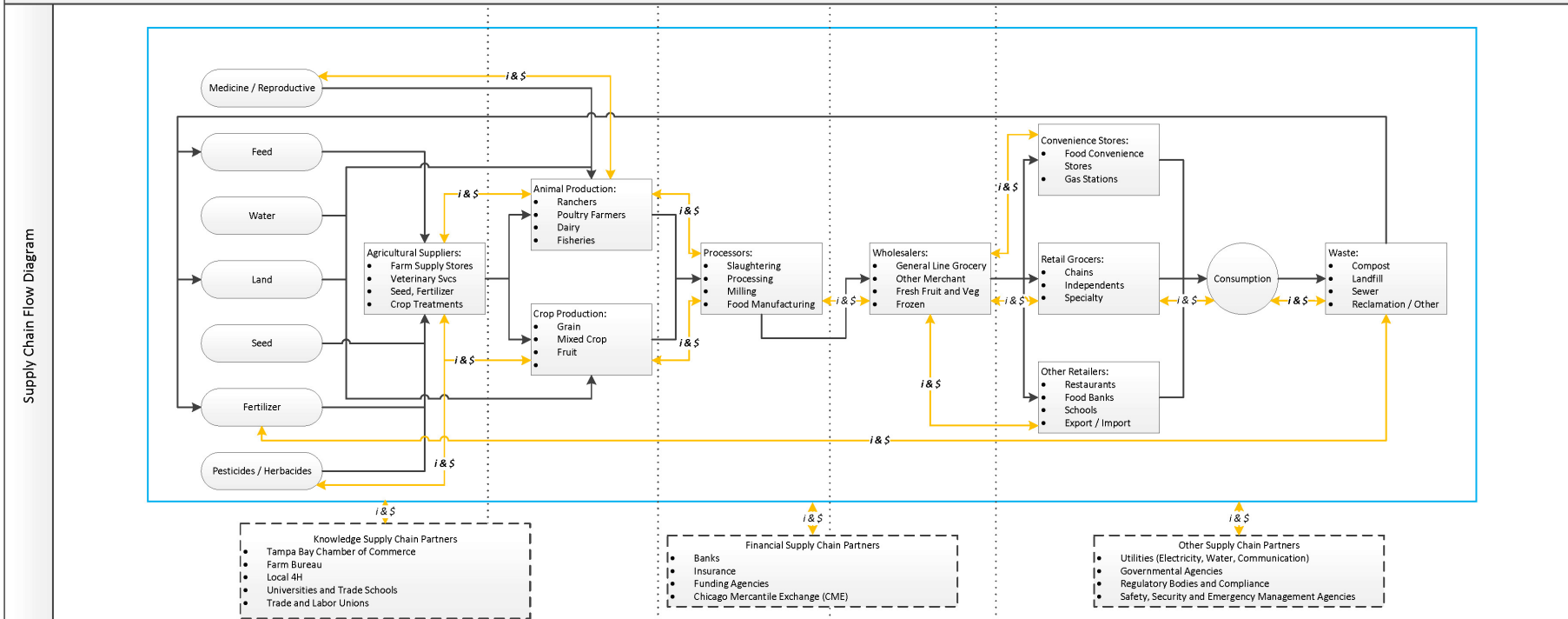
- Workforce
- Building Materials
- Power (no water, no cooking, no perishable foods)
- Potable Water (for drinking & medical needs)
- Sterilization Chemicals (for water treatment & medical use)
- Transportation Options for Extended-Shift Workers



Supply Chain Maps

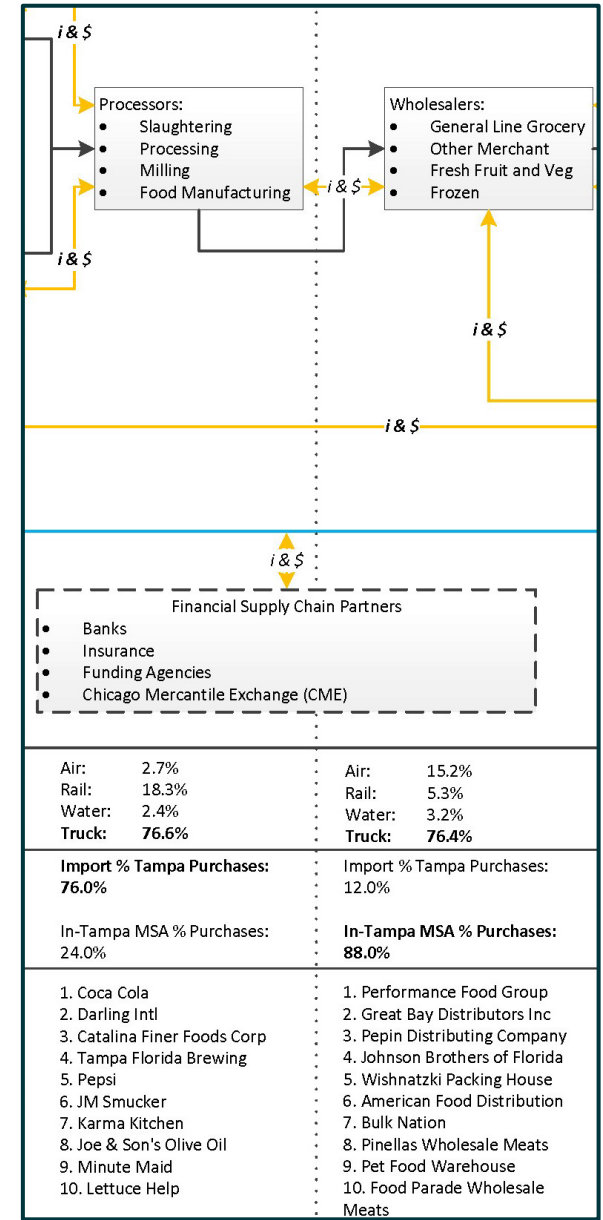
Task 2

05/24/2022



Modal Split	Import Percent	Key Suppliers / Vendors
Air: 5.8% Rail: 23.6% Water: 10.9% Truck: 59.7%	Import % Tampa Purchases: 42.2% In-Tampa MSA % Purchases: 57.8%	1. Mosaic 2. Trademark Nitrogen Corp 3. Cargill 4. Tractor Supply Co 5. Agronomic Resources 6. Helm Fertilizer Company 7. Fox's Feed Depot 8. Causeway Hydroponics Supply 9. Suncoast Irrigation 10. Hay Exchange
Air: 3.1% Rail: 24.2% Water: 7.2% Truck: 65.4%	Import % Tampa Purchases: 58.6% In-Tampa MSA % Purchases: 41.4%	1. Fancy Farms Inc 2. Grimes Produce 3. Davis Farms 4. Sweetwater Organic Farm 5. Voyager Farms 6. Oak Ridge Fish Hatchery 7. Bob's Blueberry Farm 8. Sunnipe Farms 9. Sharp Tree Farm & Nursery 10. Polygro
Air: 2.7% Rail: 18.3% Water: 2.4% Truck: 76.6%	Import % Tampa Purchases: 76.0% In-Tampa MSA % Purchases: 24.0%	1. Coca Cola 2. Darling Intl 3. Catalina Finer Foods Corp 4. Tampa Florida Brewing 5. Pepsi 6. JM Smucker 7. Karma Kitchen 8. Joe & Son's Olive Oil 9. Minute Maid 10. Lettuce Help
Air: 15.2% Rail: 5.3% Water: 3.2% Truck: 76.4%	Import % Tampa Purchases: 12.0% In-Tampa MSA % Purchases: 88.0%	1. Performance Food Group 2. Great Bay Distributors Inc 3. Pepin Distributing Company 4. Johnson Brothers of Florida 5. Wisnatzki Packing House 6. American Food Distribution 7. Bulk Nation 8. Joe & Son's Olive Oil 9. Pet Food Warehouse 10. Food Parade Wholesale Meats
Air: 12.8% Rail: 10.4% Water: 1.1% Truck: 75.7%	Import % Tampa Purchases: 7.1% In-Tampa MSA % Purchases: 92.9%	1. Publix 2. Winn-Dixie 3. McDonald's 4. Burger King 5. Chili's 6. Whole Foods Market 7. Subway 8. ALDI 9. Trader Joe's 10. Cracker Barrel

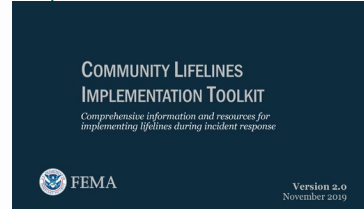
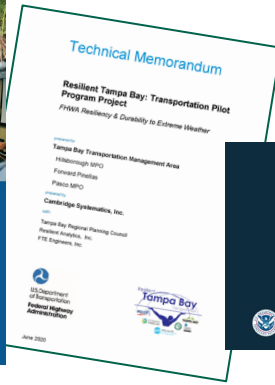
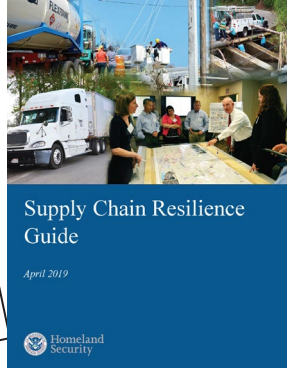
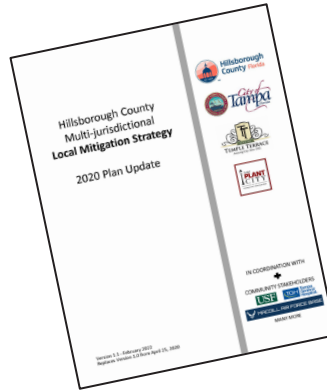
Industry and transportation purchase data is obtained from EMSI, a proprietary source of industry employment and output data. Industry purchase data are based on proprietary modeling from EMSI, including the BEA's make and use tables. The transportation purchase proportions should be considered directional as opposed to precise. Business listing data was extracted from ESRI Business Analyst, using business listing data provided by Infogroup



Supply Chain Disruption Methodology

Task 2

Framework



Stakeholder & Community Input

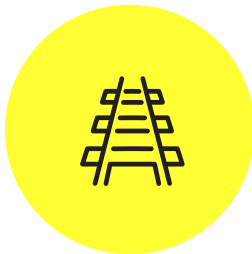
Scenario Event

Resources

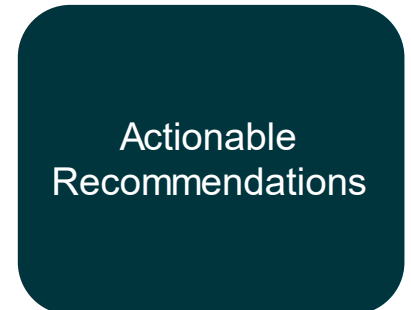
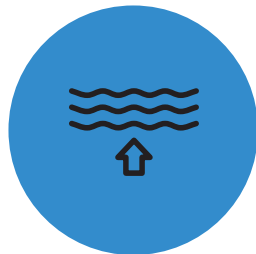
Outcome

Cyber Incident

Transportation Incident



Flooding/Wind



One-on-One Stakeholder Interviews

Task 2

Conducting interviews with key agency and private stakeholders:



Next Steps

- Complete 1-on-1 interviews with key agency and private stakeholders
- Develop preliminary actionable recommendations
 - Transportation-related
 - Infrastructure and Policy-related (outside transportation sphere)
- Present findings / recommended actions at Hillsborough County Local Mitigation Strategy Working Group Meeting (large stakeholder meeting) and at Hillsborough TPO CAC & TAC Committees and Board in August 2022
- Finalize recommendations and Freight Supply Chain Resilience Study (including associated Executive Summary and supporting technical memorandums)

Hillsborough TPO Project Manager

Allison Yeh, AICP, LEED GA

Assistant Executive Director, Sustainability Coordinator

Hillsborough Transportation Planning Organization

(813) 582-7351

yeha@plancom.org

Freight Supply Chain Resilience Study Website:

<https://planhillsborough.org/freight-supply-chain-resilience-study/>





Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

FDOT District 7 Smart Corridors Plan

Presenter:

Lee Woodcock, Atkins

Summary:

FDOT District 7 initiated a planning study last year to explore the feasibility of delivering Smart Corridors in the region. A Smart Corridor describes a roadway that is connected using technology to dynamically manage travel and respond to changes in roadway conditions and traffic. These corridors facilitate the movement of people and goods efficiently, safely, and reliably for all modes of transportation.

Smart corridors include a combination of roadside device technologies, software, and strategies that work together to achieve certain goals, like improving traffic flow, travel time reliability, safety, and a better user experience. There is no set number or combination of traffic management strategies that always define a smart corridor, because each deployment is unique with respect to its physical and traffic characteristics, and the goals it seeks to achieve. Therefore, the technologies deployed on each smart corridor need to be specifically selected.

Phase 1 of the study defined and evaluated the Smart Corridor concept based on national and international best practices for typical sections of arterial and interstate roadways. The study also developed requirements and performance metrics to measure success, researched benefits and typical payback periods and evaluation of alternatives (do nothing, smart corridor, and construction of additional lanes). A review of the technological and operational opportunities and changes was completed, as well as concept designs for arterial and interstate corridors.

Phase 2 of the project will identify specific corridors, analyze the benefits of deployments, further develop the concept of operations, and include a public outreach plan.

Recommended Action:

None. For information only.

Prepared By:

Vishaka Shiva Raman, TPO Staff

Attachments:

None.



Plan Hillsborough
planhillsborough.org
planner@plancom.org
813 - 272 - 5940
601 E Kennedy Blvd
18th floor
Tampa, FL, 33602



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

One.Network Traffic Management Platform

Presenter:

Brian Gentry, Hillsborough County and Barry Matlack, *One.Network*

Summary:

Hillsborough County is launching a traffic management platform, *One.Network*, which is designed for coordinating activities at work zones, managing road and lane closures, temporary and unplanned road interruptions and incidents. It is available as a cloud-based interface integrated with embeddable maps and traffic data for users. It serves as an operational tool for transportation planners, local agencies, and the public by providing a comprehensive map of work zones, traffic interventions and other events. It has the capability to notify users of future planned events and notifications can be distributed through social media platforms.

The platform includes various modules to help agencies plan, manage and coordinate events and make the information available for the users. Road users can be notified of upcoming events through GPS providers like Waze, TomTom, and Google in near real-time.

Hillsborough County will be working with the consultant on a 6-month pilot and integrating the data from various agencies and uploading on a website. The consultant will provide an overview of the platform and demo the webpage and its capabilities.

Recommended Action:

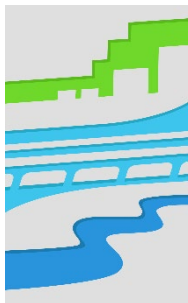
None. For information only.

Prepared By:

Vishaka Shiva Raman, TPO Staff

Attachments:

[One.Network Traffic Management](#)



Plan Hillsborough
planhillsborough.org
planner@plancom.org
813 - 272 - 5940
601 E Kennedy Blvd
18th floor
Tampa, FL, 33602



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

I-4 Florida's Regional Advanced Mobility Elements (FRAME) Project and FDOT Connected and Automated Vehicles (CAV) Program

Presenter:

Megan Arasteh, FDOT District 7

Summary:

The I-4 FRAME traverses 3 FDOT Districts (1, 5, 7) and the Florida Turnpike Enterprise through 4 counties (Hillsborough, Polk, Osceola and Orange). I-4 FRAME will improve safety and help alleviate traffic congestion from Tampa to SW Orlando.

This project will bring FDOT closer to its vision of a fatality-free roadway network and a congestion-free transportation system in Florida using emerging technologies. The presentation will provide an update on the letting plan and construction schedule for the I-4 Frame projects. The discussion will also cover the procurement process for the acquisition of the CAV devices.

Recommended Action:

None. For information only.

Prepared By:

Vishaka Shiva Raman, TPO Staff

Attachments:

None.



Plan Hillsborough
planhillsborough.org
planner@plancom.org
813 - 272 - 5940
601 E Kennedy Blvd
18th floor
Tampa, FL, 33602

**HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION BOARD
HYBRID MEETING, MAY 11, 2022
DRAFT MINUTES**

I. CALL TO ORDER, PLEDGE OF ALLEGIANCE (Timestamp 1:31:07)

Commissioner Cohen, called the meeting to order at 10:04 AM and led the pledge of allegiance. The regular monthly meeting was held in-person and virtual via WebEx.

II. ROLL CALL (Gail Reese, TPO Staff) (Timestamp 1:32:16)

The following members were present in person: Commissioner Harry Cohen, Commissioner Pat Kemp, Commissioner Kimberly Overman, Commissioner Mariella Smith, Councilman Guido Maniscalco (in at 10:35 AM), Councilman Joseph Citro, Mayor Andrew Ross, Commissioner Nate Kilton, Joe Lopano, Greg Slater, Charles Klug, Planning Commissioner Cody Powell

The following members were present virtually: Adalee Le Grand, School Board Member Jessica Vaughn

The following members were absent/excused: Commissioner Gwen Myers

Letter received from Commissioner Gwen Myers

5/11/2022

TPO Board Members,

Good morning, I apologize however due to an unforeseen event, I am unable to attend today's meeting. Please read this letter into the record.

A quorum was met in person.

A. Vote of Consent for Remote Member Participation.

Voice vote, motion passes with one "Nay" vote.

III. APPROVAL OF MINUTES (Timestamp 1:33:16) – April 13, 2022

Chair Cohen sought a motion to approve the April 13, 2022 minutes. Councilman Citro so moved, seconded by Commissioner Smith. Voice vote: motion carries unanimously.

IV. PUBLIC COMMENT (Timestamp 1:33:34) (30 minutes total, with up to 3 minutes per speaker)
Additional comments made via [Social Media](#) and [Email](#) can be found at the end of these minutes.

- Rick Fernandez – Out of Tampa Heights and is a Tampa Heights Civic Association member and Vice-Chair of the TPO CAC. Written comments have been submitted via email and additional verbal comments were made at the TPO Policy Meeting on May 11, 2022. It was asked that

the Public Participation Plan Effectiveness Report document be removed from the Consent Agenda and returned to the author(s) for correction/update where the DTI project is concerned. The CAC approved the report with the caveat that “The report needs to acknowledge the challenges over the last two years in communicating with the public about the design of the Downtown Interchange”. The request was made on May 4, 2022, and there has been no effort to supplement the report. It is not worthy of Consent Agenda treatment. The CAC has begun a review of the TIP draft. The three-lane movement making up the DTI Quick Fix are now on Table 1. The CAC has recommended that two of these lane movements be removed due to their impact on Tampa Heights. The third lane movement was the subject of a motion to strike in 2021 made by a TPO Board member. Suggests that that motion should be revisited in 2022. It was noted that if those that ran on the promise to fight the expansion of the interstate in the urban core of Tampa honor their commitments, this project can be stopped this year. There is also a matter of dedicated bus lanes on Florida Avenue and Tampa Street through a lane repurposing request from HART. Asks that this step be taken and that the dedicated lanes be included in the project descriptions for this year’s TIP in Table 1. They are currently not there. Referencing FPN #'s 511-7 & 511-8.

- Anthony Mangieri –A life-long resident of Hillsborough County, particularly the northwest area of the county. Explosive growth has put challenges on our local infrastructure. In the northwest county, Van Dyke Road between Dale Mabry and the Sun Coast Parkway, there has been explosive growth and land-use changes that have driven up traffic volumes to the point of needing additional lanes. These are needed for life safety for the hospital, the local fire station, and for the main hurricane evacuation route. There is a project on the books that was explored in 2014 with some funding and land acquisition for this expansion. That project has been continually delayed out to 2027 when the initial completion was scheduled for 2024. This is creating a life safety issue and this corridor has a high crash rate according to Hillsborough County Sherriff’s records. Are looking for some temporary, reasonable measures until the project can be moved forward. Is asking for further review of the timing of this project and some temporary engineering fixes for the short term.
- Lena Young Green – is continuing to request that Tampa Heights and the surrounding neighborhood be considered as further transportation decisions are being made. The community is back making the requests for consideration going into the TIP hearing in June. Ask that the impact of the extending roads and interstate lanes in our neighborhoods. It impacts us environmentally, socially, and in our health. Asked that Rick Fernandez’s presentation be supported.
- Mauricio Rosas – Emphasized what was said in the TPO Policy meeting earlier about land use. The county needs land use correction. If the current path is continued there will not be reasonable mass transit for the outer county. Segments D and E of the Green Artery have been funded but there is no record for construction dates. These projects are shovel-ready. Back to I-275; the underpasses at Osborne, Chelsea, and Floribraska are not uniform with MLK and Hillsborough Avenue. According to FDOT staff, the decision was arbitrary. All of those underpasses are constructed exactly alike. All of the underpasses in Ybor City and Westshore look the same. When

you go north, they don't look alike anymore. There is no placemaking, there is nothing identifying the area as East Tampa or Seminole Heights.

V. COMMITTEE REPORTS & ADVANCE COMMENTS (Bill Roberts, CAC Chair; Davida Franklin, TPO Staff; Beth Alden, TPO Executive Director) (*Timestamp 1:44:38*)

A. CAC – Bill Roberts, CAC Chair (May 4, 2022 meeting)

- In-person quorum voted to allow virtual members to participate.
- Heard public comment.
- Took action on:
 - Approved FY 23 & FY 24 UPWP
 - TPO Apportionment Plan Draft, as recommended with a 10 – 4 vote. There was considerable discussion.
 - Public Participation Plan Measures of Effectiveness Report (2020-2021) – with the caveat that the report needs to acknowledge the challenges over the last two years in communicating with the public about the design of the Downtown Interchange
- The CAC has held two workshops in preparation for the upcoming TIP. Will be taking action at the June 4th meeting.
- The committee discussed the standards of conduct coming before the Board and support them.
- Heard status reports on: Live Grow Thrive Tampa Comprehensive Plan Update, TIP Priorities Update: Preliminary Draft

B. ITS – April 14, 2022 (Davida Franklin, TPO Staff)

- Approved Smart Cities Mobility Plan
- Heard status reports on
 - Regional ITS Architecture – FDOT Statewide and Regional ITS Architecture website
 - Low-Cost Air Quality Monitoring Pilot Study
 - FY 23 & FY 24 UPWP Preliminary Draft
 - Introduction to new TPO Studies

C. TDCB – April 22, 2022 (Davida Franklin, TPO Staff)

- Held annual workshop seeking public engagement on the Transportation Disadvantaged Program
- Approved CTC Trip and Service Rates for 2022/2023
- Heard status reports on
 - FY 23 & FY 24 UPWP Preliminary Draft
 - Introduction to new TPO Studies

D. TAC – May 2, 2022 (Davida Franklin, TPO Staff)

- Approved
 - FY 23 & FY 24 UPWP Approval
 - Public Participation Plan: Measures of Effectiveness Report (2020-2021) - Members commented that they liked that outreach is being tracked and evaluated and agreed that the engagement on the Non-Discrimination Plan was very effective.

- The TAC heard a motion to approve the Apportionment Plan as recommended but the motion failed to pass, therefore no action was taken. Comments included:
 - HCAA commented that you cannot compare Hillsborough to other MPOs because most airports are owned by the County. In examples where there is an independent authority, they have voting seats. For example, Orlando International Airport has a voting seat on the MetroPlan Board. HCAA representatives speak for the Board, not the CEO. HCAA has a unique perspective as a transportation operator and should retain a voting seat. The Port Authority agreed with HCAA and finds the proposed plan disturbing.
 - Planning Commission, Hillsborough County, and City of Tampa representatives abstained from voting since their Boards have not taken a position.
 - Status reports heard – Transportation Improvement Program (TIP) Priorities Update: Preliminary Draft; Live Grow Thrive Tampa Comprehensive Plan Update; HCAA is updating its Master Plan
- E. LRC – March 23, 2022** (Councilman Citro, City of Tampa and Davida Franklin, TPO Staff)
- Took action on
 - TPO Membership Apportionment Plan Draft – the LRC did not approve the staff recommendation, instead moved that the TPO Apportionment be left Status Quo.
 - Councilman Citro (noted LRC discussion on the Apportionment Plan) – noted that the LRC had a lengthy discussion about the make-up of the TPO Board. It was the decision, not unanimous, to keep it status quo. There was the consensus that two members need to remain on the Board, the Port of Tampa and the Airport Authority. These are two major entities that deal with transportation in the county. Also felt that because of major highways intersecting in the City of the Tampa and the number of fatalities in the City of Tampa and the number of bicycle and pedestrian crashes in the City of Tampa that there should be another representative from the City of Tampa.
 - Public Participation Plan Measures of Effectiveness Report was approved.
 - Comments on ETDM Project #14486 (US 301 from Moccasin Wallow Road to SR 674 – The LRC moved to submit the staff comments, comment from a member of the public on behalf of the Sundance Community, and additional comments made by the committee on the topics of rural context, wildlife crossings, safety, and a request to return to the committee at the design phase.
 - Heard status reports and updates on: FDOT District 7 Safety Program, FY23 & FY24 UPWP Preliminary Draft, Introduction to new TPO Studies, memo on Government in the Sunshine, Live Grow Thrive Tampa Comprehensive Plan Update.
- F. BPAC – April 27, 2022** (Davida Franklin, TPO Staff)
- Did not have a quorum and were unable to take action but provided some comments.
 - Action Items
 - Public Participation Plan: Measures of Effectiveness Report (2020-2021) – expressed their appreciation for the report and continued outreach.
 - TPO Apportionment Plan Draft – Members had several questions on the proposal:
 - Is there an issue with the current distribution?
 - Would this put the City of Tampa at a disadvantage? (It was pointed out that County Commission Districts also include cities.)

- Should the independent agencies be removed? Some members expressed that they provided value and expertise to the conversation.
- Several agency staff commented that they would abstain since their agencies had not yet taken a position.
- Heard status reports on the following: the City of Tampa MOVES and Vision Zero Action Plan, Introduction to New TPO Studies, Live Grow Thrive Tampa Comprehensive Plan Update

G. TPO Policy Committee – April 13, 2022 Meeting (Beth Alden, TPO Executive Director)

- Reviewed two items on the Consent Agenda – Smart Cities Mobility Plan Update and the Public Participation Plan: Measures of Effectiveness Report. The Policy Committee supported approving these items.
- Reviewed a preliminary draft of the TIP Priority List which will be at the public hearing in June. There were some comments that the staff will be addressing.

H. Public Comments Received Through Email & Social Media (Davida Franklin, TPO Staff).

Detailed [Email](#) and [Social Media](#) are located at the end of the minutes.

VI. PUBLIC COMMENT FEEDBACK (Secretary David Gwynn) and Discussion with the TPO Board (Timestamp 1:56:20) – Secretary Gwynn noted that FDOT will contact the contractors to make sure the dust mitigation is being handled appropriately. It was also noted that the underpasses are still in process and FDOT is continuing to work with the community and the city to make them as pedestrian-friendly and welcoming as possible. Not all of them will have the same treatment. Are working with the City of Tampa for the artwork. The dedicated transit lanes on Florida and Tampa; there is a BRT plan that will, hopefully, operate from downtown to USF with transit-only lanes in that corridor. The Tampa Heights Mobility Project has a lot of elements in it including fixing drainage in order to have bus-only lanes. It started in Pinellas County. FDOT wants to set these roads up for BRT or a premium transit option. Many people support transit but, many also oppose transit-only lanes when there is only one bus an hour or 30 minutes. PSTA has committed to running premium transit. FDOT is taking the stance that they want these projects to succeed. Noted that the way they fail is by converting the lanes too early when the premium service is not there. The roads are being set up to be ready for conversion. However, a premium transit service needs to be there.

Discussion:

The dust from the DTI construction public comment during the Policy meeting was brought up to Secretary Gwynn. The person who spoke got sick from it. Secretary Gwynn found out about that this morning. FDOT will be following up with the contractor as to why that is happening as the condition described is not supposed to. It was asked if there is screening in addition to water. The contractor is given a measure to meet. Will look at this further and address it.

The sloped walls under the underpasses open up the sidewalk but do not open up the perception of safety. Opening them all the way up is preferred and that was indicated by Commissioner Overman. It seems as though the smaller streets are not receiving the same treatments. It is important when

we receive public input to hear it. FDOT has its own communications plan. These may be different. It's important to partner and work together. On the major arterials, MLK and Hillsborough, the underpass sidewalks are going to be 30 feet wide whereas the sidewalks on the smaller streets will be 15 feet wide with enhanced lighting. It was asked that the sidewalks and flooding be addressed on Florida and Tampa Street; what would be the timeline and what would be the penalties if the dates are not met. The City of Tampa has been doing this work and it does not appear to have progressed in six months. Having that experience on these streets would be painful. The contractors have to pay when they go over time and FDOT may look into providing incentives for early completion. There is really no drainage in these areas now. FDOT partners with the city. The overall construction for the Heights Grant is about three years. The most points were given for the grant due to the resiliency measures to handle the stormwater. Heavy construction will likely be two years and expect it to begin in about a year. This project is fully funded.

A lot of concerns have been expressed at the meetings. Some of the vibrations that residents are experiencing and were concerned about were actually a combination of the DTI but also the City of Tampa Pipes Program going on at the same time in the same area.

It was noted that HART is working closely with FDOT to go through the process of dedicated bus lanes.

VII. CONSENT AGENDA *(Timestamp 2:20:16)*

A. Committee Appointments

- LRC – Emmeth Duran, as an alternate member, by Institute of Transportation Engineers.

B. Smart Cities Mobility Plan Update

C. Public Participation Plan: Measures of Effectiveness Report (2020-2021) – reviewed by committees

Motion to approve the consent agenda from Commissioner Kemp, seconded by Commissioner Overman. Voice vote, the motion passes unanimously.

ACTION ITEMS *(Timestamp 2:20:37)*

A. FY23 & FY24 Unified Planning Work Program Approval (Amber Simmons, TPO Staff) *(Timestamp 2:20:55)*

- Review of what the UPWP is and its purpose and the steps in the Biennial Update
- Went over Major Planning Tasks.
 - Showed the six tasks and the new task 7 which is a Regional LRTP (shared funding)
 - Review of the budget and where funding comes from.
 - Went over the summary of FY 21 and 22 projects
 - Current DBE is at 14.5% of projects, state goal is 10.5%
 - Review of UPWP Development Schedule
 - Showed this year's partner agency requests for planning and analysis, critical path projects for FY 23 & FY 24, and other recommended projects

- Updated projects with approximate costs per the request of the CAC (I-275 Conversion Study, Phase 1)
- Reviewed projects in progress that will conclude in FY23

Presentation: [FY 23 and FY 24 UPWP Adoption](#)

Website: [UPWP website](#)

Recommended Action: Approve the FY 23 & FY 24 UPWP.

Discussion:

The Hillsborough County Truck Plan, it was asked if it is making the funded list. It is in the second column of our Critical

Councilman Maniscalco moved to approve the FY23 & FY24 UPWP, seconded by Councilman Citro. Voice vote, motion passes unanimously.

B. TPO Apportionment Plan (Elizabeth Watkins, TPO Staff) *(Timestamp 2:2744)*

- Review of background and requirements.
- Went over considerations – heard different concerns from the TPO Policy Committee and others.
 - Government in the Sunshine Law
 - Accountability to Residents. Analyzed 17 MPO/TPOs across the state of Florida, Hillsborough County has the least amount of elected officials making up the vote.
 - Population growth and the percentage of growth in the unincorporated county.
- Review of three Scenarios.
 - Showed breakdown of proposed votes on the TPO Board and summary table.
- Went over proposed TPO Board votes versus the 2020 census data.
- Summarized committee feedback from the TPO committees.

Presentation: [Hillsborough TPO Membership Apportionment Plan](#)

Draft: [TPO Apportionment Plan Draft](#)

Recommendation: Approve the TPO Apportionment Plan.

Discussion:

It was pointed out that 78% of MPO/TPOs similar to Hillsborough County have all elected officials. It was noted that the CAC, representing citizens, has recommended the plan. It was asked that everyone give extra thought to the Sunshine Laws and the inability to discuss topics that come to a vote on the TPO Board with agency experts. Non-voting members do not lose their ability to advise and influence the Board. The fact that Hillsborough County is an outlier in the state XXX. It was brought up that there is often a disconnect between land-use planning and transportation planning without having the entire BOCC on the TPO Board. In many jurisdictions, the municipality operates the Transit Authority. HART needs to be part of the planning and there is some hesitation about not having them on the Board. MPO/TPOs were set up by the federal government because communities were impacted by having major interstates going through the middle of them. The TPO gives the citizens a voice. The comparison was brought up with other regions in the state. It

was also noted that, currently, four out of five of the BOCC members on the TPO Board live in the City of Tampa. It was acknowledged that the citizens have the right to vote the members out if they are not representing them. The agencies were put on the TPO Board for their expertise. FDOT has a strong advisory role. The instance in Hillsborough County where the agencies are not managed by the county is rare.

It was noted in the statute that the TPO may include as part of its voting members, a member of statutory authority, an authorized planning board, an official of an agency that operates or administers a major mode of transportation, or an official of Space Florida. The other regions that have Port Authorities on their boards, those agencies are independent agencies in those counties. The Port Authority and Aviation Authority were created in 1945 by the legislature. The impact of these authorities represents the entire county. Port Tampa is the largest port in the State of Florida. They are very much responsible for transportation in the county. Their presence on the board ensures their planning and infrastructure improvements don't disparately impact the rest of the county and it is mutually beneficial. The I-4 connector is a prime example. There is a belief that there is too much emphasis on the representatives who are not elected officials. They are appointed by elected officials on the agency boards. If the members of this board do not act in a way that pleases their boards, they are held accountable. Excluding this representation removes the voice of major stakeholders in the county. It was noted that the only port represented on an MPO/TPO in the comparison list, Miami-Dade may be the only one close. Tampa Airport is the second largest in the country. This makes Hillsborough County an outlier by removing these transportation stakeholders.

It was noted that Hillsborough County is very different from the other MPO/TPOs being compared; Port Tampa Bay is expanding both in shipping and cruises; the Tampa Airport is a major US airport. Between the hours of 7A and 7P, the population of the City of Tampa doubles and are under-represented on the TPO Board.

Agency representatives are given direction from their Board of Directors on how to represent the agency and how to vote. Those Boards are made up of elected officials from the county and the city. Where the airport is concerned, 20 million travelers are represented. These travelers will not come back if they don't have good transportation experiences. There are also 17,000 employees being represented who have to get to work and back home. The sentiment is that the airport and the port are "great economic engines, you're off the Board, we don't want your vote." The airport built an automated people mover system to take cars off a congested roadway.

The agencies are supported by tax dollars. It is important that representation be on the board to keep continuity for long-range planning as elected officials won't be here. It was noted that in the land of politics, it is nice to have non-political voices once and add important perspectives. There are other boards in the county that makes important decisions about taxpayer dollars that are not made up of all elected officials such as Transportation Development and Tourism Development. It was brought up that the statute shows that it is intended to have non-elected officials on the MPO/TPO. All of the cities and counties around Florida are unique so having the Hillsborough TPO be different is not a bad thing; it reflects the county. The TPO Board is able to expand to 25 members and that would be a way to add elected officials to the TPO Board. Removing citizen voices would be unwise and does not meet the spirit of the statute.

Mr. Slater noted that he had not received direction from his board on this topic. However, he expressed that THEA reinvests 100% of its revenue back into the community, not just in roadways but in greenways, autonomous vehicle testing, and other technology testing. The objective should be to work together in a cooperative manner and an integrated manner.

It was noted that HART serves the entire county, and they are going through a transitional phase and looking at how best to utilize existing resources and attract new resources. The HART Board has engagement by elected officials and the monthly meetings are open to the public as well.

Commissioner Cohen noted that he received a letter from the Chair of the Hillsborough County Aviation Authority. [It was made available to the Board and is included at the end of the minutes.](#) It was stated that in order for there to be a change in the apportionment, there needs to be an agreement between the four municipalities, FDOT, and the Governor. Based on the discussion, the current plan does not have the support to pass and would likely not be supported by the Governor. Reservations were expressed during the Policy meeting about removing the Port Authority and the Aviation Authority. Elected officials that sit on agency boards have one vote on this board and do not have the ability to divide their vote. It was brought up that if it is the intent that more elected officials be added, that would be a compromised framework. That could be circulated to the local governments to see if there is support.

Commissioner Smith motioned to have staff take another look at the TPO Apportionment Plan and reconsider a plan that might adjust the representation of local governments based on representation while retaining the agencies; seconded by Councilman Maniscalco.

Discussion:

It was noted that the agencies are an integral part of the transportation system. The input is very valuable. It was noted that the increase in BOCC representation is based on population and not the variable population of a specific period of time or going beyond population trends versus importance.

Voice vote, motion passes unanimously.

C. Executive Director's Report (Cameron Clark, TPO Attorney) *(Timestamp 3:16:55)*

- Required by the MPO's agreement with the Planning Commission.
- Received numerous submittals from Board members; compiled them into an evaluation sheet that was submitted to the Board earlier. [\(Included after the minutes.\)](#)

Recommendation Action: To receive the evaluation.

Motion to approve from Mayor Ross; seconded by Mr. Lopano. Voice vote, motion passes unanimously.

VIII. STATUS REPORTS *(Timestamp 3:17:36)*

A. Tampa MOVES and Vision Zero Action Plan (Alana Brasier, City of Tampa) - deferred

B. Bylaws Amendment: Code of Conduct (Beth Alden, TPO Executive Director) *(Timestamp 3:17:44)*

- Required to be read in prior to action being taken.
- Will be brought back as part of the Consent Agenda in June.
- Would like feedback from the TPO Board.

Code: [Code of Conduct of Hillsborough County City-County Planning Commission](#)

IX. OLD & NEW BUSINESS - deferred

A. **TPO Public Hearing June 8, 2022**, beginning at 6:00 PM.

X. ADJOURNMENT – The meeting adjourned at 11:58 AM

The recording of this meeting may be viewed on YouTube: [Meeting Recording](#)

Social Media

Facebook

4/8

In a post on the Transit Now Tampa Bay Facebook page about technical issues with the Selmon Expressway beautification project

Christopher Vela:

It is important to note that after I did a half-hour report on the historic travesties of this project ALONE (no I275 and I4) the Hillsborough TPO still rolled with THEA over their expansion project.

We deserve it. Until we get we get 100% new people in leadership.

In a post on the Transit Now Tampa Bay Facebook page about increasing pedestrian deaths

Christopher Vela:

Also in 2021 out Hillsborough TPO did nothing to stop TBNEXT which is so dangerous that it would be illegal for actual pedestrians to use. But in all seriousness from that actual truth (law) local roads will be quite dangerous by the interstate's exits where the TPO's Vision Zero Hillsborough hopes that paint saves lives.

Jesus...the world we live in.

“California, Florida and Texas led the nation in the number of pedestrian traffic fatalities in the first half of last year, accounting for 1,289, or 37%, of all pedestrian deaths.”

In a post on the Transit Now Tampa Bay Facebook page about the I-75 PD&E study

Christopher Vela:

In case you are wondering there are express lanes being planned on I75 in Hillsborough County.

Unlike how TBX started with the Hillsborough TPO not compelled to care about some of us urbanites, these more rural communities already get a running start.

It is all bad, but if I were FDOT, I could tell the TPO to shut it because they neglected unconditional promises of rail, sound walls, or other improvements in the inner city and more urban parts of the



Hillsborough TPO

Transportation Planning Organization

Committee Reports

Meeting of the Intelligent Transportation System (ITS) Committee on April 14

The ITS held its election of officers. Margaret Kubilins was reaffirmed as the Chair, Brian Gentry as the Vice-Chair and Jeff Sims as the officer-at-large.

The ITS Committee approved the following action item:

✓ Smart Cities Mobility Plan

TPO staff presented the vision statement and the purpose of the Smart Cities Mobility Plan. There were primarily four tasks – Existing project inventory and the production of a factsheet booklet, comparison of Tampa Bay’s current deployments against the inventory and across peer metros, new ranking methodology for TIP prioritization and community outreach. Committee members discussed about the challenges including maintenance and funding investment. The committee approved the Smart Cities Mobility Plan and recommended to the TPO Board.

The ITS Committee heard status reports on the following:

- Regional ITS Architecture

FDOT Central Office and the consultant presented a review of the FDOT Statewide and Regional ITS Architecture website which is currently being updated. The website helps the stakeholders and agencies to access the inventory of existing and planned systems across the region, the project information flows and the functional requirements. The website will be available to the public once the update is complete.

- Low-Cost Air Quality Monitoring Pilot Study

TPO staff presented an update on the low-cost air quality monitoring pilot study that is being conducted in partnership with the USF College of Public Health, Hillsborough County EPC and FHWA. The areas identified as part of the pilot study were Sulphur Springs, VM Ybor, South Nebraska. Committee members raised question about moving to a larger project. The long-term goal was to develop methods to establish a larger community monitoring network and for them to monitor the quality of the air around them.

- FY 23 & FY 24 UPWP Preliminary Draft

Staff presented the UPWP Preliminary Draft, with a review of the budget and a summary of the FY 21 and 22 projects. The final UPWP will be approved by the Board in May.

- Introduction to New TPO Studies

A brief overview of the upcoming TPO projects was presented.

Meeting of the Transportation Disadvantaged Coordinating Board (TD) on April 22

The TDCB held its annual workshop seeking public engagement on the Transportation Disadvantaged Program.

The TDCB approved the following action item:

- ✓ Community Transportation Coordinator (CTC) Trip and Service Rates for 2022/2023

The TD heard status reports on the following:

- FY 23 & FY 24 UPWP Preliminary Draft
- Intro to New TPO Studies

The Executive Director of the Sunshine Line provided their bimonthly update. Sunshine Line is gearing up to provide transportation to the Tampa Heights Civic Association for their Water Safety Program for the summer as well as the HCSO Homeless initiative. They're also gearing up for the opening of three new Aging Services sites. Otherwise, they are operating at less than 50% capacity for drivers and are having significant challenges recruiting and retaining vehicle operators as a result of non-competitive wages. On-time performance is at 87.3% last month, the lowest it's been in many years. Saturday service is being phased out currently as a result of the driver shortage, and trips are being prioritized into essential and non-essential trips.

Meeting of the Bicycle Pedestrian Advisory Committee (BPAC) on April 27

The BPAC did not make recommendations on any action items due to lack of a quorum:

- Public Participation Plan: Measures of Effectiveness Report (2020-2021)
 - Committee members expressed their appreciation for the report and continued outreach.
- TPO Apportionment Plan Draft - Members had several questions on the proposal:
 - Is there an issue with the current distribution?
 - Would this put the City of Tampa at a disadvantage? (it was pointed out that County Commission Districts also include the cities)
 - Should the independent agencies be removed? Some members expressed that they provide value and expertise to the conversation.
 - Several agency staff commented that they would abstain since their agencies had not yet taken a position.

The BPAC heard status reports on the following:

- City of Tampa MOVES and Vision Zero Action Plan
- Introduction to New TPO Studies
- Live. Grow. Thrive. Tampa Comprehensive Plan Update

Livable Roadways Committee (LRC) on April 27

The LRC took the following actions:

- χ TPO Membership Apportionment Plan Draft – The LRC did not approve the staff recommendation, instead moved that the TPO Apportionment be left Status Quo.
- ✓ Public Participation Plan Measures of Effectiveness Report was approved.
- ✓ Comments on ETDM Project #14486 (US 301 from Moccasin Wallow Road to SR 674 – The LRC moved to submit the staff comments, comment from a member of the

public on behalf of the Sundance Community, and additional comments made by the committee on the topics of rural context, wildlife crossings, safety, and a request to return to the committee at the design phase.

The LRC heard status reports and updates on:

- FDOT District 7 Safety Program
- FY23 and FY24 UPWP Preliminary Draft
- Introduction to new TPO Studies
- Memo on Government in the Sunshine
- Live. Grow. Thrive. Tampa Comprehensive Plan Update

Meeting of the Technical Advisory Committee (TAC) of May 2

The TAC approved the following action items:

- ✓ FY 23 & FY 24 UPWP Approval
- ✓ Public Participation Plan: Measures of Effectiveness Report (2020-2021) - Members commented that they liked that outreach is being tracked and evaluated, and agreed that the engagement on the Non-Discrimination Plan was very effective.
- χ The TAC heard a motion to approve the Apportionment Plan as recommended but the motion failed to pass, therefore no action was taken. Comments included:
 - HCAA commented that you cannot compare Hillsborough to other MPOs because most airports are owned by the County. In examples where there is an independent authority, they have voting seats. For example, Orlando International Airport has a voting seat on the MetroPlan Board. HCAA representatives speak for the Board, not the CEO. HCAA has a unique perspective as a transportation operator and should retain a voting seat. The Port Authority agreed with HCAA, and finds the proposed plan disturbing.
 - Planning Commission, Hillsborough County, and City of Tampa representatives abstained from voting since their Boards have not taken a position.

The TAC heard status reports and announcements on:

- Transportation Improvement Program (TIP) Priorities Update: Preliminary Draft
- Live. Grow. Thrive. Tampa Comprehensive Plan Update
- HCAA is updating its Master Plan (<https://www.tampaairport.com/tpa-master-plan>)

Meeting of the Citizens Advisory Committee (CAC) of May 4

The CAC approved action items:

- ✓ FY 23 & FY 24 UPWP
- ✓ TPO Apportionment Plan Draft, as recommended by the Policy Committee
- ✓ Public Participation Plan: Measures of Effectiveness Report (2020-2021) – with the caveat that the report needs to acknowledge the challenges over the last 2 years in communicating with the public about the design of the Downtown Interchange.

The CAC heard status reports on:

- TIP Priorities Update: Preliminary Draft
- Live. Grow. Thrive. Tampa Comprehensive Plan Update