



# Hillsborough TPO

## Transportation Planning Organization

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## Meeting of the TPO Board

**Wednesday, December 14, 2022 @ 9:00am**  
**Hillsborough County Center, 601 E. Kennedy Blvd., 26<sup>th</sup> Floor**

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, and members in exceptional circumstances may participate remotely.

This meeting may be viewed on Hillsborough Television (HTV) by visiting Spectrum: 637, Frontier: 22 or live stream from [Hillsborough County's Live YouTube Channel](#) or the County website's [Live Meetings](#) link, also found in the County [Newsroom](#). The agenda packet, presentations, and any supplemental materials are posted on the [TPO's online calendar](#).

### Public comment opportunities:

To speak during the meeting - No later than 30 minutes before the meeting, please sign up [here](#) or phone 813-756-0371 for assistance. Provide the phone number you will call in from, so that we can recognize your call in the queue. You will receive an auto-reply confirming we received your request, along with instructions.

Comments may also be given up to 5pm the day before the meeting:

- by leaving a voice message at (813) 756-0371
- by e-mail to [tpo@plancom.org](mailto:tpo@plancom.org)
- by visiting the event posted on the [Facebook page](#).

Advance comments will be provided in full to the board members and verbally summarized during the meeting by TPO staff.

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

## Agenda

- I. Call to Order & [Pledge of Allegiance](#)
- II. Roll Call & Declaration of Quorum (Gail Reese, TPO Staff)
  - A. Vote of Consent for Remote Member Participation – *if applicable*
- III. [Approval of Minutes – October 12, 2022](#)
- IV. [Special Presentation: Gulf Coast Safe Streets Summit Vision Zero Hero and Bob the Builder Awards \(Beth Alden, TPO Director\)](#)

- V. Public Comment on Agenda Items** – 30 minutes total, with up to 3 minutes per speaker. Staff will unmute you when the chair recognizes you. As needed, the chair may allow for additional time later in the agenda.
- VI. Committee Reports and Advance Comments** (Bill Roberts, CAC Chair, Davida Franklin, TPO Staff)
- VII. Consent Agenda**
- A. Committee Appointments
  - B. 2023 Meeting Calendar
- VIII. Action Items**
- A. 2023 TPO Board Officers & Committee Assignments (Cameron Clark, TPO Attorney)
  - B. Transportation Improvement Program (TIP) Amendments: Polk St. Rail Crossings and Westshore Interchange Major Reconstruction (Roger Mathie, TPO Staff)
  - C. TPO Membership Apportionment Plan (Elizabeth Watkins, TPO Staff)
  - D. Freight Resilience and Supply Chain Study (Jason Smeak, AECOM)
  - E. Tampa School Transportation Safety Study (Kathrin Tellez, Fehr & Peers)
- IX. Status Reports**
- A. Bylaws Amendment for Citizens Advisory Committee (Johnny Wong, TPO Staff)
- X. Executive Director's Report**
- XI. Old Business & New Business**
- XII. Adjournment**
- XIII. Addendum**
- A. Announcements
    - Policy Committee Workshop on High Injury Network January 11, 2023
    - Share your vision for the future Fowler Avenue
    - HART Survey on Service Changes
    - FDOT Tentative Work Program comment period
    - FL MPOAC to meet with Road User Charging (RUC) Conference
  - B. Project Summaries, Fact Sheets & Other Status Reports
    - US EPA Community Air Pollution Monitoring Grant for TPO & partners
    - FDOT Highway Safety Implementation
    - Nebraska Avenue Pedestrian Upgrades
  - C. Correspondence

- Letter to USDOT re: support for Hillsborough County ATTAIN grant
- Letter to USDOT re: support for Tampa SMART grant
- Letter to FDOT re: support for HART's Lane Repurposing Application

#### D. Articles Related to TPO Work

- [Election results put Hillsborough transportation in flux](#) | Tampa Bay Times | 11.11.22
- [New Plant City Fire Department Receives Design Award](#) | Plant City Observer | 11.10.22
- [Hillsborough transportation agency ponders uncertain financial future](#) | Tampa Bay Times | 11.09.22
- [Brightline trains tested at full speed as private railroad's Florida network grows](#) | Tampa Bay Business Journal | 11.08.22
- [Court says Hillsborough transportation tax referendum can continue](#) | Tampa Bay Times | 11.04.22
- [How the legal battle over the 2022 Hillsborough County transportation surtax differs from 2018's lawsuit](#) | Tampa Bay Business Journal | 11.01.22
- [Why Hillsborough voters should support the All for Transportation referendum \(Column\)](#) | Tampa Bay Times | 11.01.22
- [Election 2022: Important voter referendum decisions on both sides of Tampa Bay](#) | 83 Degrees | 11.01.22
- [Tampa marks streetcar's 20-year anniversary as expansion remains up in the air](#) | Tampa Bay Business Journal | 10.31.22
- [The roller coaster that is Hillsborough County's transportation referendum, explained](#) | Tampa Bay Business Journal | 10.31.22
- [Vote Or Don't Vote? Court Action On Referendum Confounds Voters](#) | Patch | 10.29.22
- [Legal battle, appeals, judicial rulings add confusion to Hillsborough transportation tax vote](#) | News Channel 8 | 10.28.22
- [Disputed Hillsborough County transportation surtax remains in limbo](#) | ABC Action News | 10.28.22
- [Transportation Surtax Referendum Ordered Off Nov. 8 Ballot](#) | Patch | 10.28.22
- [Joint-chamber meeting addresses transportation issues, including Hillsborough's surtax referendum](#) | The Observer News | 10.28.22
- [On again: Hillsborough County transportation tax proposal back on November ballot](#) | 10 Tampa Bay | 10.28.22
- [Hillsborough County transportation surtax loses in court again](#) | Tampa Bay Business Journal | 10.27.22
- [Tampa Bay area leaders push for change to prevent deadly pedestrian crashes](#) | Fox 13 Tampa Bay | 10.27.22
- [CSX requires substantive passenger rail plan in Tampa Bay before official talks can occur](#) | Tampa Bay Business Journal | 10.26.22
- [Tampa seeks grant to fund Ashley Drive ramp teardown](#) | Tampa Bay Business Journal | 10.25.22
- [Hillsborough County court appeal means residents can continue to vote on transportation tax](#) | Creative Loafing | 10.21.22
- [Hillsborough voters can still cast a vote on disputed transportation surtax in November](#) | ABC Action News | 10.21.22
- [Hillsborough County court orders removal of transportation tax from November ballot](#) | 10 Tampa Bay | 10.19.22
- [Accessory Dwelling Units could help combat affordable housing shortage](#) | Fox 13 Tampa Bay | 10.17.22

The full agenda packet is available on the MPO's website, [www.planhillsborough.org](http://www.planhillsborough.org), or by calling (813) 272-5940.

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*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) 273-3774, ext. 313 o [barberj@plancom.org](mailto: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) 273-3774, ext. 211.*

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**HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION BOARD  
HYBRID MEETING OCTOBER 12, 2022  
DRAFT MINUTES**

**I. CALL TO ORDER, PLEDGE OF ALLEGIANCE\_***(Timestamp 0:00:12)*

Commissioner Cohen, called the meeting to order at 10:00 AM and led the pledge of allegiance. The meeting was held in person and virtual via WebEx.

**II. ROLL CALL\_** (Gail Reese, TPO Staff) *(Timestamp 0:00:42)*

The following members were present in person: Commissioner Harry Cohen, Commissioner Pat Kemp, Commissioner Kimberly Overman, Commissioner Gwen Myers, Councilmember Guido Maniscalco, Councilmember Joseph Citro, Mayor Andrew Ross, Mayor Nate Kilton, Gina Evans, Greg Slater, Charles Klug, Planning Commissioner Cody Powell

The following members were present virtually: Commissioner Mariella Smith, School Board Member Jessica Vaughn

The following members were absent/excused: Councilmember Lynn Hurtak, Adalee Le Grand

A quorum was met in person.

**A. Vote of Consent for Remote Member Participation.**

**Councilman Maniscalco moved, seconded by Commissioner Overman; the voice vote, motion passes unanimously.**

**III. APPROVAL OF MINUTES\_** *(Timestamp 0:02:32)* – September 14, 2022

**Chair Cohen sought a motion to approve the September 14, 2022 minutes. Councilman Maniscalco so moved, seconded by Commissioner Myers; the voice vote passes unanimously.**

**IV. SPECIAL PRESENTATION: Award from Florida Chapter, American Planning Association** (Beth Alden, TPO Director) *(Timestamp 0:02:51)*

- Joint project between the TPO and Planning Commission for FLiP Junior Program

**V. PUBLIC COMMENT** *(Timestamp 0:08:06)* (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.

- **Candace Savitz** – Resident of Tampa Heights. Speaking in opposition of the Hillsborough to Bearrs I-275 still in the LRTP. This type of project is killing the heart of the city. Field of debris from Hillsborough to Bearrs will be toxic dust, demolition piles, jackhammers, heavy machinery, and sparks flying in residential neighborhoods. It will be nine miles, one mile wide with over 250 million square feet given to FDOT for a toxic dump for seven to ten years. Submitted transcript via email.

- **Mauricio Rosas** – Thanked Commissioner Overman for her work on extended underpasses. Appreciates the surveys about the type of facades. The citizens in the area of the I-275 widening object to widening in the footprint. Requesting that the TPO remove any widening north of Hannah and have that put into the LRTP. The RCP program, the city is filing a grant for Ashley Drive which does not connect any communities. The county has issued support. The Tampa City Council has not supported the Boulevard project which is the vision of the residents.
- **Rick Fernandez** – Vice Chair of the CAC appearing in an individual capacity and Chair of the Transportation Committee for the Tampa Heights Civic Association. The CAC committee would like to make sure that Councilmember Maniscalco's seat has been vacated and that Councilmember Hurtak's seat remains vacant and that the request for an appointment has been sidelined as the CAC is being reorganized. Councilmember Citro's representative is under an expired term and encourages him to re-up. Item number nine on today's agenda, the CAC moved to strike it from the TIP, and the TPO Board has done the same
- **Sharon Calvert** – Supports the widening of I-275. The Florida highways are the escape routes when disaster strikes like hurricanes. This corridor serves critical locations in Tamps such as Raymond James Stadium, Moffitt, major medical facilities, USF, Busch Gardens, the airport, and the Port. Growth is continuing. Without adding lanes, the traffic will move to the surface streets and make them unsafe. There is a precedent with the rail projects that remain in the TIP and LRTP. The 2045 LRTP cost estimates are out of date. It was noted that more dollars are spent on transit than on roads. Removing the widening from the LRTP will show that the TPO Board has no consideration for the Hillsborough County Roads.

**VI. COMMITTEE REPORTS & ADVANCE COMMENTS** (Bill Roberts, CAC Chair; Davida Franklin, TPO Staff; Beth Alden, TPO Director) *(Timestamp 0:20:54)*

**A. CAC – September 7, 2022** (Bill Roberts, CAC Chair)

- Approved
  - Vacated seats and asks that the vacancies be filled.
  - Approved TIP Amendments.
  - Approved the Health Impact Assessment and requested further information on how the data was collected by the CDC.
  - Deferred action on the re-organization plans presented by staff. Asked staff to put together a workshop to best determine how to organize the committee based on the demographics and geographics of the county. Have taken action to encourage greater citizen participation including moving the meeting time to 6 PM.

**Discussion:**

It was asked what the process is to notify officials appointing members of expiring appointments and how and when they are to be filled. The staff monitors the committees for vacancies and terms expiring to notify the officials that this is occurring. It was recommended that the elected officials fill the vacancies as soon as possible. Beth Alden noted that every January, a review of attendance is done and presented to the committees. This past year, due to recommendations from the nondiscrimination plan, have been talking to the CAC throughout the year to see how the CAC represents the county demographics. In the meantime, the existing members of the CAC

continue to serve as full voting members until they are replaced. Staff is looking at the recommendation process and expects to be coming back to the TPO Board with further recommendations.

It was noted that there should be no pause in appointments and vacancies need to be filled immediately and it is inappropriate to not fill those positions. Ms. Alden had asked that the TPO Board give staff some time to come up with appropriate solutions. If the current vacancies are filled, it will not allow for expanded representation based on the county makeup. It was stated that the CAC vacancies be filled and when a new plan is developed, bring that back to the TPO Board for consideration. There is agreement that greater diversity is an opportunity. It was expressed that changing the meeting time and the allowance of virtual attendance provides expanded participation.

**B. TAC – September 12, 2022** (Davida Franklin, TPO Staff)

- Approved
  - TIP Amendments
  - Health Impact Assessment of 2045 LRTP Complete Street Projects
  - Plant City Canal Connector Trail Study
- Status Reports
  - Tampa MOVES Plan
  - Hillsborough Count Paved Trail Big Data Survey
  - TPO Multimodal Level of Service Report

**C. LRC – Cancelled** (Davida Franklin, TPO Staff)

**D. BPAC – Cancelled** (Davida Franklin, TPO Staff)

**E. TPO Policy – October 12, 2022** (Beth Alden)

- Briefed about the Trail Feasibility Study in Plant City, it was approved. TPO should include asking the public how projects get paid for.
- Heard a report on wildlife movement corridors along I-4 and how to facilitate those movements.

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

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

**VII. CONSENT AGENDA** (Timestamp 0:41:58)

**A. Committee Appointments**

- LRC – Brynn Dauphinais, alternate (Planning Commission)
- TAC – Lara Bouck (City of Tampa primary) and Danni Jorgensen (City of Tampa alternate)
- BPAC – Chedline Apollon (Department of Health primary) and Nicole Sutton (Department of Health alternate)

**B. Plant City Canal Connector Trail Study**

**Motion to approve items A and B of the consent agenda from Commissioner Overman, seconded by Councilmember Maniscalco; the voice vote passes unanimously.**

**Discussion:**

It was asked if the letter is time sensitive and if a briefing could be added. Yes, it is due on October 13, 2022.

**C. Letter of Support for Tampa's RCP Grant Application for Ashley Drive (Alex Henry, City of Tampa)**

- Review of the timeline of the need to reconfigure Ashley Drive – started in 2012.
- Went over the concept and adjacent changes for the corridor. Ashley Drive to Tampa Street connection.
- City of Tampa has been working to redevelop 4 acres into affordable, mixed-use, development with retail on the first level and housing on the upper levels. This will re-instate the Urban Core to what it was before the interstate and Ashley Drive were put in. There will be new pedestrian features and traffic calming measures.
- Feel that this project works with the RCP grant as it will reconnect historic streets while promoting economic activity. This corridor has also been identified as a community of concern and the redevelopment project will assist in addressing those needs as well.
- The City of Tampa is competing in the construction part of the funding and not the planning part which the TPO is competing in.

**Discussion:**

It was asked how much of the grant would require local funds. It would require 50% that would be matched with city funds. It was noted that this will create three or four new blocks with the opportunity to build more housing and allow for living, work, and play. It was noted that the exit ramp that divides Ashley Street and Tampa is very dangerous, and the improvement will make it safer.

Mayor Ross moved to approve the letter, seconded by Commissioner Overman. The voice vote was passed unanimously.

**VIII. ACTION ITEMS:**

**A. TIP Amendment: Walk/Bike Safety Outreach and HART New Passenger Ferry Grant (Roger Mathie, TPO Staff) (Timestamp 0:57:01)**

- 2 Amendments Requested by FDOT .
  - Walk/Bike Safety Outreach – additional \$401,000
    - Data collection and public information/education.
    - High Injury Network
    - This will include technology to communicate with pedestrians and bicyclists via their smartphone
  - HART New Passenger Ferry Grant – additional \$6 M
    - Funds awarded from USDOT to purchase a ferry for the Cross Bay Ferry route
    - Reviewed public outreach
      - Both have been approved by TAC and CAC.



**Presentation:** [TIP Amendment Presentation](#)

**Report:** [Comparative Report](#)

**Recommended Action: Approve the amendment to the FY2022/23 – 2026/27 TIP and add funds to Project Number 444199-1 Walk/Bike Safety Outreach and 451342-1 HART Passenger Ferry Grant.**

**Discussion:**

It was asked that, up until this point, the Cross Bay Ferry has not been owned and has been contracted by another company. Yes, it has been contracted by HMS. A ferry is brought here from up north when it is not in use. This will make it a permanent, year-round ferry, the match has been provided by the county at \$1 million. The ferry is arriving late due to the storms. It has been asked if this ferry could be used to help in Ft. Myers in the recovery efforts. It was asked if the maintenance and crew will be the responsibility of the current funding parties. It was also noted that the ferry ridership has been increasing, has sold out, and is effective for getting across the bay. It was noted that the rescue efforts of 9/11/2001 were primarily done by ferry.

**Commissioner Overman moved to approve the FY2022/23 – 2026/27 TIP and add funds to Project Number 444199-1 Walk/Bike Safety Outreach and 451342-1 HART Passenger Ferry Grant; seconded by Mayor Ross. Voice vote, motion approved unanimously.**

**B. Health Impact Assessment of 2045 LRTP Complete Streets Projects (Joshua Barber, TPO Staff)**  
*(Timestamp 1:05:29)*

- Went over the background – part of a larger ask by the TPO, due to budget, focused on Complete Streets.
- Working to better understand how Complete Streets impact public health.
- Worked with the Healthy Mobility Model – land use, establish baseline, forecast, identify and prioritize improvements
- Developed community health risks assessment – did an aggregate of six chronic diseases
- Chose five study roadways – E. Dr. Martin Luther King Blvd., Hillsborough Ave, Lithia Pinecrest, US 301, W. Platt Street/ W. Cleveland Street – reviewed the percentage of disease prevalence in each area.
- Looked at the demographics/ economics and health – large gaps in education, poverty, income, rent and transportation burden. The lowest rate of educational attainment had the highest rates of poor health outcomes.
- Looked at the environmental justice areas – EJ areas are significantly more likely to have health outcomes below average.
- Looked at urban design/ environment and health-specific areas including Dr. Martin Luther King Jr. Blvd, I-275 to N 40<sup>th</sup> Street; Lithia Pinecrest
- Review of key takeaways
- Looked at prioritization principles and where to prioritize projects in the Complete Street treatments. Improve active facilities ratios, reduce traffic proximity and air pollution, improve safety, and incentivize non-car commutes.
- Went over high-level recommendations at the planning level.

**Presentation:** [Health Impact Assessment of Complete Streets in LRTP](#)

**DRAFT:** [Health Risk Assessment Technical Memorandum](#)

**DRAFT:** [Statistical Analysis and Scenario Planning Technical Memorandum](#)

**Recommended Action: Approve recommendations and draft technical memorandums.**

**Discussion:**

It was noted that transportation and housing are talked about but not health. The lack of walkability, bike lanes, safety, and food deserts really play a part. It was brought up that the car is relied upon too heavily and that this is not a pedestrian-friendly community. Need to focus on getting people out and moving, “health is wealth”. The lens that this creates is being incorporated into other areas and the recommendations will be included in planning. The county has been asked by the Director of Health to bring housing and healthcare together, this needs to be brought into the LRTP.

**Commissioner Overman moved to approve the recommendations and draft technical memorandums; seconded by Mayor Ross. Roll call vote, the motion passes 14 – 0.**

**STATUS REPORTS**

**A. Potential LRTP Amendment re: I-275 Additional Lanes, Hillsborough to Bearss** (Johnny Wong, TPO Staff) (*Timestamp 1:23:28*)

- Went over the background – Projects on I-275 north of Downtown including the Downtown Interchange. Cost estimate in FDOT’s recent SIS Cost Feasible Plan draft: \$223 million.
- Recent TPO Board Actions occurred at the June 2021 TIP Public Hearing, the June 2022 TIP Public Hearing
- Review of what is in FDOT’s proposed project for I-275 between Hillsborough and Bearss – new general-purpose lane in each direction along with ancillary treatments
  - Explained Traffic Volume & Congestion Impacts of 6 vs. 8 lanes – some areas of surface roads are expected to decrease and areas of I-275 are expected to increase; the experience for system users will be slight if at all.
  - Looked at safety impacts and high-injury crash data
  - Went over transit impacts
  - Went over Equity impacts
- Next Steps
  - Went over LRTP Amendment Process and requirements

**Presentation:** [2045 LRTP: I-275 from Hillsborough Ave to Bearss Ave, 6 lanes vs 8 lanes](#)

**Discussion:**

This project was taken out of the TIP and this is starting the process to consider removing this from the LRTP. There was a discussion about the project cost, ~\$223 million. Compared the six and eight-lane congestion, it was noted that there is very little difference. Florida and Nebraska are

below capacity now except for one intersection. The crash rate on I-275 is above the state average; the PD&E study says it will reduce crashes, but the congestion won't be impacted.

**Commissioner Kemp directed TPO Staff to schedule a public hearing to remove the additional lanes on I-275 from the LRTP; also moves that, as part of the process, staff research the fifteen-foot internal lanes and coordinate a response with FDOT as to what those fifteen-foot lanes may be used for in the future.**

**Discussion:**

Secretary Gwynn noted that there is a lot of information in the model. The current model in 2045 includes a very robust transit system that draws traffic off the roadways. The model shows a 50% increase in traffic from Hillsborough to Bearss and a 100% increase north to Pasco County. If the interstate is not increased, it will force traffic onto local roadways. The widening will not solve congestion; it will move more traffic into the environment. Is not sure what taking this out of the LRTP would accomplish. This project is not in the TIP, and it is not funded. It will invalidate the BRT models on surface streets. Recommends that it be looked at during the 2050 update instead of pulling it out of the current LRTP and there may be unintended consequences that could occur.

There was discussion about the BRT projects on the interstate and who would pay for it becomes mute if the project is removed and could muddy up the street-level BRT that has been approved. It was questioned how removing this project would invalidate the street-level BRT. It was noted that since widening the interstate acts as a magnet and draws traffic out of the local neighborhoods, what would be the economic impact on those neighborhoods, this should be addressed in the public hearing process. It was noted that if safety is made the priority, there is no impact on the crashes. If there is no sales tax, there is no way regional BRT will come down I-275. Without a dedicated BRT lane, it will not improve the speed and turnaround times for the buses. Safety is not being addressed, balanced mobility is not being addressed, and this project does not serve the overall goal.

It was noted that the LRTP must be revised every five years and that is appropriate to make sure things are aligned. That process is about to begin; this discussion seems misguided. It is spending taxpayer money to have research and hearings for an unfunded project that has zero chance of happening before the LRTP clock takes its course. For the sake of the growth of the community and remaining an economic center, it is a good idea to pause this for the course of the LRTP. It was noted that congestion doesn't get worse, it gets longer. Taking the pause allows time to have the entire system between the agencies and entities work together and build an overall plan and focus versus one project. It was asked if, in the future, the interior lanes would not become express lanes. Secretary Gwynn stated that it would not be possible without opening up the entire environmental process and SEIS. It is not possible for express lanes to just be put in by FDOT. It was asked when the LRTP revision will take place; it will be voted on in 2024. It was brought up that Hillsborough County is in a state of uncertainty when it comes to transportation planning. The same problems are identified and time and again, the citizens are unable to vote on the investment in their future. The county is flying blind as to future funding and whether transportation plans are going to move forward and if transit plans are going to come to fruition at

this point. It was noted that there is no compelling reason to deal with the LRTP right now and it is not pressing until there is more clarity about where the county is.

**Commissioner Kemp amended her motion to continue this issue until February 2023. Seconded by Councilmember Maniscalco. The roll call vote passes 9 – 4.**

**IX. EXECUTIVE DIRECTOR'S REPORT** (*Timestamp 2:23:06*)

- A. SunRunner BRT field trip – Tuesday, November 15, 1:30 PM.
- B. 2023 Board Officer Election to be held in December 2022. Will need to entertain new candidates for Chair and Vice Chair as they are term-limited.

**X. OLD & NEW BUSINESS** (*Timestamp 2:23:53*)

- A. Next meeting is on December 14, 2022.
- B. BOCC emergency meeting that is open to public comment on October 13, 2022, at 5 PM.

**XI. ADJOURNMENT** – The meeting adjourned at 12:25 PM

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

**Social Media**

**Facebook**

**9/21**

**Regarding a post about the 2022 Fancy Women Bike Ride**

**Dave Coleman** - "So sad about the 273 deaths and 7,300 hit and runs last year, probably about the same this year." "Hillsborough TPO following, this has to change. Part of the reason my daughter moved to Portland with her 2 bikes strapped to her car was how dangerous Tampa is."

**Christopher Vela** - "Dave Coleman probably already said this, but every year, there are anticipated fatalities. This means the tpo, among other agencies, evaluates current crash(fatal) trends- 'x' amount of people are expected to die on our county's roads. FHWA, a fed org, establishes this expectation of death. Why is this bad? Well, we shouldn't focus so hard on how many lives we will lose next year. We really should just focus on losing zero. That is why #visionzero can be one hoax of a goal. Who cares about looking good? Just be good."

**Walter John Slupecki** - "Vela Christopher yep, especially when you continue to have power players that support TBNEXT & #FakeBRT"

**Mike Lamarca** - "Hillsborough TPO so, BPAC next recommendation gonna be zero? I double dare you."

**9/22**

**Vela Christopher (In response to a question about I-275 discussions with the TPO)** - "Tim Keeports Got it. Other than the regular meetings from the Hillsborough TPO, I haven't heard anything."

The city is proposing its own 'mini-blvd project' for Ashley. Not sure if you know about it. I can also send you the details."

**10/10**

**Mike Lamarca** - "Hey All for Transportation, now that you have been defeated twice, maybe you should start being transparent with the residents of Hillsborough County. Your plan was a money grab, and nothing more. Your entire campaign was smoke and mirrors, with absolutely zero transparency. Even your mailing address was a nod to secrecy. Do you want to save lives? Do you want to improve transportation in Hillsborough County? Let's start with fixing the obscene wasteful spending the BOCC approves. Then let's fix the Hillsborough TPO and their mentality that only money will fix the problems. Vision Zero Hillsborough, as part of the TPO, could be a great help to fixing that, if they let it happen. We need to get away from just listening to the AICP folks, and start listening to the actual users. You aren't going to fix the transportation issues, and the car-centric issues, by having more public options. It is blatantly obvious when we look at the schools around here, and the car rider lines. Those students can either walk, or take the free bus, and their parents don't allow it. Now, that's two generations of people that won't use HART Hillsborough Area Regional Transit public transportation. Until you change that, you won't change the rest, no matter how many dollars are thrown at it. And since the Hillsborough County Sheriff's Office won't enforce the parking in the bike lanes, and parking in the No parking areas in front of those schools, we aren't even trying to fix that thinking."

**Twitter**

**9/16**

**El Hijo de Doña TERE (In response to a Tampa Bay business Journal post about the transportation surtax addressing forecasted issues due to a growing population)**

"That's why cars dealers outnumber fast foods establishments"

[\(Return to Minutes\)](#)

**Email**

***The Board Folder was emailed to the TPO Board on 10/11/2022***

Chris Vela – Submitted a letter asking that the TPO not support the City of Tampa applying for the RCP Grant for Ashley Street.

Gloria Jean Royster – Submitted a letter noting that she supports the Ashley Drive reconnection but has concerns about the small number of Tampa residents it would impact and that the design is not reducing traffic. She also expressed concerns about pedestrian safety in the design.

Alana Brasier – Shared the SS4A grant application which has a big focus on implementing the findings from the Safe Access to Parks study and the Safe Routes to School Study done by the TPO.

Lauren Coffey – Advocated for repurposing the soon-to-be demolished northbound span of the Howard Frankland Bridge

# Committee Reports

## Intelligent Transportation System Committee on October 13

The ITS heard status reports on the following items:

- City of Tampa ATMS Cybersecurity Project Update (Rick Tiene, Mission Secure for the City of Tampa)
  - The committee heard background on Operational technology (OT) cyber threats and that how OT is getting increasingly vulnerable for hackers. The threats could be cyber attacks, insider threats and human error. The presentation covered traffic system. There is a great deal of weakness in the traffic system and communication to and from the cabinet to the traffic management center. The goal is to stop OT threats head-on and protect the system.
- Cybersecurity Concern for Software as a Service (SaaS) (Adam Graham, One.Network)
  - This presentation covered some of the issues to be aware of when purchasing software as a service (SaaS). One network is a platform for traffic professionals to plan work zone events or road closures and send the information through third party apps for users to see. The presentation covered the types of security concern that could arise from people responsible, hosting platform issues and the software itself. There was discussion on the vulnerability of agency data that is being shared and whether the information is two-way. Hence the confidence of having a secure system is very important.
- Tampa International Airport Emerging Technologies and Security Systems (Marcus Session and Ray Secret, Hillsborough County Aviation Authority)
  - This presentation covered some current and emerging technologies that are available at the Tampa International Airport. TPA has introduced exit and entry biometrics (E-Gates) for all international flights. All the information is secure and handled by CBP and TSA. They also covered topics on automated TPA SkyConnect trains and shuttles, remote baggage drop off and Common Use Passenger Processing System (CUPPS). There was discussion on potential threats including weakness in security or software vulnerabilities. The new systems are only additional to the existing systems, and are still evolving; and are not replacing current technologies immediately.

## Livable Roadway Committee (LRC) Meeting of October 26 and November 30

The LRC heard status reports on October 26<sup>th</sup> on the following:

- Tampa Moves Plan Update
- Tampa International Airport Master Plan Process
- Multimodal Level of Service Report
- Hillsborough County Paved Trail Big Data Survey

The LRC took action on November 30<sup>th</sup> on the following:

- Tampa School Transportation Safety Study
- 2023 Meeting Calendar

The LRC heard status reports on November 30<sup>th</sup> on the following:

- Fowler Avenue FDOT PD&E, HART's Arterial BRT and Plan Hillsborough Vision Plan Studies

### **Bicycle Pedestrian Advisory Committee (BPAC) Meeting of October 26 and November 30**

The BPAC approved the following action item on October 26:

- Approval of New Members
  - Peter Davitt and David Cellitti were unanimously approved as new members.

The BPAC heard status reports on October 26:

- Tampa MOVES Update (Mobility Staff, City of Tampa)
  - The committee heard an update on the Tampa Moves Plan , which outlined the City's transportation assets, funding services, and infrastructure gaps. The committee asked questions about potential funding sources such as the Local Option Gas Tax and developer impact fees. TPO Staff will bring back other funding sources that have been identified.
- Hillsborough County Paved Trail Big Data Survey (Sarah Caper and Chris Fellerhoff, Hillsborough County)
  - The committee was updated on the County's Big Data survey for paved trail systems, which collected both spatial and temporal data throughout 2021. The committee asked questions about whether the study would lead to facility improvements. Specific uses for the data have not yet been narrowed down, but among other things the data could potentially be used to rank trails by their popularity.
- Multimodal Level of Service Report (Connor MacDonald, TPO Staff)
  - The committee received a review of the report's purpose, the concept of level of service rankings, and plans for the report's updates and publication. It was asked when the completed report will come back to the committees, and this is anticipated for December or January. It was noted that Transit Level of Service has not been gone over at this time.

The BPAC took action on the following items on November 30<sup>th</sup>:

- Tampa School Transportation Safety Study
  - The committee expressed appreciation for the extensive work that went into the study, raised questions about how it would be implemented, and asked if its recommendations could be replicated at multiple schools. The BPAC unanimously recommended that the TPO Board approve the Tampa School Transportation Safety Study.
- Potential Recess in December 2022
  - The committee unanimously agreed to take a recess for the December 2022 meeting as it falls on December 21<sup>st</sup>.
- 2023 Meeting Calendar
  - The committee amended the 2023 meeting calendar to cancel the December 2023 meeting unless there is some sort of emergency that needs the committee's attention, and then unanimously approved the revised calendar.

The BPAC heard status reports on the following items on November 30<sup>th</sup>:

- Fowler Avenue Studies

- The committee members asked questions about the changing intersections in Temple Terrace and their connection to a future paving project. FDOT confirmed that it will check on the paving project and make sure it is tied to other projects. Committee members raised additional questions about midblock crossings being considered with the project, and how much shorter each different roadway configuration would make pedestrian crossings. Members also asked about the connection between HART's BRT study and FDOT's Project Development and Environment Study.
- Hillsborough County Greenways Master Plan
  - The BPAC received a thorough update from Hillsborough County staff on the Greenways Master Plan process, which is about halfway through completion. Committee members had no questions.

### **Transportation Disadvantaged Coordinating Board Meeting on October 28**

The TDCB took action on the following items:

- Coordination Contract with Angels Unaware
- Coordination Contract with Gracepoint
- Coordination Contract with Human Development Center
  - Coordination Contracts are agreements between the CTC and agencies receiving Section 5310 funding. They provide for the sharing of data between the agencies and for the coordination of trips and services on an as-needed basis.
- Transportation Disadvantaged Annual Operating Report
  - The Annual Operating Review (AOR) is an annual requirement of the Community Transportation Coordinator to provide to the Transportation Disadvantaged Coordinating Board (TDCB) for its review, and then to submit the AOR to the Commission for the Transportation Disadvantaged. The AOR serves several purposes. The AOR itemizes information relating to the transportation services delivered by the coordinator and allows the Local Coordinating Board to develop a thorough understanding of the coordinated transportation disadvantaged program in the service area. The report also provides the Commission for the Transportation Disadvantaged with a uniform state-wide data base which is used to monitor the effectiveness and efficiency of the program.
- Community Transportation Coordinator Evaluation
  - The CTC continues to rebound significantly after the COVID-19 Pandemic. Nearly all performance measures were met with only on-time performance and trips per capita falling marginally below the standard set out in the TDSP, and trips per revenue hour falling below the standard.
  - All items were approved unanimously by the TDCB.

The TDCB heard status reports on:

- Tampa MOVES Plan
- Hillsborough County Paved Trail Big Data Survey
- Sunshine Line Update
  - Sunshine Line completed their audit with the CTC with zero findings. Drivers continue to be hired and the driver shortage is currently abating. Trips are up for the Adult Day Training program.



## **Citizens Advisory Committee (CAC) Meeting of November 2**

The CAC received presentations on the following action items:

- TIP Amendment for Rail Crossings
  - The committee unanimously approved the TIP Amendment and is forwarding that recommendation to the TPO Board. The committee requested that staff provide some additional information at a future meeting regarding rail transportation operations in a downtown urban environment, specifically how the Federal Railroad Administration regulates noise and vibration impacts.

The CAC also received status reports on the following items:

- Tampa School Transportation Safety Study
  - The committee praised the study for its importance, particularly with respect to safety. Some members expressed disappointment for the limited number of survey responses received and brainstormed ways to collaborate with school administrators to circulate future surveys more widely.
- Tampa MOVES Plan Update
  - A robust conversation ensued covering topics ranging from Tampa's untapped revenue sources to national safety trends to achieving economies-of-scale by bulk purchasing outdated traffic signals. One committee member implored Mayor Castor to aggressively increase mobility fees on city developers.
- Hillsborough County Greenways Master Plan
  - Hillsborough County staff provided a brief, yet thorough, overview of its Greenways Master Plan. The committee only asked that there be collaboration among the County and the local governments to ensure an effective planning process.
- Hillsborough County Bicycle Network Evaluation
  - The committee suggested that the countywide network bicycle facilities be coordinated with transportation needs of schools to ensure that students have a safe bike route to school.
- Fowler Ave PD&E Study and Vision Plan
  - Committee members raised questions about how the Vision Plan project managers would effectively engage low-income and student households to participate in the process and how land use changes could make reduce the operating speeds on Fowler. Suggestions were made about beautification of the area and making improvements to roadside signage.

## **Voluntary Workshop of the CAC on Committee Restructuring**

The CAC held a voluntary workshop to recap the purpose and proposals for restructuring the committee to increase opportunities for diversity among the members. TPO staff presented data showing that there are several demographic groups and geographies which are underrepresented to varying degrees on the committee. While this workshop was only informational in nature, members in attendance did cast hypothetical support for one of four proposals discussed. The proposal which garnered the most support

would see the committee expanded to include one appointee from each of the TPO Board members and 20 at-large seats reserved for underrepresented groups. Appointees of elected TPO Board members would be termed out only when that Board member no longer serves, while all other members would serve a six-year term beginning in January 2023. Under this proposal, TPO staff would conduct an annual demographic and geographic review of committee members and compare that to countywide data, the results of which would establish recruitment priorities and inform candidate approval by the TPO Board. While all members attending the workshop expressed a preference for how to restructure the committee, one member indicated strong reservations about having TPO staff lead the recruitment and recommendation process, stating they believe this to be a conflict of interest.

**Joint Technical Advisory Committee (TAC) and  
Citizens Advisory Committee (CAC) Meeting of December 7**

A verbal report will be provided at the meeting.



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### Agenda Item:

Gulf Coast Safe Streets Summit Vision Zero Hero and Bob the Bulder Awards

### Presenter:

Beth Alden, Hillsborough TPO Executive Director

### Summary:

Each year at the [Gulf Coast Safe Streets Summit](#), the Hillsborough TPO acknowledges the outstanding contributions towards traffic safety of one or two of our community members, by presenting a “Vision Zero Hero” and/or “Bob the Builder” award.

The Livable Roadways Committee reviewed all the Bob the Builder and Vision Zero Hero nominations, then selected Emily Hinsdale as this year’s Vision Zero Hero and Robert Frey, THEA as Bob the Build award recipients. The 2022 Summit was held November 3, 2023, hosted by Polk TPO. The recipients received their award during a ceremony on Nov 3 and will be recognized again today.

### **Hillsborough TPO’s 2022 Gulf Coast Safe Streets Summit (GCSSS) “Vision Zero Hero” Award**

Emily Hinsdale was selected for her work as the president and founding member of award-winning Florida nonprofit Sidewalk Stompers, Inc., a walk-to-school programming and advocacy organization. Sidewalk Stompers' programs are designed to increase student health, mental wellness, community connections, and road safety; it envisions a new generation engaged in active transportation, growing up healthier and better invested in their community. Sidewalk Stompers offers an incentive-based program to encourage participation. Founding school Roosevelt Elementary averaged 80 students walking to school in 2016; and today serves over 340 students, or almost half the school. Sidewalk Stompers now offers growing programs at ten Hillsborough County public schools. To support these engagement programs, Sidewalk Stompers also advocates for safer infrastructure around schools, and has been successful in obtaining new all-way stops, new crosswalks, crossing guards, updated city codes governing sidewalk installation, as well as piloting innovative road designs at partner schools.

Emily has served in an advisory capacity on the Transportation Planning Organization's (TPO) School Transportation studies, and Hillsborough County's Safe Routes to School Advisory Committee. She a member of the Hillsborough TPO's Livable Roadways Committee and participates in the Florida Department of Transportation's District 7 Community Traffic Safety Team.



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## **Hillsborough TPO's 2022 Gulf Coast Safe Streets Summit (GCSSS) "Bob the Builder" Award**

Bob Frey, Director of Innovation and Planning at the Tampa Hillsborough Expressway Authority (THEA), was selected for the "Bob the Builder Award."

The Selmon Greenway was Bob's first project with THEA. From the inception of a 1.9-mile bare-bones mobility trail, Bob and his team have spearheaded the growth and beautification of this urban spine with safety-conscious designs and planning. Over the last six years, Bob has implemented and deployed plans for five pocket parks. The Greenway will be expanding with a more developed plaza, connections, and wayfinding tools with an upcoming project thanks to Bob's focus on multimodal travel solutions.

Meridian Avenue is another example of design being deployed in a community-minded approach. Since THEA's roadway and streetside improvements, the avenue has become a corridor of growth and has been instrumental in enhancing the Channelside neighborhood. Residents and visitors can enjoy high-visibility crosswalks, pedestrian refuge islands, raised medians with landscaping, a 15-foot shared-use path/sidewalk, and enhanced pedestrian lighting for safer evening walks to neighborhood businesses and parks.

Under Bob's leadership, every THEA project has the direction to go above and beyond the standard guidelines for walkability and pedestrian safety.

### **Recommended Action:**

Present 2022 Gulf Coast Safe Streets Vision Zero Hero certificates.

### **Prepared By:**

Lisa K. Silva, AICP, PLA, TPO Staff

### **Attachments:**

None

# Committee Reports

## **Intelligent Transportation System Committee on October 13**

The ITS heard status reports on:

- City of Tampa ATMS Cybersecurity Program
- Cybersecurity Concern for Software as a Service (SaaS)
- Tampa International Airport Emerging Technologies and Security Systems

## **Livable Roadway Committee (LRC) Meetings of October 26 and November 30**

The LRC heard status reports on:

- Tampa Moves Plan Update
- Tampa International Airport Master Plan Process
- Multimodal Level of Service Report
- Hillsborough County Paved Trail Big Data Survey
- Fowler Avenue FDOT PD&E, HART's Arterial BRT and Plan Hillsborough Vision Plan Studies

The LRC took action to approve:

- ✓ Tampa School Transportation Safety Study
- ✓ 2023 Meeting Calendar

## **Bicycle Pedestrian Advisory Committee (BPAC) Meetings of October 26 and November 30**

The BPAC took action to approve:

- ✓ New Members
  - Peter Davitt and David Cellitti were unanimously approved as new members.
- ✓ Tampa School Transportation Safety Study
  - There were questions on how it would be implemented and if its recommendations could be replicated at multiple schools.
- ✓ Recess in December 2022
- ✓ 2023 Meeting Calendar

The BPAC heard status reports on:

- Tampa MOVES Update
  - The committee asked questions about potential funding sources such as the Local Option Gas Tax and developer impact fees
- Hillsborough County Paved Trail Big Data Survey
  - The committee were interested if the study would lead to improvements, such as ranking trails by their popularity.
- Multimodal Level of Service Report
  - The committee requested an update when the report was complete with transit level of service.
- Fowler Avenue Studies

- The committee members asked questions about intersections in Temple Terrace, where midblock crossings are being considered, pedestrian crossing distance and connection between HART's BRT study and FDOT's Project Development and Environment Study.
- Hillsborough County Greenways Master Plan

### **Transportation Disadvantaged Coordinating Board Meeting on October 28**

The TDCB took action to approve:

- ✓ Coordination Contract with Angels Unaware
- ✓ Coordination Contract with Gracepoint
- ✓ Coordination Contract with Human Development Center
- ✓ Transportation Disadvantaged Annual Operating Report
- ✓ Community Transportation Coordinator Evaluation
  - The CTC continues to rebound significantly after the COVID-19 Pandemic. Nearly all performance measures were met with only on-time performance and trips per capita falling marginally below the standard set out in the TDSP, and trips per revenue hour falling below the standard.

The TDCB heard status reports on:

- Tampa MOVES Plan
- Hillsborough County Paved Trail Big Data Survey
- Sunshine Line Update
  - Sunshine Line completed their audit with the CTD with zero findings. Drivers continue to be hired and the driver shortage is currently abating. Trips are up for the Adult Day Training program.

### **Citizens Advisory Committee (CAC) Meeting of November 2**

The CAC took action to approve:

- ✓ TIP Amendment for Rail Crossings
  - The committee requested staff provide additional information at a future meeting regarding rail transportation operations in a downtown urban environment, specifically how the Federal Railroad Administration regulates noise and vibration impacts.

The CAC heard status reports on:

- Tampa School Transportation Safety Study
  - The committee praised the study for its importance, particularly with respect to safety. Some members expressed disappointment for the limited number of survey responses received and brainstormed ways to collaborate with school administrators to circulate future surveys more widely.
- Tampa MOVES Plan Update
  - The committee had robust discussion on untapped revenue sources, national safety trends and to achieving economies-of-scale by bulk purchasing outdated traffic signals. There was a suggestion to increase mobility fees on city developers
- Hillsborough County Greenways Master Plan
  - The committee asked that there be collaboration among the County and the local governments to ensure an effective planning process.
- Hillsborough County Bicycle Network Evaluation

- The committee suggested that the countywide network bicycle facilities be coordinated with transportation needs of schools to ensure that students have a safe bike route to school
- Fowler Ave PD&E Study and Vision Plan
  - Committee members raised questions about how the Vision Plan project managers would effectively engage low-income and student households to participate in the process and how land use changes could make reduce the operating speeds on Fowler. Suggestions were made about beautification of the area and making improvements to roadside signage

### **Workshop of the CAC on Committee Restructuring**

The CAC held a workshop to discuss the purpose and proposals for restructuring the committee to increase opportunities for diversity among the members. TPO staff presented data showing that there are several demographic groups and geographies which are underrepresented to varying degrees on the committee. While this workshop was only informational in nature, members in attendance did cast hypothetical support for one of four proposals discussed. The proposal which garnered the most support would see the committee expanded to include one appointee from each of the TPO Board members and 20 at-large seats reserved for underrepresented groups. Appointees of elected TPO Board members would be termed out only when that Board member no longer serves, while all other members would serve a six-year term beginning in January 2023. Under this proposal, TPO staff would conduct an annual demographic and geographic review of committee members and compare that to countywide data, the results of which would establish recruitment priorities and inform candidate approval by the TPO Board. While all members attending the workshop expressed a preference for how to restructure the committee, one member indicated strong reservations about having TPO staff lead the recruitment and recommendation process, stating they believe this to be a conflict of interest.

### **Joint Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) Meeting of December 7**

The CAC did not have a quorum and, therefore, the actions items were presented as status updates and feedback was solicited for the following items:

- Tampa School Transportation Safety Study
  - ✓ TAC recommends approval to the TPO Board.
  - The CAC asked the extent to which pick-up line solutions could be engineered (with education campaigns to teach parents how to operate in the queue).
- TIP Amendment: Westshore Interchange Major Reconstruction
  - ✓ TAC recommends approval to the TPO Board.
  - One CAC member sought clarification as to what would happen if real estate prices and inflation decrease in the short-term (that a TIP Amendment might be sought to reflect a

cost-savings). Another committee member requested TPO staff to clarify that the additional funds will only be used for ROW and is not funding any other phase of project development.

- Freight Resilience and Supply Chain Study
  - One CAC member asked to what extent were supply chain disruptions due to epidemics/pandemics considered (many of the recommendations, while not specifically intended to address epidemics/pandemics, may be applied to those scenarios).
- 2023 Meeting Calendar
  - ✓ TAC recommends approval to the TPO Board.
  - The CAC did not offer any objections to the proposed meeting schedule for 2023.
- Bylaws Amendment for CAC
  - With a quorum not being present, the committee will discuss this topic again in January. Members requested two minor edits to the draft Bylaws amendment, which have been made in the attached document for the Board's review. Specifically, one request was to add language to the effect of "to the maximum extent feasible" to the statement, "demographic and geographic representation across the county must be adequately represented." Second, a request was made to adjust the term limits for at-large members and appointments made by unelected TPO board members to (3) two-year terms rather than (1) six-year term. That change was also made and is reflected in the attached document.
- 2023-2032 HART Transit Development Plan
  - Neither the TAC nor CAC had any questions about the presentation.





# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### Agenda Item

Committee Appointments

### Presenter

None – Consent Agenda

### Summary

The *Citizens Advisory Committee (CAC)* shall be responsible for providing information and overall community values and needs into the transportation planning program of the MPO; evaluating and proposing solutions from a citizen's perspective concerning alternative transportation proposals and critical issues; providing knowledge gained through the CAC into local citizen group discussions and meetings; and establishing comprehension and promoting credibility for the MPO Program. CAC members serve two-year terms.

The following have been nominated to serve on the CAC:

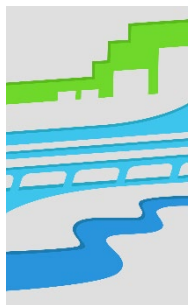
- Christine Acosta, by Councilman Citro
- Nicole Rice, by Councilman Maniscalco

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

The following have been nominated to serve on the BPAC:

- Jamie Morris, by the City of Temple Terrace
- Peter Davitt, Citizen-At-Large
- David Celetti, Citizen-At-Large

The *Technical Advisory Committee (TAC)* shall be responsible for considering safe access to schools in the review of transportation project priorities, long-range transportation plans and transportation improvement programs and shall advise the MPO on such matters. In addition, the TAC shall be responsible for assisting in the development of transportation planning work programs; coordinating transportation planning and programming; review of all transportation studies, reports, plans and/or programs, and making recommendations to the MPO that are pertinent to the subject



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documents based upon the technical sufficiency, accuracy, and completeness of and the needs as determined by the studies, plans and/or programs.

The following have been nominated to serve on the TAC:

- Bob Campbell and Abigail Flores, by Hillsborough County
- Jesus Peraza Garcia, by HART
- Rob Wassum, by Plant City, and Frank Coughenour, as alternate

The *Livable Roadways Committee (LRC)* shall be composed of representatives of local government departments, transportation agencies and other organizations. They may be elected officials, appointed officials, organization members, designated representatives or staff, but may not be staff or consultants to the TPO.

The following have been nominated to serve on the LRC:

- Jesus Peraza Garcia, as an alternate member for HART
- Danielle Riffenburg, as an alternate for the COT Parks
- Yeneka Mills, as an alternate for Plant City

**Recommended Action**

That the TPO confirm the above nominations.

**Prepared By**

Cheryl Wilkening

**Attachments**

None



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

2023 Meeting Calendar

### **Presenter:**

Committee Liaison, TPO Staff

### **Summary**

Staff has prepared a calendar of meetings for 2023. We ask that each TPO advisory committee review and approve its meeting dates. Upon approval by the TPO Board, this calendar will be published and posted online to provide the public with ample notice of meeting schedules.

### **Recommended Action**

Review and approve the 2023 TPO Board and Committees Meeting Calendar

### **Prepared By:**

Lisa K. Silva, PLA, AICP, TPO Staff

### **Attachments:**

2023 Draft Calendar



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## 2023 SCHEDULE OF MONTHLY MEETINGS

	TAC 1:30 PM	CAC 6:00 PM	Policy 8:30 AM	TPO 10:00 AM	LRC 9:00 AM	BPAC 5:30 PM	ITS 1:30 PM	TDCB 9:30 AM	TMA 9:30 AM	SCPTA 10:30 AM	MPO DIRECTORS 1:30 PM
JANUARY	9	4	11	11	18	25	5				6
FEBRUARY	6	1	8	8	15	22		23			3
MARCH	6	1	8	8	22	22			24 Pasco to host		3
APRIL	3	5	12	12	19	26	6	28			7
MAY	1	3	10	10	17	24					5
JUNE	5	7		14 (a) @ 6PM Public Hearing  23 (c) @ TBD Plan Hillsborough Boards Joint Strategy Session	21	28		30	23 Hernando to host	23 Hernando to host	2
JULY	Recess	TBD - Offsite Meeting	Recess	Recess	Recess	26 Workshop	6				Recess
AUGUST	7	2	9	9	16	23		25			4
SEPTEMBER	11	6	13	13	20	27			24 Hillsb. to host		1
OCTOBER	2	4	11	11	18	25	5	27			6
NOVEMBER	6	1	8	8	15	29					3
DECEMBER	Joint Mtg. 6 @ 12 PM TBD – Offsite Meeting		13	13	20	Recess		15	1 Polk to host	1 Polk to host	Recess
Meeting Location	(b)	(b)	(c)	(c)	(b)	(b)	(b)	(b)			

Acronyms

TAC Technical Advisory Committee of the TPO Board  
CAC Citizens Advisory Committee of the TPO Board  
Policy Policy Committee of the TPO Board  
TPO Transportation Planning Organization Board  
LRC Livable Roadways Committee of the TPO Board  
BPAC Bicycle-Pedestrian Advisory Committee of the TPO Board  
ITS Intelligent Transportation Systems Committee of the TPO Board  
TDCB Transportation Disadvantaged Coordinating Board  
TMA Tampa Bay Transportation Management Area Leadership Group  
SCTPA Sun Coast Transportation Planning Alliance

Meeting Locations

- (a) BOCC Chambers, County Center, 601 East Kennedy Blvd., 2<sup>nd</sup> Floor
- (b) Plan Hillsborough Committee Room, County Center, 601 East Kennedy Blvd, 18<sup>th</sup> Floor
- (c) 26<sup>th</sup> Floor, Rooms A&B, County Center, 601 East Kennedy Blvd
- (d) Planning Commission Boardroom, County Center, 601 East Kennedy Blvd, 18<sup>th</sup> Floor



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### Agenda Item

2023 TPO Board Officers & Committee Assignments

### Presenter

Cameron Clark, TPO Attorney

### Summary

*TPO Chair and Vice Chair:*

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

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

New officers shall take office immediately upon the conclusion of the election of officers. Officers shall be voting members of the board, and shall hold office for one year, with 2-year term limits.

*Policy Committee Members:*

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

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

The 2022 members were Commissioner Kemp, chair; Councilman Maniscalco, vice chair; Commissioner Smith; Commissioner Overman; Commissioner Cohen; Commissioner Myers (alternate member) and PTB CEO Anderson (alternate member).



*Tampa Bay Transportation Management Area (TMA) Leadership Group Members:*

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

Since 2014, each TPO Board has annually designated three of its members, and some alternates, to participate. Hillsborough's 2022 members were Councilman Citro, Commissioner Overman, Commissioner Kemp, PTB CEO Anderson (alternate member) and HCAA CEO Lopano (alternate member). Commissioner Overman was elected chair of the TMA for 2022.

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

Commissioner Myers served as TDCB Chair for 2022 and she is willing to continue to serve.

*Livable Roadways Committee (LRC) Chair* – The LRC was established by the TPO in the 1990's as a board-chaired taskforce to collaborate and lead on improving conditions within rights-of-way. Committee meetings are monthly, often the 4<sup>th</sup> Wednesday at 9:00 am. Councilman Citro served as 2022 Chair.

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

**Recommended Actions**

1. Nominate and vote on candidates for TPO Chair and Vice Chair.
2. Confirm that the current Policy Committee members and alternates will continue to serve, and seek a minimum of two new members. There is no limit on Policy Committee members.
3. Confirm that the current TMA members and alternates will continue to serve, and seek one new member.
4. Confirm Commissioner Myers (or another elected official) as TDCB Chair.

5. Confirm Councilmember Citro to continue to serve as LRC Chair or seek another Board member to serve if he does not wish to continue.
6. Confirm that Mr. Anderson, with Mr. Klug as his alternate, will continue to serve as MPOAC Alternate Representative.

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

**Attachments:** [Hillsborough TPO Bylaws](#)



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### Agenda Item:

Transportation Improvement Program (TIP) Amendments for Polk Street Rail Crossings and Westshore Interchange Major Reconstruction

### Presenter:

Roger Mathie, TPO Staff

### Summary:

The Florida Department of Transportation (FDOT) is requesting two amendments to the FY2022/23 – 2026/27 TIP, which will add funding for two projects, described below:

- 451433-1 Polk Street Rail Crossing Technology
- 412531-2 Westshore Interchange Reconstruction

The additional funding for the rail crossing technology will be used to purchase “Radio Key Down Equipment” which will allow CSX operators to activate signals at rail crossings along Polk Street. By updating the obsolete equipment, this project is anticipated to improve the TPO’s Smart Cities performance metrics.

Approving the second amendment to the Westshore Interchange reconstruction would add approximately \$71 million of funds, with no new acquisition of right-of-way, to accommodate increasing property value near the interchange.

### Recommended Action:

Approve the TIP Amendments to fund Project Number 451433-1, Polk Street Rail Crossing Technology and 412531-2, Westshore Interchange Major Reconstruction.

### Prepared By:

Roger Mathie, TPO Staff

### Attachments:

1. Comparative Reports
2. Presentation Slides



Plan Hillsborough  
[planhillsborough.org](http://planhillsborough.org)  
[planner@plancom.org](mailto:planner@plancom.org)  
813 - 272 - 5940  
601 E Kennedy Blvd  
18<sup>th</sup> floor  
Tampa, FL, 33602



**FDOT  
5 Year TIP  
Hillsborough County, District 7**

**HIGHWAYS**

<b>Status</b> Amended	<b>Amendment Date:</b> 12/14/2022	<b>Amendment Number:</b> 6
<b>Item Number:</b> 451433 1	<b>Description:</b> POLK STREET FROM E JEFFERSON ST TO ASHLEY STREET	<b>LRTP:</b> Smart Cities, p. 39
<b>Related Project:</b>	<b>Extra Description:</b> INSTALLATION OF RADIO KEY DOWN EQUIPMENT AT VARIOUS RAIL CROSSINGS	
<b>Project Length:</b> 0.525	*NON-SIS*	
<b>Type of Work</b> RAIL SAFETY PROJECT		

Fund	<2023	2023	2024	2025	2026	2027	>2027	All Years
<b>RAILROAD &amp; UTILITIES - Managed by FDOT</b>								
Added	RHH	\$0	\$119,580	\$0	\$0	\$0	\$0	\$119,580
Totals:		\$0	\$119,580	\$0	\$0	\$0	\$0	\$119,580
Item 451433 1 Totals:		\$0	\$119,580	\$0	\$0	\$0	\$0	\$119,580

RHH - RAIL HIGHWAY X-INGS - HAZARD



**FDOT  
5 Year TIP  
Hillsborough County, District 7**

**HIGHWAYS**

**Status** Adopted      **Adopted Date:** 06/08/2022

Item Number: **412531 2**      Description: I-275 (SR 93)/SR 60 INTERCHANGE      LRTP: S-1

Related Project:      Extra Description: ROW FOR INTERSTATE MODIFICATION SECTION 4

Project Length: 0.263 **\*SIS\***

Type of Work INTERCHANGE - ADD LANES

Fund	<2023	2023	2024	2025	2026	2027	>2027	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
DS	\$100,937	\$0	\$0	\$0	\$0	\$0	\$0	\$100,937
DDR	\$3,803	\$0	\$0	\$0	\$0	\$0	\$0	\$3,803
<b>Totals:</b>	<b>\$104,740</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$104,740</b>
<b>RIGHT OF WAY - MANAGED BY FDOT</b>								
PKED	\$22,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$22,200,000
ACNP	\$33,036,286	\$0	\$0	\$0	\$0	\$0	\$0	\$33,036,286
BNIR	\$160,514,832	\$20,000,000	\$23,820,809	\$0	\$0	\$0	\$0	\$204,335,641
DDR	\$1,874,837	\$0	\$0	\$0	\$0	\$0	\$0	\$1,874,837
DI	\$20,137,815	\$0	\$21,473,228	\$0	\$0	\$0	\$0	\$41,611,043
DIH	\$606,266	\$100,000	\$47,734	\$0	\$0	\$0	\$0	\$754,000
DS	\$499,770	\$0	\$0	\$0	\$0	\$0	\$0	\$499,770
GMR	\$253,522	\$0	\$0	\$0	\$0	\$0	\$0	\$253,522
<b>Totals:</b>	<b>\$239,123,328</b>	<b>\$20,100,000</b>	<b>\$45,341,771</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$304,565,099</b>
<b>Item 412531 2 Totals:</b>	<b>\$239,228,068</b>	<b>\$20,100,000</b>	<b>\$45,341,771</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$304,669,839</b>

<b>Status</b> Amended	<b>Amendment Date:</b> 12/14/2022	<b>Amendment Number:</b> 7
<b>Item Number:</b> 412531 2	<b>Description:</b> I-275 (SR 93)/SR 60 INTERCHANGE	<b>LRTP:</b> S-1
<b>Related Project:</b>	<b>Extra Description:</b> ROW FOR INTERSTATE MODIFICATION SECTION 4	
<b>Project Length:</b> 0.263		<b>*SIS*</b>
<b>Type of Work</b> INTERCHANGE - ADD LANES		

Fund	<2023	2023	2024	2025	2026	2027	>2027	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
DS	\$100,937	\$0	\$0	\$0	\$0	\$0	\$0	\$100,937
DDR	\$3,803	\$0	\$0	\$0	\$0	\$0	\$0	\$3,803
<b>Totals:</b>	<b>\$104,740</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$104,740</b>
<b>RIGHT OF WAY - MANAGED BY FDOT</b>								
PKED	\$8,770,000	\$13,430,000	\$0	\$0	\$0	\$0	\$0	\$22,200,000
Modified ACNP	\$0	\$82,724,575	\$690,000	\$0	\$0	\$0	\$0	\$83,414,575
Modified BNIR	\$152,319,371	\$28,076,180	\$45,294,037	\$0	\$0	\$0	\$0	\$225,689,588
Modified DDR	\$1,750,593	\$106,087	\$0	\$0	\$0	\$0	\$0	\$1,856,680
Modified DI	\$20,137,815	\$20,811,711	\$0	\$0	\$0	\$0	\$0	\$40,949,526
Modified DIH	\$667,278	\$104,762	\$47,734	\$0	\$0	\$0	\$0	\$819,774
Modified DS	\$604,188	\$0	\$0	\$0	\$0	\$0	\$0	\$604,188
GMR	\$0	\$253,522	\$0	\$0	\$0	\$0	\$0	\$253,522
<b>Totals:</b>	<b>\$184,249,245</b>	<b>\$145,506,837</b>	<b>\$46,031,771</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$375,787,853</b>
<b>Item 412531 2 Totals:</b>	<b>\$184,353,985</b>	<b>\$145,506,837</b>	<b>\$46,031,771</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$375,892,593</b>



**Hillsborough TPO**  
Transportation  
Planning Organization

# TIP Amendments: Polk Street Rail Crossing Technology and Westshore Interchange Reconstruction

Roger Mathie, TPO Staff



# Project Summary

Two amendments requested by the Florida Department of Transportation (FDOT) to add funds to the FY2022/23-2026/27 TIP

Project	Amendment Count	Total Cost Difference
Polk Street Rail Crossing Technology	1 Amendment	Addition of \$119,580
Westshore Interchange Major Reconstruction	1 Amendment	Net Increase \$ 71,080,991 (19%)



# Rail Crossing Technology

- “Radio Key Down Equipment”
- Will allow Train or CSX Operator to activate signal lights at intersections along Polk Street
- Will replace existing outdated equipment



RRPictureArchives.NET Image Contributed by Barry Ollikkala



**FDOT**  
**5 Year TIP**  
Hillsborough County, District 7

**HIGHWAYS**

Status **Amended**      Amendment Date: 12/14/2022      Amendment Number: 6

Item Number: 451433 1      Description: POLK STREET FROM E JEFFERSON ST TO ASHLEY STREET      LRTP: Smart Cities, p. 39  
Related Project:      Extra Description: INSTALLATION OF RADIO KEY DOWN EQUIPMENT AT VARIOUS RAIL CROSSINGS  
Project Length: 0.525      \*NON-SIS\*  
Type of Work: RAIL SAFETY PROJECT

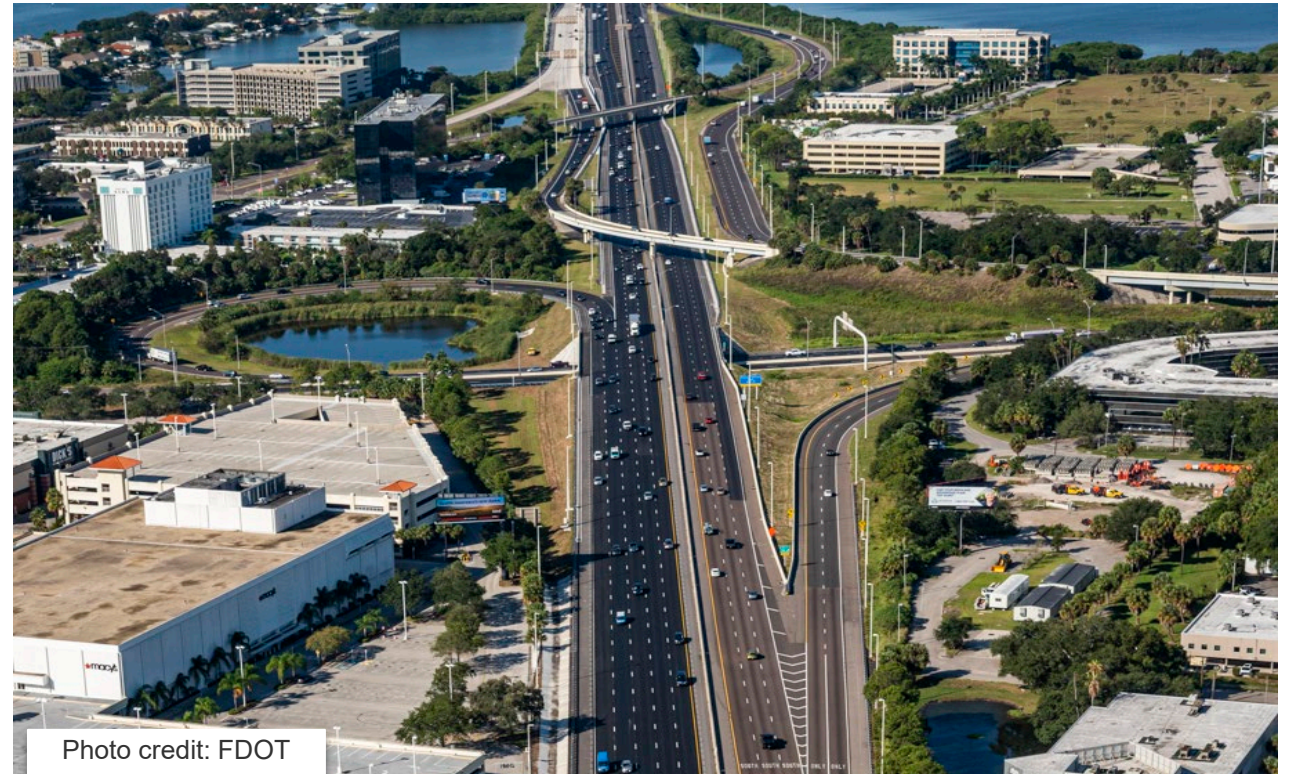
Fund	<2023	2023	2024	2025	2026	2027	>2027	All Years
<b>RAILROAD &amp; UTILITIES - Managed by FDOT</b>								
<b>Added</b> RHH	\$0	\$119,580	\$0	\$0	\$0	\$0	\$0	\$119,580
<b>Totals:</b>	\$0	\$119,580	\$0	\$0	\$0	\$0	\$0	\$119,580
<b>Item 451433 1 Totals:</b>	\$0	\$119,580	\$0	\$0	\$0	\$0	\$0	<b>\$119,580</b>

RHH - RAIL HIGHWAY X-INGS - HAZARD



# Westshore Interchange Reconstruction

- Approving this amendment would add approximately \$71 million of funds, with no new acquisition of right-of-way, to accommodate increasing property value near the Westshore Interchange.





Amendment 1  
(September 2022)

Status <b>Amended</b> Amendment Date: 09/14/2022 Amendment Number: 1									
Item Number: 412531 2		Description: I-275 (SR 93)/SR 60 INTERCHANGE						LRTP: S-1	
Related Project:		Extra Description: ROW FOR INTERSTATE MODIFICATION SECTION 4							
Project Length: 0.263								*SIS*	
Type of Work: INTERCHANGE - ADD LANES									
Fund	<2023	2023	2024	2025	2026	2027	>2027	All Years	
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>									
DS	\$100,937	\$0	\$0	\$0	\$0	\$0	\$0	\$100,937	
DDR	\$3,803	\$0	\$0	\$0	\$0	\$0	\$0	\$3,803	
<b>Totals:</b>	<b>\$104,740</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$104,740</b>	
<b>RIGHT OF WAY - MANAGED BY FDOT</b>									
Modified PKED	\$8,770,000	\$13,430,000	\$0	\$0	\$0	\$0	\$0	\$22,200,000	
Modified ACNP	\$0	\$33,036,286	\$0	\$0	\$0	\$0	\$0	\$33,036,286	
Modified BNIR	\$152,433,037	\$28,076,180	\$23,820,809	\$0	\$0	\$0	\$0	\$204,330,026	
Modified DDR	\$1,768,750	\$106,087	\$0	\$0	\$0	\$0	\$0	\$1,874,837	
DI	\$20,137,815	\$0	\$21,473,228	\$0	\$0	\$0	\$0	\$41,611,043	
Modified DIH	\$661,504	\$104,762	\$47,734	\$0	\$0	\$0	\$0	\$814,000	
Modified DS	\$587,148	\$0	\$0	\$0	\$0	\$0	\$0	\$587,148	
Modified GMR	\$0	\$253,522	\$0	\$0	\$0	\$0	\$0	\$253,522	
<b>Totals:</b>	<b>\$184,358,254</b>	<b>\$75,006,837</b>	<b>\$45,341,771</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$304,706,862</b>	
<b>Item 412531 2 Totals:</b>	<b>\$184,462,994</b>	<b>\$75,006,837</b>	<b>\$45,341,771</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$304,811,602</b>	

Amendment 7  
(December 2022)

Status <b>Amended</b> Amendment Date: 12/14/2022 Amendment Number: 7									
Item Number: 412531 2		Description: I-275 (SR 93)/SR 60 INTERCHANGE						LRTP: S-1	
Related Project:		Extra Description: ROW FOR INTERSTATE MODIFICATION SECTION 4							
Project Length: 0.263								*SIS*	
Type of Work: INTERCHANGE - ADD LANES									
Fund	<2023	2023	2024	2025	2026	2027	>2027	All Years	
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>									
DS	\$100,937	\$0	\$0	\$0	\$0	\$0	\$0	\$100,937	
DDR	\$3,803	\$0	\$0	\$0	\$0	\$0	\$0	\$3,803	
<b>Totals:</b>	<b>\$104,740</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$104,740</b>	
<b>RIGHT OF WAY - MANAGED BY FDOT</b>									
PKED	\$8,770,000	\$13,430,000	\$0	\$0	\$0	\$0	\$0	\$22,200,000	
Modified ACNP	\$0	\$82,724,575	\$690,000	\$0	\$0	\$0	\$0	\$83,414,575	
Modified BNIR	\$152,319,371	\$28,076,180	\$45,294,037	\$0	\$0	\$0	\$0	\$225,689,588	
Modified DDR	\$1,750,593	\$106,087	\$0	\$0	\$0	\$0	\$0	\$1,856,680	
Modified DI	\$20,137,815	\$20,811,711	\$0	\$0	\$0	\$0	\$0	\$40,949,526	
Modified DIH	\$667,278	\$104,762	\$47,734	\$0	\$0	\$0	\$0	\$819,774	
Modified DS	\$604,188	\$0	\$0	\$0	\$0	\$0	\$0	\$604,188	
GMR	\$0	\$253,522	\$0	\$0	\$0	\$0	\$0	\$253,522	
<b>Totals:</b>	<b>\$184,249,245</b>	<b>\$145,506,837</b>	<b>\$46,031,771</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$375,787,853</b>	
<b>Item 412531 2 Totals:</b>	<b>\$184,353,985</b>	<b>\$145,506,837</b>	<b>\$46,031,771</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$375,892,593</b>	



# Public Outreach

- 14 days before December TPO Board Meeting:
  - Newsletter release
  - Social media post
  - Webpage published
  - Signs displayed

# Committee Results

Technical Advisory Committee: unanimous approval of both amendments

Citizen's Advisory Committee: unanimous approval of Polk Street Rail Crossing Amendment; No quorum at December meeting



# Recommended Action

Approve the two amendments to the  
FY 22/23 TIP



# Questions or Discussion





## Board & Committee Agenda Item

**Agenda Item:**

TPO Membership Apportionment Plan

**Presenter:**

Elizabeth Watkins, TPO Staff

**Summary:**

On August 10, 2022, the TPO approved the 2022 Membership Apportionment Plan. The plan proposes adding two Hillsborough County Commissioners to the voting TPO membership, reflecting the growth in unincorporated county population since 2010.

Florida statutes require that units of general-purpose local governments representing at least 75 percent of the population in the urbanized area and the central city must support the Apportionment Plan and be party to an MPO interlocal agreement.

TPO staff presented the Membership Apportionment plan to the Tampa City Council at their October 20, 2022, meeting. The Tampa City Council passed a resolution asking the TPO Board to amend the 2022 Membership Apportionment Plan to add one seat for Hillsborough County and an additional voting seat for the City of Tampa because it has a significant proportion of transportation infrastructure in its jurisdictional limits and to have proportional population representation.

Staff recommends a compromise of adding two seats for the Hillsborough Board of County Commissioners and one additional seat for the City of Tampa.



**Plan Hillsborough**  
[planhillsborough.org](http://planhillsborough.org)  
[planner@plancom.org](mailto:planner@plancom.org)  
 813 - 272 - 5940  
 601 E Kennedy Blvd  
 18<sup>th</sup> floor  
 Tampa, FL, 33602

	2022 Pop.	Existing Board		TPO Adopted		Tampa Proposed		Staff Alternative	
Uninc. Hillsb. County	69%	5	31%	7	39%	6	33%	7	37%
City of Tampa	26%	3	19%	3	17%	4	22%	4	21%
Plant City	3%	1	6%	1	6%	1	6%	1	5%
Temple Terrace	2%	1	6%	1	6%	1	6%	1	5%
<b>TOTAL</b>	<b>100%</b>	<b>16</b>		<b>18</b>		<b>18</b>		<b>19</b>	

**Recommended Action:**

Approve the amended MPO Membership Apportionment Plan

**Prepared By:**

Elizabeth Watkins, TPO Staff

**Attachments:**

1. Presentation Slides
2. October 20, 2022, City of Tampa Resolution to Amend MPO Membership Apportionment Plan
3. October 17, 2022, City of Tampa Memorandum Proposed Alternative MPO Membership Apportionment Plan
4. Proposed Amended 2022 Membership Apportionment Plan



**Hillsborough MPO**  
Metropolitan Planning  
for Transportation

# **TPO Apportionment Plan 2022 Update**

TPO Board Meeting – December 14, 2022





# Background

- **What is an Apportionment Plan?**

Identifies the voting membership of an MPO

- **Why is this required?**

Federal law requires that an MPO must be designated for each urbanized area over 50,000 populations. State law requires that MPO must be review the composition of its membership in conjunction with the decennial census.



# Timeline

August 2022

- **TPO Board Approval**

December 2022

- **TPO Board Consider Tampa Proposal**

October 2022

- **Tampa Alternative Apportionment Resolution**

2023

- **Seek Jurisdiction Support**
- **Submit to Governor**





# CITY OF TAMPA

CITY COUNCIL

JOSEPH CITRO  
District 1 At-Large

## MEMORANDUM

DATE: October 17, 2022  
TO: Tampa City Council Members  
FROM: Councilman Joseph Citro  
SUBJECT: Proposed Alternative MPO Membership Apportionment Plan

On October 20<sup>th</sup>, City Council will consider a resolution ratifying the 2022 Membership Apportionment Plan, approved by the Hillsborough Transportation Planning Organization on August 10<sup>th</sup>. This Plan would increase the Membership by two, and the two new additions would come from the Hillsborough Board of County Commissioners, and all the other jurisdictions and agencies would remain unchanged.

I do not believe that this Plan is in the best interests of the City of Tampa. Using the population numbers provided in the Plan, the City of Tampa is currently underrepresented. City of Tampa's membership represents 18.75% of the vote, while its population is about 26% of the total affected population. An addition of two members from the Board of County Commissioners would further diminish this representation to 16.67%.

I am proposing an alternative resolution for consideration for File No. CM22-77653. This resolution would reject the Plan transmitted to us by TPO's (formerly the MPO) and would voice support for a more equitable composition that is better reflective of Tampa's growth and relative population size to the rest of the County. The TPO can still increase its membership composition by two, but the increase should include that one of those additional members would come from the Board of County Commissioners, and the other come from the City of Tampa. This would change City of Tampa's vote share to 22.2%, which would be more representative of our population.

Please review the resolution attached to this memo. Thank you for your consideration on this matter.

##

NOW, THEREFORE,

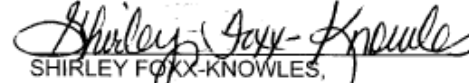
BE IT RESOLVED THAT THE CITY COUNCIL,  
OF THE CITY OF TAMPA, FLORIDA:

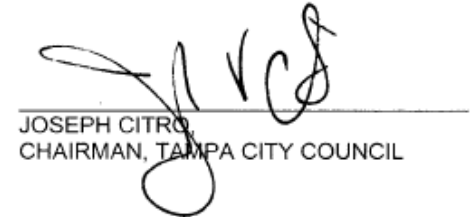
Section 1. That the City Council of the City of Tampa hereby expresses support for amending the Hillsborough MPO 2022 Membership Apportionment Plan proposed for Hillsborough County, its jurisdictions, school board, planning commission, and transportation operators, for submittal to the Governor's Office, by increasing voting membership to eighteen voting members through the addition of one Hillsborough County Commissioner and one Tampa City Council member.

Section 2. That this resolution shall take effect immediately upon its adoption.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF TAMPA, FLORIDA ON  
OCTOBER 20, 2022.

ATTEST:

  
SHIRLEY FOX-KNOWLES,  
CITY CLERK

  
JOSEPH CITRO,  
CHAIRMAN, TAMPA CITY COUNCIL

APPROVED AS TO FORM:

\_\_\_\_\_  
e/s  
MARTIN SHELBY  
CITY COUNCIL ATTORNEY



*Calculated as a percent of the full board.*

	2022 Pop.	Existing Board		TPO Proposed		Tampa Proposed		Staff Alternative	
Uninc. Hillsb. County	69%	5	31%	7	39%	6	33%	7	37%
City of Tampa	26%	3	19%	3	17%	4	22%	4	21%
Plant City	3%	1	6%	1	6%	1	6%	1	5%
Temple Terrace	2%	1	6%	1	6%	1	6%	1	5%
<b>TOTAL</b>	100%	16		18		18		19	



*Calculated as a percent of general-purpose local government representatives.*

	Pop.	Existing		TPO Proposed		Tampa Proposed		Staff Alternative	
Uninc. Hills. County	69%	5	50%	7	58%	6	50%	7	54%
City of Tampa	26%	3	30%	3	25%	4	33%	4	31%
Plant City	3%	1	10%	1	8%	1	8%	1	8%
Temple Terrace	2%	1	10%	1	8%	1	8%	1	8%
<b>TOTAL</b>	100%	10		12		12		13	



# Florida Statutes - Section 339.175(3)(a)

“The voting membership of an M.P.O. shall consist of at least 5 but not more than 25 apportioned members, ***with the exact number determined on an equitable geographic-population ratio basis, based on an agreement among the affected units of general-purpose local government and the Governor...***”



# Florida Statutes - Section 339.175(2)(a)(1)

"An M.P.O. shall be designated for each urbanized area of the state;...***Such designation shall be accomplished by agreement between the Governor and units of general-purpose local government*** representing at least 75 percent of the population of the urbanized area; ***however, the unit of general-purpose local government that represents the central city or cities*** within the M.P.O. jurisdiction, as defined by the United States Bureau of the Census, ***must be a party to such agreement.***"



# Recommendation

Staff recommends amending the adopted MPO Apportionment Plan that adds two seats for Hillsborough County to add one additional seat for the City of Tampa.





# Comments/Questions?



RESOLUTION NO. 2022- 917

A RESOLUTION SUPPORTING AN AMENDMENT TO THE HILLSBOROUGH MPO 2022 MEMBERSHIP APPORTIONMENT PLAN FOR HILLSBOROUGH COUNTY, ITS JURISDICTIONS, SCHOOL BOARD, PLANNING COMMISSION, AND TRANSPORTATION OPERATORS BY INCREASING VOTING MEMBERSHIP TO EIGHTEEN VOTING MEMBERS THROUGH THE ADDITION OF ONE HILLSBOROUGH COUNTY COMMISSIONER AND ONE TAMPA CITY COUNCIL MEMBER, FOR SUBMITTAL TO THE GOVERNOR'S OFFICE; PROVIDING AN EFFECTIVE DATE.

WHEREAS, Section 134 of Title 23 of the United States Code requires the designation of MPOs in urbanized areas, as designated by the United States Bureau of the Census; and

WHEREAS, the Hillsborough County Metropolitan Planning Organization (MPO) is the agency designated to conduct a continuing, coordinated, and comprehensive transportation planning process in Hillsborough County; and

WHEREAS, Section 134 of Title 23 of the United States Code and Section 339.175(3) of Florida Statutes set forth membership requirements for MPOs designated for transportation management areas, defined as areas with 200,000 or more populations; and

WHEREAS, the Interlocal Agreement for Creation of the Metropolitan Planning Organization by and between Hillsborough County; the cities of Tampa, Temple Terrace, Plant City; Hillsborough Transit Authority; Hillsborough County Aviation Authority; Tampa-Hillsborough Expressway Authority; Tampa Port Authority; the Hillsborough County City-County Planning Commission; School Board of Hillsborough County; and the Florida Department of Transportation provides for the current MPO membership and responsibilities for cooperatively carrying out transportation planning in Hillsborough County;

WHEREAS, Section 339.175(4)(a), Florida Statutes, requires the Governor to review the composition of the MPO membership in conjunction with the decennial census; and

WHEREAS, the MPO 2022 Membership Apportionment Plan is based on the results of the 2020 Census. It increases voting membership to eighteen voting members through the addition of two Hillsborough County commissioners, reflecting the growth in unincorporated county population since 2010; no other changes to the MPO voting membership were made; and

WHEREAS, the MPO met on August 10, 2022, to review the MPO 2022 Membership Apportionment Plan and approved its submittal to the Governor's Office; and

WHEREAS, the City of Tampa Council reviewed the MPO 2022 Membership Apportionment Plan at its October 20, 2022, regular meeting. The City Council of the City of Tampa supports amending the MPO 2022 Membership Apportionment Plan by increasing voting membership to eighteen voting members through the addition of one Hillsborough County Commissioner and one Tampa City Council member to more accurately reflect the representation of Tampa's growing population and the increased demands placed upon its transportation infrastructure.

NOW, THEREFORE,


BE IT RESOLVED THAT THE CITY COUNCIL,  
OF THE CITY OF TAMPA, FLORIDA:

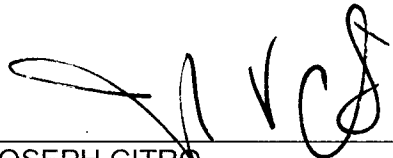
Section 1. That the City Council of the City of Tampa hereby expresses support for amending the Hillsborough MPO 2022 Membership Apportionment Plan proposed for Hillsborough County, its jurisdictions, school board, planning commission, and transportation operators, for submittal to the Governor's Office, by increasing voting membership to eighteen voting members through the addition of one Hillsborough County Commissioner and one Tampa City Council member.

Section 2. That this resolution shall take effect immediately upon its adoption.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF TAMPA, FLORIDA ON  
OCTOBER 20, 2022.

ATTEST:

  
SHIRLEY FOX-KNOWLES,  
CITY CLERK

  
\_\_\_\_\_  
JOSEPH CITRO  
CHAIRMAN, TAMPA CITY COUNCIL

APPROVED AS TO FORM:

\_\_\_\_\_  
e/s  
MARTIN SHELBY  
CITY COUNCIL ATTORNEY



# CITY OF TAMPA

CITY COUNCIL

JOSEPH CITRO

District 1 At-Large

## MEMORANDUM

DATE: October 17, 2022

TO: Tampa City Council Members

FROM: Councilman Joseph Citro

SUBJECT: Proposed Alternative MPO Membership Apportionment Plan

---

On October 20<sup>th</sup>, City Council will consider a resolution ratifying the 2022 Membership Apportionment Plan, approved by the Hillsborough Transportation Planning Organization on August 10<sup>th</sup>. This Plan would increase the Membership by two, and the two new additions would come from the Hillsborough Board of County Commissioners, and all the other jurisdictions and agencies would remain unchanged.

I do not believe that this Plan is in the best interests of the City of Tampa. Using the population numbers provided in the Plan, the City of Tampa is currently underrepresented. City of Tampa's membership represents 18.75% of the vote, while its population is about 26% of the total affected population. An addition of two members from the Board of County Commissioners would further diminish this representation to 16.67%.

I am proposing an alternative resolution for consideration for File No. CM22-77653. This resolution would reject the Plan transmitted to us by TPO's (formerly the MPO) and would voice support for a more equitable composition that is better reflective of Tampa's growth and relative population size to the rest of the County. The TPO can still increase its membership composition by two, but the increase should include that one of those additional members would come from the Board of County Commissioners, and the other come from the City of Tampa. This would change City of Tampa's vote share to 22.2%, which would be more representative of our population.

Please review the resolution attached to this memo. Thank you for your consideration on this matter.

##

Agency	Current	%	MPO Plan	%	Plus 1 and 1	%
BOCC	5	0.3125	7	0.388889	6	0.333333
COT	3	0.1875	3	0.166667	4	0.222222
COTT	1		1		1	
COPC	1		1		1	
HCPS	1		1		1	
HART	1		1		1	
Planning	1		1		1	
THEA	1		1		1	
Airport	1		1		1	
Port	1		1		1	
FDOT	0		0		0	
	16		18		18	



# Hillsborough County MPO

d/b/a Hillsborough TPO

## Membership Apportionment Plan

**Hillsborough Transportation Planning Organization**

**601 East Kennedy Blvd., 18th Floor**

**P.O. Box 1110**

**Tampa, FL 33601**

**(813) 272-5940**

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Authorizing Resolution

**RESOLUTION 2022-1**  
**HILLSBOROUGH COUNTY**  
**METROPOLITAN PLANNING ORGANIZATION**

**MEMBERSHIP APPORTIONMENT PLAN**

WHEREAS, the Hillsborough County Metropolitan Planning Organization is the agency designated to conduct a continuing, coordinated, and comprehensive transportation planning process in Hillsborough County; and

WHEREAS, Section 134 of Title 23 of the United States Code requires the designation of MPOs in urbanized areas, as defined by the United States Bureau of the Census; and

WHEREAS, the Hillsborough County Metropolitan Planning Organization ~~met-adopted~~ the Membership Apportionment Plan on August 10, 2022 and now wishes to update it to incorporate feedback from the City of Tampa; and

WHEREAS, the Hillsborough County Metropolitan Planning Organization amended the Membership Apportionment Plan on December 14, 2022, to review its voting composition and agreed on the changes presented herein; and

WHEREAS, Section 339.175(4)(a), Florida Statutes, requires the Governor to review the composition of the Metropolitan Planning Organizations (MPO) membership in conjunction with the decennial census.

NOW, THEREFORE NOW BE IT RESOLVED, that the Hillsborough County Metropolitan Planning Organization approves the submittal of a MPO Membership Apportionment Plan to the Governor's Office.

DONE, ORDERED AND ADOPTED THIS ~~10<sup>TH</sup>-14<sup>TH</sup>~~ DAY OF ~~AUGUST-DECEMBER~~ 2022

HILLSBOROUGH COUNTY  
METROPOLITAN PLANNING  
ORGANIZATION

COMMISSIONER HARRY COHEN  
CHAIRMAN

ATTEST:



---

CAMERON CLARK  
MPO ATTORNEY

## Introduction

To carry out federal transportation planning requirements, Title 23 of the United States Code provides that a Metropolitan Planning Organization (MPO) be designated for each urbanized area with a population of more than 50,000 individuals. In response, the Hillsborough Transportation Planning Organization (TPO), formerly the Metropolitan Planning Organization, was created in 1974 to meet the requirements of federal law governing the expenditure of federal transportation funds by state and local agencies in Hillsborough County.

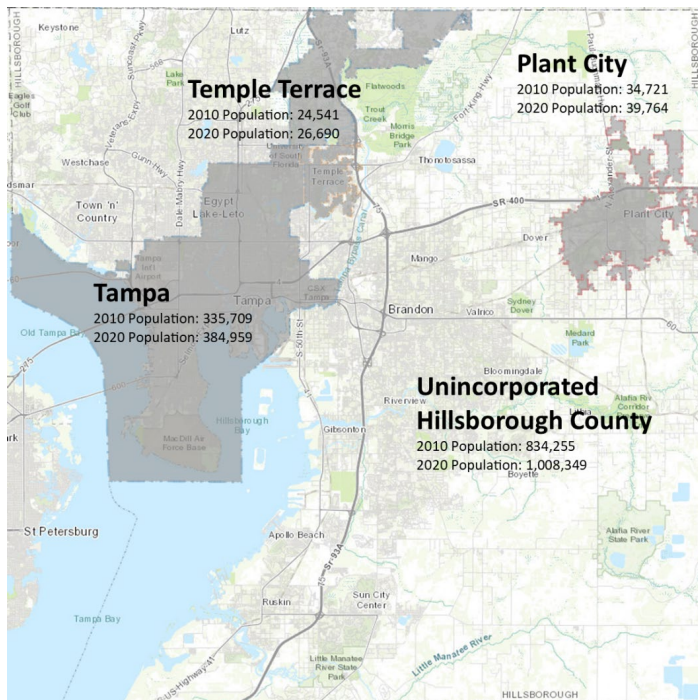
The designation of MPOs is accomplished by agreement between the Governor and the affected local governments. In addition, section 339.175, Florida Statutes, provides requirements for MPO membership composition and the apportionment of voting membership. This statute further requires the Governor to review the membership composition of each MPO in conjunction with the decennial census and to apportion it as necessary to comply with these requirements.

On August 10, 2022, the Hillsborough County TPO reviewed its composition and acted to approve this membership apportionment plan for submittal. [On December 14, 2022, the TPO amended the membership apportionment plan to incorporate feedback from the City of Tampa.](#)

## TPO Membership Apportionment Plan

### Hillsborough TPO Planning Area

The Hillsborough TPO's planning area is the Hillsborough County boundary. This includes the City of Tampa, City of Temple Terrace, City of Plant City, and unincorporated Hillsborough County. Map 1 shows the planning area, the jurisdictions, and their estimated populations for 2020 which were used to apportion the TPO membership proposed in this plan.



Map 1 MPO Planning Boundaries and Jurisdictions

The Hillsborough TPO has been part of a multi-county urbanized area since the Census Bureau's merger of the urbanized areas in Hillsborough, Pinellas, and Pasco Counties following the 1990 Census. The MPOs and TPOs of West Central Florida, including Hillsborough, Pinellas, Pasco, Polk, Hernando/Citrus, and Sarasota/Manatee, are party to the longest-standing regional compact for coordinated transportation planning in Florida, with the chairpersons meeting regularly starting in the 1990s, and a formal interlocal agreement signed in the early 2000s and regularly updated since then. Also called out in FS 339.175, the MPO Chairs Coordinating Committee of West Central Florida recently rebranded as the [Sun Coast Transportation Planning Alliance](http://SunCoastTPA.org) (SuncoastTPA.org) and continues to jointly prepare multicounty transportation plans and priorities. A subcommittee of the SCTPA, the Transportation

Management Area Leadership Group, provides additional attention and focus on the tri-county area of Hillsborough, Pinellas, and Pasco.

### TPO Membership

#### Current Membership

Currently, sixteen (16) voting and one (1) non-voting members serve on the TPO Board. This composition was agreed to by the local governments in a membership reapportionment plan approved by the Governor in 2013.

Table 1 Current TPO Membership

Jurisdiction/Agency	Voting Members	Percent of Total TPO Votes
Unincorporated Hillsborough County	5	31%
City of Tampa	3	19%
City of Plant City	1	6%
City of Temple Terrace	1	6%
Hillsborough County School Board	1	6%
Hillsborough Area Regional Transit Authority	1	6%
Planning Commission	1	6%
Tampa Hillsborough Expressway Authority	1	6%
Hillsborough County Aviation Authority	1	6%
Tampa Port Authority	1	6%
Florida Department of Transportation <sup>1</sup>	0	0%

#### Proposed Membership

The proposed TPO Board membership modifies the existing membership by adding two seats for Hillsborough County representation and adding one seat for the City of Tampa (see Table 2). Florida Statute requires that the voting membership of an MPO shall be determined on an equitable geographic-population ratio basis (F.S.S. 339.175(3)(a)). The additional-of-the-two-seats are supported by the population as reported in the 2020 Decennial Census. Significant growth has occurred in the unincorporated part of Hillsborough County over the past decade, which now accounts for 69% of the total county population (see Figure 2). These additional seats result in maximum representation for the unincorporated County as all seven Hillsborough County Commissioners will serve on the TPO Board. An additional seat for the City of Tampa will also bring their proportional representation on the TPO (21%) in line with the proportion of population (26%) in Hillsborough County.

All voting members of the TPO are to be appointed by the governing body of the city, county, or authority, per the *Interlocal Agreement for the Creation of the MPO*. The governing body may also appoint an alternate member.

<sup>1</sup> Florida Department of Transportation serves as non-voting technical advisor to the TPO Board per FS F.S. 339.175(4)(a)).

Table 2 Membership Reapportionment

Jurisdiction/Agency	Voting Members	Percent of Total TPO Votes
<b>Unincorporated Hillsborough County</b> Elected members of the Board of County Commission	7	<del>37</del> 39%
<b>City of Tampa</b> Elected members of the City Council and/or the Mayor	<del>34</del>	<del>214</del> 9%
<b>City of Plant City</b> Elected member of the City Commission	1	<del>5</del> 6%
<b>City of Temple Terrace</b> Elected member of the City Council or the Mayor	1	<del>6</del> 5%
<b>Hillsborough County School Board</b> Elected member of the School Board	1	<del>6</del> 5%
<b>Hillsborough Area Regional Transit Authority</b> Agency official (governing board member or senior staff)	1	<del>6</del> 5%
<b>Hillsborough Co. City-County Planning Commission</b> Appointed member of the Planning Commission	1	<del>6</del> 5%
<b>Tampa Hillsborough Expressway Authority</b> Agency official (governing board member or senior staff)	1	<del>6</del> 5%
<b>Hillsborough County Aviation Authority</b> Agency official (governing board member or senior staff)	1	<del>6</del> 5%
<b>Tampa Port Authority</b> Agency official (governing board member or senior staff)	1	<del>6</del> 5%
<b>Florida Department of Transportation<sup>2</sup></b> District Secretary	0	<del>0</del> 5%

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<sup>2</sup> Florida Department of Transportation serves as non-voting technical advisor to the TPO Board per FS F.S. 339.175(4)(a)).

### 2020 Population of Hillsborough County Jurisdictions

■ Unincorporated Hillsborough County ■ City of Tampa ■ Plant City ■ Temple Terrace

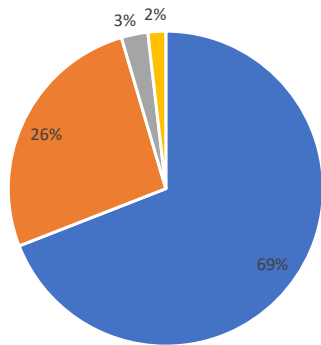


Figure 2 2020 Jurisdiction Population

## Summary

Table 2 shows the proposed TPO Membership Apportionment Plan. It meets all applicable Federal and State requirements, including:

1. It provides for representation of at least 75% of the affected population (Section 134(d)(1)(A), USC.)
2. As a transportation management area (over 200,000 in population), it provides for representation of agencies that administer or operate major modes of transportation. (Section 134(d)(2)(B), USC.)
3. The number of members was determined on an equitable geographic-population ratio basis, based on an agreement among the affected units of general-purpose local government. (S. 339.175(3)(a), F.S.)
4. The proposed membership includes 1918 voting members, which is not fewer than 5 and not more than 25. (S. 339.175(3)(a), F.S.)
5. All voting members are elected officials of general-purpose governments and an elected School Board member except those representing agencies that operate or administer major modes of transportation or a statutorily authorized planning board.- (S. 339.175(3)(a), F.S.)
6. The County Commission represents at least 20% of the voting membership. (S. 339.175(3)(a), F.S.)
7. The Florida Department of Transportation is identified as a nonvoting advisor to the Board. (S. 339.175(4)(a), F.S.)

## Supporting Documentation

Attachment A Minutes from the TPO's meeting of August 10, 2022 authorizing the Proposed Apportionment Plan

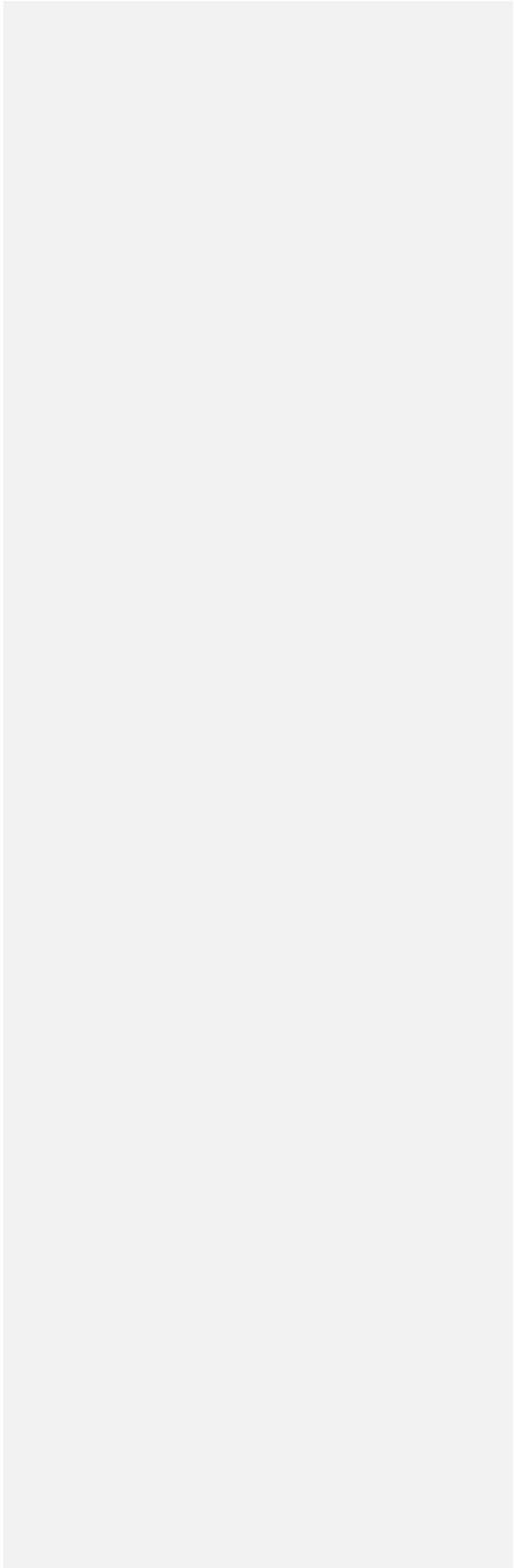
[Attachment B Minutes from the TPO's meeting of December 14, 2022 amending the Apportionment Plan](#)

Attachment [CB](#) Resolutions or Motions from Member Governments Endorsing Proposed Apportionment Plan

Attachment [DE](#) MPO Membership Apportionment Plan Process

Attachment A - Minutes from the TPO's meeting of August 10, 2022 Authorizing the Proposed Apportionment Plan

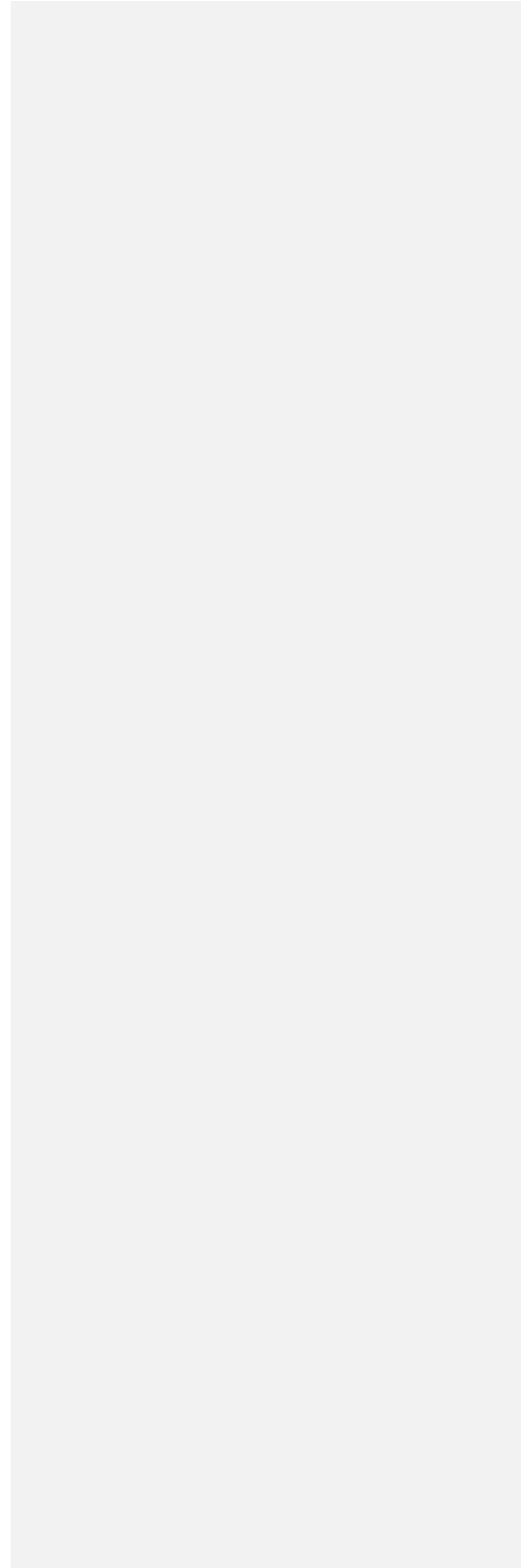
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Attachment B - Minutes from the TPO's meeting of December 14, 2022 Amending the Apportionment Plan

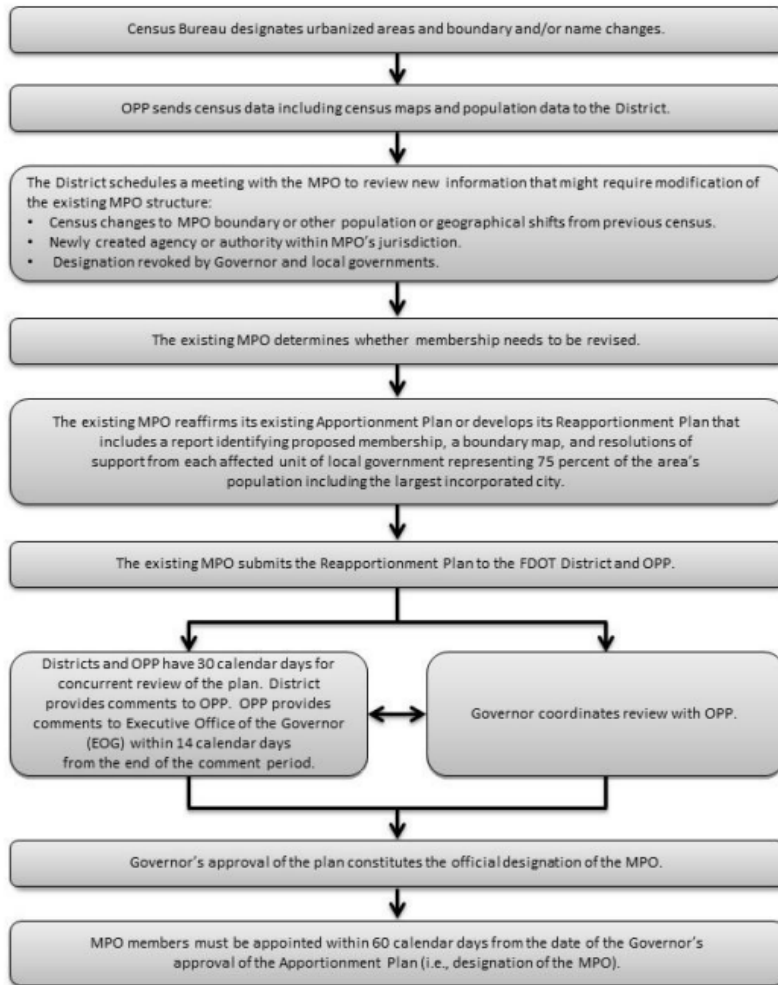
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Attachment CB - Resolutions or Motions from Member Governments Endorsing Proposed Apportionment Plan

<Insert Resolutions>

Attachment DC - MPO Membership Apportionment Plan Process



Source: MPO Program Management Handbook



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### Agenda Item:

Freight Supply Chain Resilience Study

### Presenter:

Jason Smeak, AECOM (with support from AECOM Project Manager, Lauren Brooks)

### Summary:

The Hillsborough Transportation Planning Organization (TPO) initiated the Freight Supply Chain Resilience Study to 1) determine potential impacts to five critical Hillsborough County commodity supply chains under different disaster scenarios and climate change factors and 2) identify actions that can mitigate the potential disruptions, help the supply chains recover quickly, and strengthen the overall resilience of the supply chains (and their enabling functions) along with the communities that they support. *Food/Groceries, Water & Wastewater Utilities, Housing Material, Urgent Healthcare Services & Medicine, and Fuel Distribution Systems* composed the five assessed commodities. Scenarios were created for the following disaster types/disaster combinations: *Cyber Attack, Transportation Incident, Flooding/Wind Event, Cyber Attack concurrent with Transportation Incident, and Cyber Attack concurrent with Flooding/Wind Event*. Several inputs/factors (such as stakeholder and community input, case studies, hazard model results, mapped locations of transportation and utility infrastructure/facilities that supply chains depend on, etc.) helped to determine severity and extent of disaster impacts to supply chain components.

The study resulted in key observations such as 1) redundant infrastructure/facilities and resources are necessary in mitigating effects of a disaster; 2) areas that contain clusters of critical supply chain facilities should be prioritized for resiliency solutions as these areas are also susceptible to storm inundation, 3) bicycle/pedestrian infrastructure and safety should be prioritized in communities neighboring heavy freight areas – solutions must balance community needs, freight needs, and resilience; and 4) if Hillsborough County communities are equitable, resilient, and sustainable under normal (non-disaster) circumstances, the more resilient and better prepared they will be to withstand and recover from emergency situations. The study resulted in 81 actionable recommendations organized by action type (*Transportation, Study/Guide/Research, Coordination, Training/tool/Education, and Grant Opportunity*) and TPO role to execute the action (*Leader, Collaborator, and Facilitator*). The recommendations are intended to be implemented in partnership with Hillsborough County supply chain actors, stakeholders, and communities to ensure neighborhood context, roadway safety/Vision Zero initiatives, and quality of life goals are integrated and upheld.

### Recommended Action:

Approve Supply Chain Resilience Study

### Prepared By:

Allison Yeh, TPO Staff

### Attachments:

[Executive Summary](#)

[Final Report](#)

[Presentation Slides](#)





# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

Tampa School Transportation Safety Study

### **Presenters:**

Lisa Silva, TPO Staff and Kathrin Tellez, Fehr & Peers

### **Summary:**

The Tampa School Transportation Safety Study outlines strategies focused on advancing physical transportation improvements around schools and a framework for encouraging walking, biking, and busing. This work builds on the previous Transportation Planning Organization's (TPO) School Transportation Safety Study (2018) and will establish a library of Safe Routes to School (SRTS) resources that can be used to support individual school programs in the future.

The study included the following tasks:

- Identification of physical transportation system improvements around and connecting to the Top 8 schools
- Development of school specific education and encouragement strategies and a template/process that can be used for other schools in the district

For the full study report, large scale maps and presentation slides visit the project website <https://planhillsborough.org/school/>.

### **Recommended Action:**

Approve the Tampa School Transportation Safety Study.

### **Prepared By:**

Lisa K. Silva, AICP, PLA

### **Attachments:**

[Project website with full study report, larger scale maps and presentation slides.](https://planhillsborough.org/school/)



Plan Hillsborough  
[planhillsborough.org](http://planhillsborough.org)  
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813 - 272 - 5940  
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Tampa, FL, 33602



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

Bylaws Amendment for Citizens Advisory Committee

### **Presenter:**

Johnny Wong, TPO Staff

### **Summary:**

The 2021 Plan Hillsborough Nondiscrimination and Equity (ND&E) Plan made several major recommendations regarding issues of community access, accessibility, and representation and diversity of TPO committees.

The CAC held a workshop last month to discuss two new restructuring proposals. Although action was not requested, committee members in attendance verbalized support for expanding the committee to include 20 at-large seats reserved for underrepresented demographic and geographic groups; retain one appointee from each TPO Board member; up to (3) two-year terms for at-large members, beginning in January of 2023; and, make consistent the term limits of TPO elected officials and their CAC appointees.

### **Recommended Action:**

None; first reading of proposed Bylaws Amendment.

### **Prepared By:**

Johnny Wong, PhD, TPO Staff

### **Attachments:**

1. TPO Bylaws with Proposed Changes Highlighted
2. Presentation Slides



Plan Hillsborough  
[planhillsborough.org](http://planhillsborough.org)  
[planner@plancom.org](mailto:planner@plancom.org)  
813 - 272 - 5940  
601 E Kennedy Blvd  
18<sup>th</sup> floor  
Tampa, FL, 33602

**BY-LAWS OF  
THE HILLSBOROUGH COUNTY  
TRANSPORTATION PLANNING ORGANIZATION  
AND ITS COMMITTEES  
Amended ~~January 11, 2023~~**

- Deleted: ~~September~~
- Deleted: ~~14~~
- Deleted: ~~2022~~

**1.0 PURPOSE:** These *By-laws* are adopted by the Hillsborough County Metropolitan Planning Organization to govern the performance of the MPO's duties as well as those of MPO committees and to inform the public of the nature of the MPO's internal organization, operations and other related matters.

**1.1 DOING BUSINESS AS:** Consistent with the Fictitious Name Act (s.865.09, F.S.), and as registered with the Florida Department of State, the MPO will conduct business as the "Hillsborough Transportation Planning Organization," hereinafter called the "TPO".

**2.0 DEFINITIONS:**

**2.1 EMERGENCY:** Any occurrence or threat thereof, whether accidental or natural, caused by man, in war or in peace, which necessitates immediate action because it results or may result in substantial injury or harm to the population or the TPO or substantial damage to or loss of property or public funds.

**2.2 GOOD CAUSE:** A substantial reason which is put forward in good faith.

**2.3 INTERESTED PERSON:** Any person who has or may have or who represents any group or entity which has or may have some concern, participation or relation to any matter which will or may be considered by the TPO.

**2.4 MEMBER(S):** The TPO consists of sixteen (16) official members, with FDOT designated as a non-voting advisor. Each member government or authority may also appoint an alternate member, who may vote at any TPO meeting in place of a regular member. TPO committee membership is as provided in these By-laws.

**2.5 PUBLIC HEARING:** A meeting of the TPO convened for the purpose of receiving public testimony regarding a specific subject and for the purpose of taking action on amendment to or adoption of a plan or program. A public hearing may be convened with less than a quorum present; however, no official action other than adjournment or continuation of the public hearing to another time may be taken unless a quorum is present.

**2.6 REGULAR MEETING:** The regular scheduled meeting of the TPO at which all official business may be transacted.

2.7 **SPECIAL MEETING:** A meeting of the TPO held at a time other than the regularly scheduled meeting time. All official business may be transacted at a special meeting.

2.8 **WORKSHOP:** A conference where members are present and are meeting to discuss a specific subject. A workshop may be convened with less than a quorum present; however, no official action other than adjournment or continuation of the workshop to another time may be taken.

3.0 **TPO OFFICERS:** There shall be a Chair and a Vice-Chair. All officers shall be voting members of the TPO.

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3.1 **TENURE:** All officers shall hold office for one (1) year or until a successor is elected. However, any officer may be removed by a majority of the total members. No officer may serve for more than two years consecutively.

3.2 **SELECTION:** At the regular meeting in December, the members shall nominate one or more candidates to fill each office. Immediately following the close of nominations, the TPO shall vote to fill each office, with the vote for each office being taken in the order in which candidates for that office were nominated, until one is elected. New officers shall take office immediately upon the conclusion of the election of officers.

3.3 **VACANCY IN OFFICE:** A vacant office shall be filled by the TPO at its first regular meeting following the vacancy. The officer so elected shall serve the remainder of their predecessor's term in office.

3.4 **DUTIES:** The officers shall have the following duties:

3.4.1 CHAIR: The Chair shall:

- (a) Preside at all regular and special meetings, workshops and public hearings.
- (b) Represent the TPO on the West Central Florida MPO Chairs Coordinating Committee (CCC), doing business as Suncoast Transportation Planning Alliance (SCTPA), and the Florida MPO Advisory Council (MPOAC).
- (c) Establish such ad hoc committees as the Chair may deem necessary and appoint their members and chairs.
- (d) Call special meetings and workshops and public hearings.
- (e) Sign all contracts, resolutions, and other official documents of the TPO, unless otherwise specified by the *By-laws* or *Policies*.
- (f) Express the position of the TPO as determined by vote or consensus of the TPO.
- (g) See that all actions of the TPO are taken in accordance with the *By-laws*, *Policies* and applicable laws.
- (h) Perform such duties as are usually exercised by the Chair of a commission or board, and perform such other duties as may from time to time be assigned by the TPO.



**3.4.2 Vice-Chair:** The Vice-Chair shall, during the absence of the Chair or the Chair's inability to act, have and exercise all of the duties and powers of the Chair, and shall perform such other duties as may from time to time be assigned to the Chair by the TPO.

**4.0 COMMITTEES:**

**4.1 AD HOC COMMITTEES:**

**4.1.1 Chair and Expiration:** An ad hoc committee shall consist of a committee chair, who shall be a member of the TPO. All ad hoc committees shall have an expiration time identified by the Chair at the time of creation or shall dissolve at the expiration of the Chair's term.

**4.1.2 Purpose:** The purpose of establishing ad hoc committees is to facilitate the accomplishment of a specific task identified by the Chair.

**4.2 STANDING COMMITTEES:**

**4.2.1 Appointment of Committee Members:** Members and alternate members of all committees shall be appointed by action of the TPO. Members representing an organization on a committee, as specified in the committee membership list, shall be nominated in writing by their organization. Members representing the citizens of Hillsborough County, and not representing any particular entity as specified in the committee membership list, shall complete application forms for the TPO Board's consideration. Using the same procedure, alternate members may be designated to act on behalf of regular members with all the privileges accorded thereto. The TPO shall not appoint committee applicants who are affiliated with private TPO consultants or contractors. If such an affiliation occurs, an existing committee member shall be deemed to have resigned.

**4.2.2 Termination of Committee Membership:** Any member of any committee may resign at any time by notice in writing to the Chair. Unless otherwise specified in such notice, such resignation shall take effect upon receipt thereof by the Chair. Each member of each committee is expected to demonstrate his/her interest in the committee's activities through attendance of the scheduled meetings, except for reasons of an unavoidable nature. In each instance of an unavoidable absence, the absent member should ensure that his/her alternate will attend. The TPO may review, and consider rescinding, the appointment of any member of any committee who fails to attend three (3) consecutive meetings. In each case, the TPO will warn the member in writing, and if applicable the member's nominating organization, thirty days in advance of an action to rescind membership. The TPO Chair may immediately terminate the membership of any committee member for violations of standards of conduct, defined as conduct

**Deleted:** be recommended for membership by action of the committee on which they would like to serve

inconsistent with Section 7.0 of these By-laws. At a minimum, committee member attendance will be reviewed annually. In the case of members representing an organization on a committee as specified in the committee membership list, the individual's membership may also be rescinded by the nominating organization, by letter to the Chair.

- 4.2.3 Officers of Standing Committees:** The committee shall hold an organizational meeting each year for the purpose of electing a committee chair (unless designated by the TPO), a committee vice-chair, and, at the discretion of the committee chair, an officer-at-large. Officers shall be elected by a majority vote of a quorum of the members. Except as otherwise provided in these By-laws, officers shall serve a term of one year starting with the next meeting. The powers and duties of the committee chair shall be to preside at all meetings; to express the position of the committee as determined by vote or consensus of the committee; and to ensure that all actions of the committee are taken in accordance with the bylaws and applicable law. The committee vice chair shall have these same powers and responsibilities in the absence of the committee chair. The officer-at-large shall, during the absence of both the committee chair and the committee vice-chair or their inability to act, have these same duties and responsibilities, and in addition shall perform other duties as may from time to time be assigned by the committee chair.
- 4.2.4 Conduct of Committee Meetings:** Sections 5 through 9, excluding Section 8.1, of these TPO By-laws shall be used for the conduct of all TPO committee meetings.
- 4.2.5 Standing Committee Sub-Committees:** An TPO standing committee or the MPO may establish such sub-committees to a standing committee as deemed necessary to investigate and report on specific subject areas within the scope of the standing committee. Such sub-committees shall be of limited duration and shall dissolve at such time as designated at the time of establishment or upon completion of the task(s) specified at the time of establishment. These TPO By-laws shall be used for the conduct of such sub-committees meetings in the same manner as the TPO committees.
- 4.2.6 TPO Technical Advisory Committee (TAC):** Established pursuant to Section 339.175, Florida Statutes, the TAC shall be responsible for considering safe access to schools in the review of transportation project priorities, long-range transportation plans and transportation improvement programs and shall advise the TPO on such matters. In addition, the TAC shall be responsible for assisting in the development of transportation planning work programs; coordinating transportation planning and programming; review of all transportation studies, reports, plans and/or programs, and making recommendations to the TPO that are pertinent to the subject documents based upon the technical sufficiency, accuracy, and

completeness of and the needs as determined by the studies, plans and/or programs. The TAC shall coordinate its actions with the School Board of Hillsborough County and other local programs and organizations within Hillsborough County that participate in school safety activities and shall also coordinate its actions with the appropriate representatives of the Florida Department of Transportation.

**TAC Membership:** The TAC shall be composed of technically qualified representatives for the purpose of planning, programming and engineering of the transportation system within the Hillsborough County Transportation Planning Organization area boundary.

The membership shall be composed of: three (3) members from Hillsborough County, two (2) members from City of Tampa, two (2) members from the Hillsborough County City-County Planning Commission, one (1) member from the Tampa Hillsborough Expressway Authority, one (1) member from the Hillsborough Area Regional Transit Authority, one (1) member from Environmental Protection Commission, one (1) member from the Tampa Port Authority, one (1) member from City of Temple Terrace, one (1) member from the Tampa Bay Regional Planning Council, one (1) member from the Florida Department of Environmental Protection, one (1) member from City of Plant City, one (1) member from the Hillsborough County Aviation Authority, one (1) member from the Tampa Bay Area Regional Transportation Authority, one (1) member from the Tampa Historic Streetcar, Inc., one (1) member from the Department of Health-Hillsborough and one (1) member from the Florida Trucking Association.

**Terms of Membership:** Members shall serve terms of indefinite length at the pleasure of their respective nominating organizations and the TPO.

**4.2.7 TPO Citizens Advisory Committee (CAC):** The CAC shall be responsible for providing information and overall community values and needs into the transportation planning program of the TPO; evaluating and proposing solutions from a citizen's perspective concerning alternative transportation proposals and critical issues; providing knowledge gained through the CAC into local citizen group discussions and meetings; and establishing comprehension and promoting credibility for the TPO Program.

**CAC Membership:** The CAC shall be composed of appointed citizens (transportation agency staff are not eligible) who together shall represent a broad spectrum of social and economic backgrounds and who have an interest in the development of an efficient, safe and cost-effective transportation system. Racial and ethnic minorities, women, persons below median household income, youth, the elderly, and persons with disabilities, and persons from different geographic areas

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across the county must be adequately represented on the CAC to the maximum extent feasible.

All members must be residents of Hillsborough County. Membership will be as follows: One committee member nominated by each voting member serving on the TPO Board, and twenty (20) at-large members, selected to improve proportionate representation of countywide geographical and demographic characteristics. Annually, a review of current members will be conducted to establish recruitment goals for any vacant seats for the coming year, and establish the basis for recommending candidates to the TPO board. The annual review will consider: (1) Geographic representation, assessed with respect to randomly-generated districts of approximately equal populace; (2) Demographic characteristics, including income, gender, race, ethnicity, disability status, and age, assessed with respect to their proportions in the general population. All committee members will be approved by a vote of the TPO Board.

Terms of appointment for at-large members and unelected members of the TPO Board shall be for a period of up to three (3) two-year terms. Term limits for appointees of elected members of the TPO Board shall be consistent with the term of that appointing board member, or up to six years, whichever is first. Terms are subject to Section 4.2.2 of these bylaws, and the terms of appointment notwithstanding, CAC members shall serve at the pleasure of the TPO.

**4.2.8 TPO Policy Committee:** The TPO Policy Committee shall be responsible for the review and in-depth discussion of items and issues proposed to come before the TPO and for development of recommendations to the TPO, as appropriate, regarding such items and issues in order to facilitate the accomplishment of the TPO's responsibilities to manage a continuing, cooperative and comprehensive transportation planning process and the development of transportation plans and programs.

Membership: The Policy Committee shall be composed of at least five (5) members of the TPO who shall serve on a voluntary basis. Volunteers for membership will be solicited at the TPO meeting at which the Chair is elected and at any TPO meeting thereafter if the total membership of the Policy Committee falls below five (5). Those TPO members requesting to be made Policy Committee members in response to such solicitation or upon the initiative of an individual TPO member shall be so appointed by action of the TPO and shall serve terms that last until the next TPO meeting at which the Chair is elected.

**4.2.9 Transportation Disadvantaged Coordinating Board (TDCB):** The primary purpose of the TDCB is to assist the TPO in identifying local service needs and providing information, advice, and direction to the Community Transportation Coordinator (CTC) on the coordination of

**Deleted:** one (1) member nominated by each member of the Board of County Commissioners serving on the TPO, one (1) member nominated by each member from the City of Tampa serving on the TPO, one (1) member from the City of Temple Terrace nominated by the Mayor of the City of Temple Terrace, one (1) member from the City of Plant City nominated by the Mayor of the City of Plant City, one (1) member nominated by each respective Chairperson of the Hillsborough County Aviation, Tampa-Hillsborough Expressway, Tampa Port and Hillsborough Area Regional Transit Authorities, one (1) member representing the transportation disadvantaged nominated by the Chairman of the Transportation Disadvantaged Coordinating Board, one (1) member nominated by the Chairperson of the Hillsborough County City-County Planning Commission and one (1) member nominated by the School Board member serving on the MPO. In addition, there shall be six (6)

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services to be provided to the transportation disadvantaged pursuant to Section 427.0157, Florida Statutes.

The following agencies or groups shall be represented on the TDCB as voting members:

- an elected official serving on the Hillsborough County TPO who has been appointed by the TPO to serve as TDCB Chairperson;
- a local representative of the Florida Department of Transportation;
- a local representative of the Florida Department of Children & Families;
- a local representative of the Public Education Community, which could include, but is not limited to, a representative of Hillsborough County Public Schools, School Board Transportation Office or Head Start Program;
- a local representative of the Florida Division of Vocational Rehabilitation or the Division of Blind Services, representing the Department of Education;
- a person recommended by the local Veterans Service Office representing the veterans in the county;
- a person who is recognized by the Florida Association for Community Action (President) as representing the economically disadvantaged in the county;
- a person over sixty years of age representing the elderly citizens in the county;
- a person with a disability representing the disabled citizens in the county;
- two citizen advocates in the county, one of whom must be a user of the transportation services of the coordinated transportation disadvantaged system as their primary means of transportation;
- a local representative for children at risk;
- the chairperson or designee of the local mass transit system's board except when they are also the CTC;
- a local representative of the Florida Department of Elder Affairs;
- a local representative of the local for-profit transportation industry;
- a local representative of the Florida Agency for Health Care Administration;
- a local representative of the Regional Workforce Development Board;
- a representative of the local medical community, which may include, but is not limited to, kidney dialysis centers, long term care facilities, assisted living facilities, hospitals, local health department or other home and community based services, and;
- A local representative of the Agency for Persons with Disabilities

TDCB Terms of Appointment. Except for the TDCB Chairperson, the members of the TDCB shall be appointed for three (3) year

terms which shall be staggered equally among the membership. The TDCB Chairperson shall serve until elected term of office has expired or is otherwise replaced by the TPO.

TDCB Duties. The TDCB shall perform the following duties which include those specified in Chapter 41-2, Florida Administrative Code and Section 427.0157, Florida Statutes.

- a. Maintain official meeting minutes, including an attendance roster, reflecting official actions and provide a copy of same to the Commission for the Transportation Disadvantaged and the TPO Chairperson;
- b. Review and approve the CTC's memorandum of agreement and the transportation disadvantaged service plan;
- c. On a continuing basis, evaluate services provided under the transportation disadvantaged service plan. Not less than annually provide the TPO with an evaluation of the CTC's performance relative to the standards adopted by the Commission for the Transportation Disadvantaged and the TPO. Recommendations relative to performance and the renewal of the CTC's memorandum of agreement with the Commission for the Transportation Disadvantaged shall be included in the report;
- d. In cooperation with the CTC, review and provide recommendations to the Commission for the Transportation Disadvantaged and the TPO on all applications for local, state, or federal funds relating to transportation of the transportation disadvantaged in the county to ensure that any expenditures within the county are provided in the most cost effective and efficient manner;
- e. Review coordination strategies for service provision to the transportation disadvantaged in the county to seek innovative ways to improve cost effectiveness, efficiency, safety, working hours, and types of service in an effort to increase ridership to a broader population. Such strategies should also encourage multi-county and regional transportation service agreements between area CTCs and consolidation of adjacent counties when it is appropriate and cost effective to do so;
- f. Appoint a Grievance Subcommittee to process, investigate, resolve complaints, and make recommendations to the TDCB for improvement of service from agencies, users, or potential users, of the systems in the county. This Subcommittee shall meet as often as necessary to resolve complaints in a timely manner;
- g. In coordination with the CTC, jointly develop applications for funds that may become available;
- h. Prepare quarterly reports outlining the accomplishments and activities or other areas of interest to the Commission for the Transportation Disadvantaged and the TPO;
- i. Consolidate the annual budget of local and federal government transportation disadvantaged funds estimates

and forward them to the Commission for the Transportation Disadvantaged. A copy of the consolidated report shall also be used by the TDCB for planning purposes;

- j. Develop and maintain a vehicle inventory and utilization plan of those vehicles purchased with transportation disadvantaged funds for inclusion in the transportation disadvantaged service plan for the Commission for the Transportation Disadvantaged;
- k. Assist the TPO in preparing a Transportation Disadvantaged Element in their Transportation Improvement Program (TIP);
- l. Assist the CTC in establishing eligibility guidelines and priorities with regard to the recipients of nonsponsored transportation disadvantaged services that are purchased with Transportation Disadvantaged Trust Fund moneys;
- m. Work cooperatively with regional workforce boards established in Chapter 445, Florida Statutes, to provide assistance in the development of innovative transportation services for participants in the welfare transition program.

**4.2.10 TPO Intelligent Transportation Systems (ITS) Committee:** The ITS Committee is responsible for assisting in the development of Intelligent Transportation System (ITS) planning work programs, as well as reviewing ITS related studies, reports, plans, projects (including consistency with regional architecture and other standards and/or programs) and making recommendations to the TPO and/or other agencies. ITS Committee recommendations to the TPO shall be based upon the technical sufficiency, accuracy, and completeness of studies, plans and/or programs. The ITS Committee shall coordinate its actions with the appropriate representatives of the Florida Department of Transportation.

**ITS Committee Membership:** The ITS Committee shall be composed of members technically qualified in the planning, programming, engineering and/or implementation of intelligent transportation systems or projects within the Hillsborough County Metropolitan Planning Organization area boundary or in the case of the member nominated by the Environmental Protection Committee, technically qualified in the area of air quality impacts of transportation. The membership shall be composed of: one (1) member each from Hillsborough County, the City of Tampa, the Environmental Protection Commission, Tampa-Hillsborough Expressway Authority, Hillsborough Area Regional Transit Authority, the USF Center for Urban Transportation Research, the City of Plant City and the City of Temple Terrace as well as a non-voting advisor from the FDOT. Members and Alternate Members shall serve terms of indefinite length at the pleasure of their respective governmental bodies or agencies and the TPO.

**4.2.11 TPO Bicycle/Pedestrian Advisory Committee (BPAC):** The BPAC shall be responsible for making recommendations to the

TPO, Hillsborough County, City of Tampa, City of Plant City, City of Temple Terrace, the Hillsborough County Environmental Protection Commission, the Florida Department of Transportation, the Southwest Florida Water Management District, and others, on matters concerning the planning, implementation and maintenance of a comprehensive bikeway and pedestrian system. In addition, the BPAC shall be responsible for studying and making recommendations concerning the safety, security, and regulations pertaining to bicyclists and pedestrians. The BPAC shall coordinate its actions with the appropriate representatives of the Florida Department of Transportation.

**BPAC Membership:** The BPAC shall be composed of up to twenty-five members. One member shall represent each of the following entities, except as noted: City of Tampa (three seats), City of Temple Terrace, City of Plant City, Hillsborough County (three seats), University of South Florida USF, the Environmental Protection Commission of Hillsborough County, the Hillsborough County City-County Planning Commission, HART, and the Florida Health Department. The remaining members shall be citizen representatives.

All members of this Committee shall serve for a two-year term, ending on June 30<sup>th</sup> of its respective year. Without restriction, each member can be appointed to serve an unlimited number of two-year terms.

**4.2.12 TPO Livable Roadways Committee (LRC):** The LRC shall be responsible for integrating Livable Roadways principles into the design and use of public rights-of-way and the major road network throughout Hillsborough County. The LRC seeks to accomplish this responsibility by: making recommendations to create a transportation system that balances design and aesthetics with issues of roadway safety and function; ensuring that public policy and decisions result in a transportation system that supports all modes of transportation, with a special emphasis on pedestrian and bicycle infrastructure and transit infrastructure and service; providing information and assistance to the TPO, local governments and transportation agencies relating to the mission of the Committee; and enhancing coordination among TPO member agencies and public participation in the transportation planning process. The LRC shall coordinate its actions with the appropriate representatives of the Florida Department of Transportation.

**LRC Membership:** The LRC shall be composed of representatives of local government departments, transportation agencies and other organizations. They may be elected officials, appointed officials, organization members, designated representatives or staff, but may not be staff to the TPO. Members will represent the following: City of Plant City; City of Tampa Parks and Recreation Department, Public Works, Transportation Division, or Urban



Development Department (up to two members); City of Temple Terrace; Hillsborough County Planning and Infrastructure (up to two members); Hillsborough Area Regional Transit; Hillsborough County TPO Board Member (appointed by the TPO to serve as chair of the committee); Hillsborough County City-County Planning Commission; Tampa Hillsborough Expressway Authority and five members from professional organizations whose mission is consistent with the principles of Livable Roadways (such as American Planning Association; American Society of Landscape Architects; Urban Land Institute; Institute of Transportation Engineers; Congress for New Urbanism and American Institute of Architects); University of South Florida; New North Transportation Alliance; Tampa Downtown Partnership; Westshore Alliance; Person with disabilities; Neighborhood representative; Transit user representative; Citizen advocate for livable communities and/or multimodal transportation; and School District and/or School Parent representative.

**5 MEETINGS:**

**5.1 SCHEDULE OF MPO MEETINGS:**

- 5.1.1 Regular Meetings:** Regular meetings shall take place on the first Tuesday of each month, unless otherwise decided by the TPO and shall be held in the Chamber of the Hillsborough County Board of County Commissioners or at another suitable location designated by the Chair.
- 5.1.2 Special Meetings and Workshops:** Special meetings and workshops shall be held at the call of the Chair or majority of officers. Special meetings and workshops shall convene at a time designated by the Chair and shall be held in the Chambers of the Hillsborough County Board of County Commissioners or at another suitable location designated by the Chair.
- 5.1.3 Public Hearings:** Public hearings of the TPO shall be held at a time designated by the Chair. A public hearing can be continued until a date and time certain, with due allowance of time for public notice of the continuation of the public hearing. Public hearings shall be held in the Chambers of the Hillsborough County Board of County Commissioners or at another suitable location designated by the Chair.

**5.2 SCHEDULE OF STANDING COMMITTEE MEETINGS:** Each standing committee shall meet monthly, with the exception of the Intelligent Transportation Systems Committee and the Transportation Disadvantaged Coordinating Board which shall meet every two months, at a regular date and time designated by the Chair.

**5.3 SCHEDULE OF AD HOC COMMITTEE MEETINGS:** Each ad hoc committee shall meet at the call of the committee chair. Ad hoc committee meetings shall not be scheduled during the times reserved for TPO meetings. Ad hoc committee meetings shall be held at a suitable location designated by the committee chair.

**5.4 NOTICE OF MPO AND COMMITTEE MEETINGS:** The Executive Director of the TPO shall be responsible for providing written public notice of all TPO meetings, public hearings and committee meetings. Except in case of emergencies, written notice of any meeting shall be given at least five (5) days prior to the meeting. In case of emergency, notice of such meeting shall be given to each member as far in advance of the meeting as possible and by the most direct means of communications. In addition, notice of such emergency meeting shall be given to the media, utilizing the most practicable method. Written notice of any meeting shall state the date, time and place of the meeting, a brief description of the agenda for the meeting, and shall be provided in accordance with the requirements of Florida law and the TPO's Public Participation Plan.

**5.5 AGENDA OF MPO AND COMMITTEE MEETINGS:** The agenda for all TPO regular and special meetings, workshops and public hearings shall be established by the Chair with the assistance of the Executive Director. Members or the Executive Director may request that an item be placed on the agenda by communicating such request to the Executive Director at least ten (10) days prior to the meeting date. The Chair shall consider with the Executive Director on a month to month basis whether there shall be a consent agenda.

The agenda for each committee meeting shall be established by the committee chair and shall be prepared by the Executive Director or designated TPO support staff. Members of a committee or the Executive Director may request that an item be placed on a committee agenda by communicating such request to the TPO support staff assigned to the committee, or the Executive Director at least ten (10) days prior to the committee meeting date.

The agenda shall list the items in the order they are to be considered. For good cause stated in the record, items on the agenda may be considered out of order with the approval of the TPO Chair or the committee chair.

The agenda for any TPO or committee meeting shall be delivered to each member at least five (5) days prior to the meeting date and shall be mailed or delivered to interested persons at that time, except in case of an emergency meeting, where the agenda will be provided to members, and interested parties as far in advance of such meetings as practicable.

**5.6 RULES OF ORDER:** Except where they are inconsistent with the *By-laws*, *Roberts Rule of Order* shall be used for the conduct of all TPO and committee meetings.

**5.7 QUORUM:** A simple majority of the total non-vacant membership of the TPO or TPO committee shall constitute a quorum for the transaction of business at all regular and special meetings and public hearings, except seven (7) members shall constitute a quorum for the CAC, and nine (9) members shall constitute a quorum for the LRC and BPAC. Public hearings may be conducted with less than a quorum, but no action, other than as noted at the

end of this section, shall be taken unless a quorum is present. When a quorum is present, a majority of those present may take action on matters properly presented at the meeting. Workshops may be conducted with less than a quorum, but no official action may be taken. A majority of the members present, whether or not a quorum exists, may adjourn any meeting or continue any public hearing to another time.

## **5.8 CONDUCT OF MEETINGS:**

- 5.8.1** Chair Participation: The presiding TPO Chair, or committee chair, shall not be deprived of any rights and privileges by reason of being presiding Chair, but may move or second a motion only after the gavel has been passed to the Vice-Chair or another member.
- 5.8.2** Form of Address: Each member shall address only the presiding Chair for recognition; shall confine his/her remarks to the question under debate; and shall avoid personalities or indecorous language or behavior.
- 5.8.3** Public Participation: Any member of the public may address the TPO or TPO committee at a regular or special meeting, public hearing, or public participation type workshop, after signing in with the TPO Staff for a specific item. When recognized by the Chair, a member of the public shall state their name, address, the person on whose behalf they are appearing and the subject of their testimony. Each member of the public shall limit his or her presentation to three (3) minutes unless otherwise authorized by the Chair.
- 5.8.4** Limitation of Testimony: The Chair may rule testimony out of order if it is redundant, irrelevant, indecorous or untimely.
- 5.8.5** Motions: The Chair shall restate motions before a vote is taken and shall state the maker of the motion and the name of the supporter.
- 5.8.6** Voting: Voting shall be done by voice, as a group, but a member shall have his/her vote recorded in the minutes of the meeting if so desired. A roll call vote shall be taken if any member so requests. Any member may give a brief explanation of his/her vote. A tie vote shall result in failure of a motion.
- 5.8.7** Reconsideration: A motion to reconsider an item on which vote has been taken may be made only by a member who voted with the prevailing side. The motion to reconsider must be made on the day the vote to be reconsidered was taken, or at the next succeeding meeting of the same type of meeting at which the vote to be reconsidered was taken (i.e., at the next succeeding regular meeting if the vote to be reconsidered was taken at a regular meeting). To be in order, the motion to reconsider must be made under the consideration of old business. Adoption of a motion to reconsider requires the approval of at least a simple majority of the votes cast. If a motion to reconsider is adopted, the members shall

consider the need for additional notice to interested persons before a vote subject to the motion for reconsideration was taken at a special meeting or a public hearing for which no subsequently scheduled meeting will provide an opportunity for reconsideration of the item, then the motion to reconsider may be made at the next regular meeting in the manner provided.

**5.9 ORDER OF BUSINESS AT MEETINGS:** The order of business shall be determined by the Chair; however, the following is provided as a guide:

**5.9.1 Regular TPO Meetings:**

- (a) Call to Order and Pledge of Allegiance
- (b) Approval of minutes of prior meetings, workshops and public hearings.
- (c) Public input on Agenda Items, TPO Committee Reports
- (d) Presentation of the Chair's Report
- (e) Presentation of the Executive Director's Report
- (f) Consideration of Action Items
- (g) Consideration of Status Reports
- (h) Public input regarding general concerns
- (i) Consideration of items under old business
- (j) Consideration of items under new business
- (k) Adjournment

**5.9.2 Special Meetings or Workshops**

- (a) Call to Order
- (b) Consideration of individual agenda items
- (c) Adjournment

**5.9.3 Public Hearings**

- (a) Call to Order
- (b) Consideration of individual agenda items
  - 1. Presentation by staff
  - 2. Public comment
  - 3. Board deliberation
- (c) Adjournment

**5.9.4 Order of Consideration of Action Items:** The order of consideration of any individual agenda item shall be as follows unless otherwise authorized by the Chair:

- (a) Chair introduces the agenda item.
- (b) Staff presents the agenda item.
- (c) Other invited speaker(s) make presentations.
- (d) TPO or committee members ask questions.
- (e) Motion is made, seconded and debated.
- (f) Vote is taken.

The Chair may expand all time limitations established by this section.

**5.9 OPEN MEETINGS:** All TPO regular and special meetings, workshops and public hearings, TPO committee meetings, and all meetings of the committees are open to the public as provided by Florida's Government-in-the-Sunshine Law, Section 286.011, Florida Statutes.

**6.0 ATTENDANCE:** Members are expected to attend all regular and special meetings, public hearings and workshops of the TPO and its committees.

**6.1 EXCUSAL FROM MEETINGS:** Each member who knows that his/her attendance at a regular or special meeting, public hearing or workshop will not be possible, shall notify the Executive Director, or committee support staff, of the anticipated absence and the reason thereof. The Executive Director, or committee support staff, shall communicate this information to the Chair who may excuse the absent member for good cause.

**7.0 CODE OF ETHICS:**

**7.1 COMPLIANCE WITH LAWS:** Members shall comply with the applicable provisions of the Code of Ethics for Public Officers and Employees, Part III, Chapter 112, Florida Statutes.

**7.2 REQUESTS FOR INFORMATION:** Members may request information readily available to the general public directly from the appropriate staff person. Requests for information not readily available to the general public, or information which would involve the expenditure of staff time in preparation or compilation, shall be made to the Executive Director, who may consult with the Chair for guidance.

**7.3 LOBBYING ACTIVITIES:** Members shall use their discretion in conducting private discussions with interested persons regarding TPO business, as long as all interested persons are treated equally. Any written material received by a member in connection with a private discussion with an interested person shall be given to the Executive Director for distribution to other members and as appropriate, to staff.

**7.4 GOVERNMENT IN THE SUNSHINE:** Members shall refrain from participating in any private communications regarding TPO business involving two or more members. For purposes of this section, a private discussion is one that is not conducted in accordance with the requirements of Florida's Government-in-the-Sunshine Law, Section 286.011, Florida Statutes.

Any written material received by a member in connection with TPO Business shall be given to the Executive Director or the member's committee support staff for distribution to other members and as appropriate, to staff.

**7.5 STATEMENTS BY MEMBERS:** Members will from time to time be asked to give their opinions regarding matters which have been or will be considered by the TPO or one of its committees. No member shall be prohibited from stating his/her individual opinion on any matter; however, in doing so, each

member shall take care to make clear that the opinion expressed is his/her own, and does not constitute the official position of the TPO or one of its committees.

**7.6 CODE OF CONDUCT:** Recognizing that persons holding a position of public trust are under constant observation, and that maintaining integrity and dignity are essential for high levels of public confidence in institutions of government, members are expected to adhere to the following:

- a. Prepare for and regularly attend all meetings of the member's group;
- b. Extend courtesy and consideration toward colleagues, citizens, and staff, during all discussions and deliberations;
- c. Avoid appearance of impropriety;
- d. Allow citizens, colleagues, and staff sufficient opportunity to present their views, within the prescribed rules of conduct of meetings;
- e. Refrain from abusive comments or intimidating language directed at colleagues, citizens, or staff, including gestures, body language or distracting activity that conveys a message of disrespect and/or lack of interest;
- f. Not engage in harassing behavior or unwelcome conduct of a sexual nature toward colleagues, citizens, or staff;
- g. Discharge their duties without prejudice toward any person or group;
- h. Not lend their influence towards the advancement of personal financial interests or the financial interests of family, friends, or business associates.

**8.0 ADMINISTRATION:** The administration of TPO activities shall be accomplished through official actions of the TPO in accordance with the following guidelines:

**8.1 POLICIES:** The TPO shall adopt, by a vote of a majority of the total membership, *Policies* to guide the administration of the TPO. The *Policies* shall be published in conjunction with the *By-laws*. The *Policies* may be amended from time to time by a vote of a majority of the total voting membership of the TPO.

**8.2 STATUTES:** The TPO shall abide by legislation authorizing and specifying its duties and functions and all other requirements of Florida law.

**8.3 STAFF:** The staff of the TPO shall consist of the Executive Director and such additional employees as provided by the Hillsborough County City-County Planning Commission. The staff shall be directed by the Executive Director of the TPO.

**9.0 RULES OF CONSTRUCTION:** The following rules apply to the text of this document.

**9.1** The particular controls the general.

**9.2** The word "shall" is mandatory and not discretionary. The word "may" is permissive.

9.3 Words used in the present tense include the future; words used in the singular number shall include the plural and the plural the singular unless the context indicates the contrary.

9.4 Words not defined shall have the meaning commonly ascribed to them.

10.0 **AMENDMENT:** The *By-laws* may be amended by two-thirds majority vote of the total voting membership of the TPO. Any amendment shall be proposed at a regular meeting and voted upon the next regular meeting.



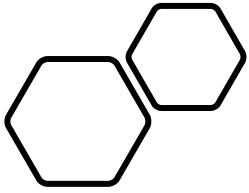
**Hillsborough MPO**  
Metropolitan Planning  
for Transportation

# **CAC Organizational Structure & TPO Bylaws Amendment**

**December 2022**





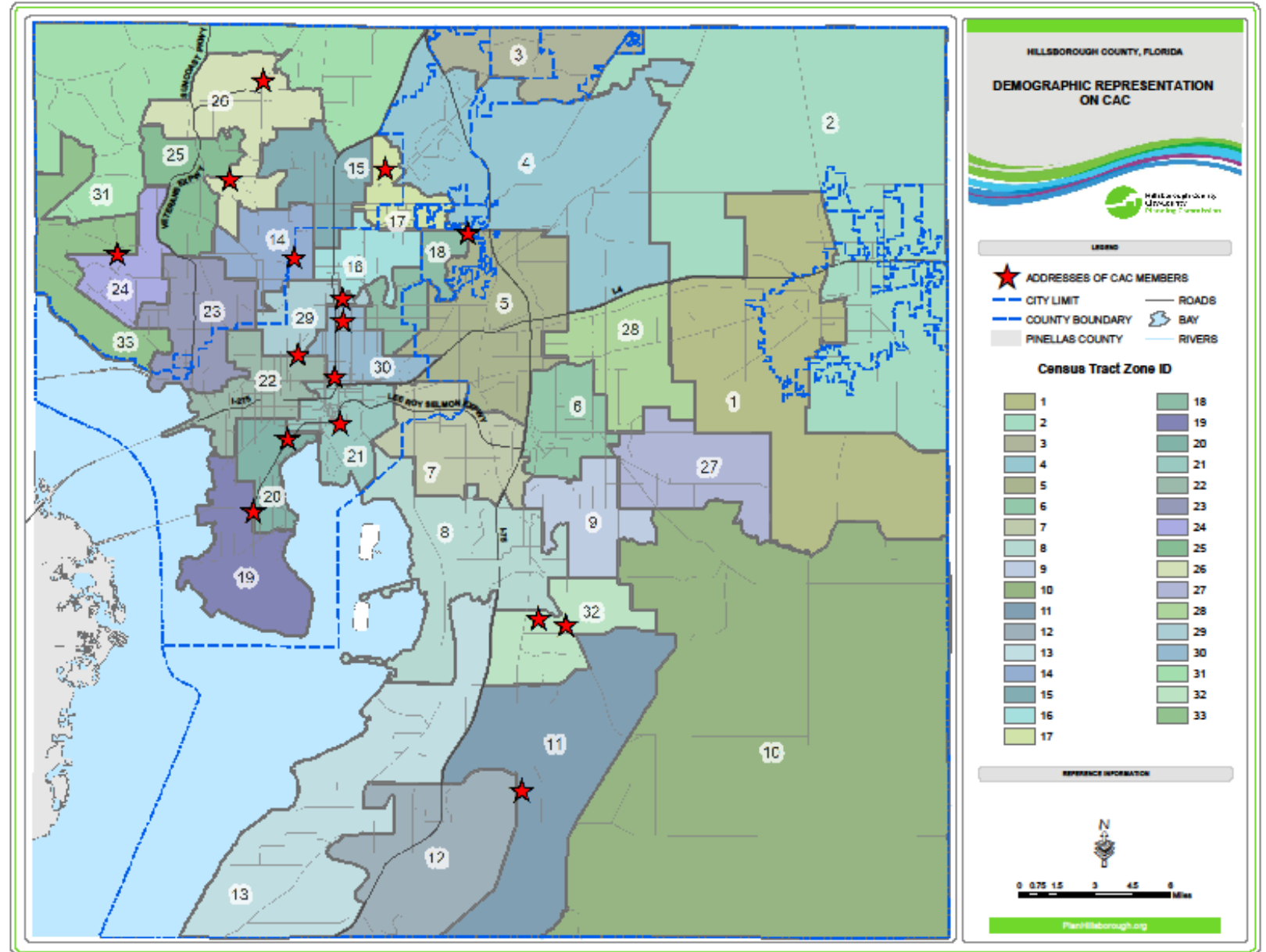


# CAC Current Structure

- **23 seats: 16 nominated by TPO Board members, 6 at-large seats reserved for specific constituencies, 1 appointed by the TDCB**
- At-large seats include: 1 African American, 1 Hispanic/Latinx, 1 Under 30, 1 for Neighborhoods, 1 for Business, 1 for Women
- Two-year terms; members continue to serve until replaced

# Geographic Underrepresentation

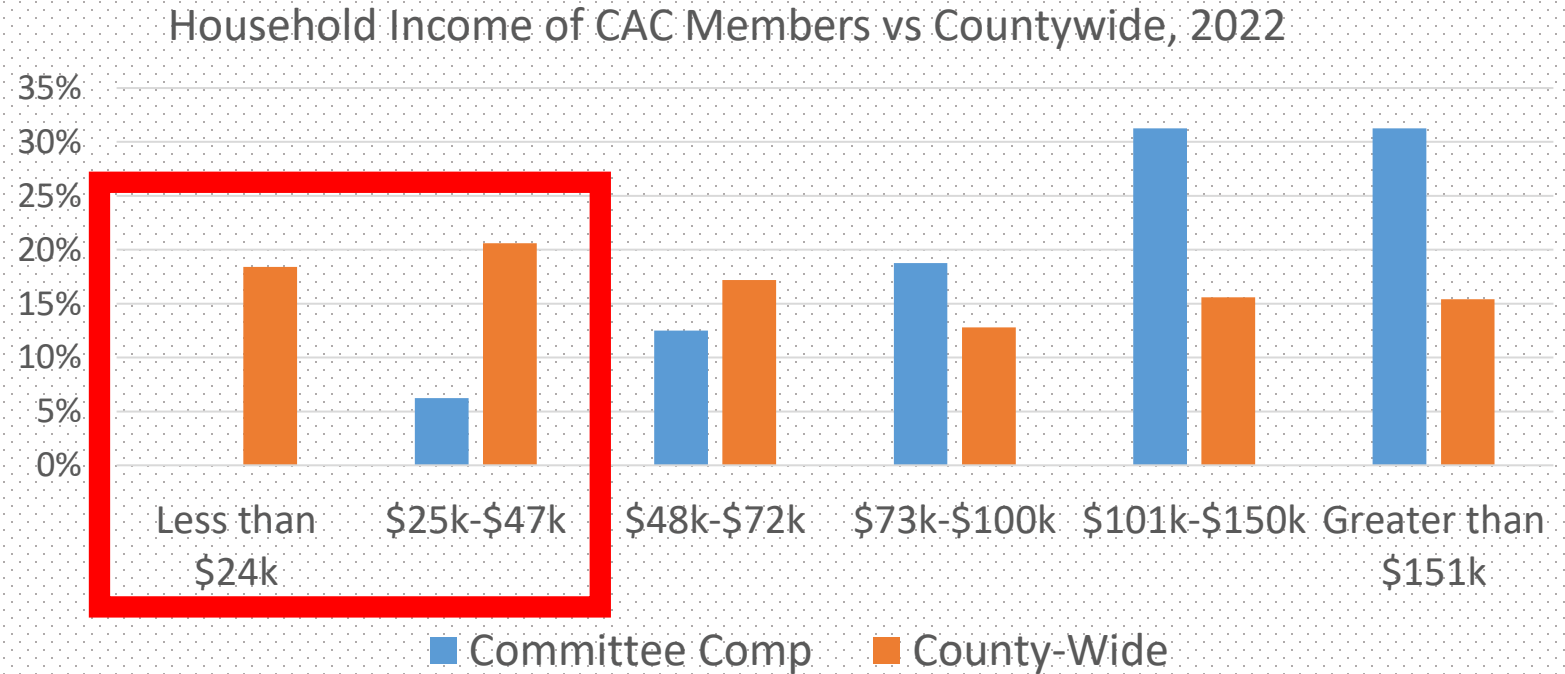
- Using 33 approx. evenly populated random districts based on “balanced zones” GIS analysis
- Underrepresented areas currently include East Tampa, New Tampa, Town & Country, Citrus Park, Lutz/Keystone, Eastlake/Orient Park, Brandon, Palm River, Seffner/Mango/Thonotosassa, Dover, Bloomingdale, Apollo Beach, Ruskin

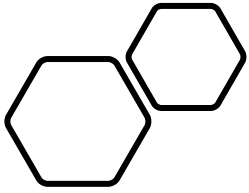


# Demographic Underrepresentation

- Comparison with Countywide characteristics
- Currently very underrepresented:
  - Low-income households
  - Hispanic persons
- Currently somewhat underrepresented:
  - Women
  - Persons aged 48-64

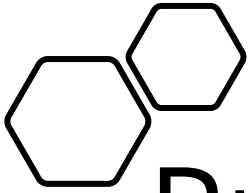
- Example analysis:





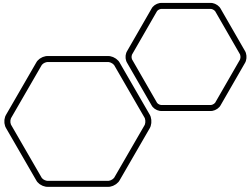
# Guidance Received from Multiple Sources

- Federal and State Guidance
  - CAC should represent a cross-section of the community
- TPO Nondiscrimination & Equity Plan recommendations
- Survey of the general public
- TPO Board guidance
  - Add seats to provide more opportunities for a diversity of perspectives
- CAC conversation took place over 6 months



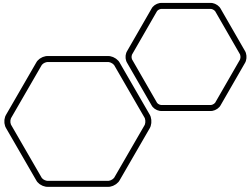
# Proposed New Structure

- **20 at-large and one nominated by each TPO member**
- TPO Board continues to nominate members; TPO staff available to assist with outreach if needed
- Candidates for at-large seats identified by application and recommended to board based on current gaps in diversity (geographic and demographic gaps)
- TPO staff to reach out to underrepresented community groups to recruit candidates for at-large seats, and assist with applying and orientation
- Underrepresentation – both demographic and geographic – to be reviewed annually with focus areas determined in a public discussion with the sitting CAC members; staff suggests holding discussion every January as part of annual attendance review
- All CAC nominees subject to approval by the TPO Board



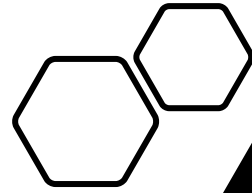
# Access Improvements

- Evening start time
- Format will remain hybrid with procedural changes to make virtual participation more effective and engaging
- Switch to Zoom platform; more widely used
- Optional social meetings to be held in different locations around County a few times a year, to allow members to meet each other in person
- If virtual engagement is successful, in future consider lowering in-person quorum if needed to support diverse attendance
- No new in-person attendance requirements



# What Will the Annual Review Process Look Like?

- Short, anonymous, six-question survey of current members: address, race/ethnicity, household income, disability status, gender, age
- Analysis will reveal gaps between CAC demographic & geographic profile compared to countywide
- Presentation of anonymous aggregate data to CAC during annual attendance review & to TPO board when filling vacancies
- This allows TPO staff to readjust and target recruitment efforts to address evolving gaps



Recommendation

With Board's approval, TPO staff will bring this back in January for action to Amend the Bylaws





# We Need Your Input on the Proposed March 2023 Service Changes!



HART is proposing changes throughout the service network and we need your input the week of December 5th!

HART is holding public meetings at the **MARION TRANSIT CENTER**  
1211 N. Marion Street | Downtown Tampa

<b>MONDAY</b> <b>5</b> <b>DECEMBER</b>	<b>TUESDAY</b> <b>6</b> <b>DECEMBER</b>	<b>WEDNESDAY</b> <b>7</b> <b>DECEMBER</b>
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12 p.m. - 2 p.m. 4 p.m. - 6 p.m.	10 a.m. - 12 p.m. 4 p.m. - 6 p.m.	10 a.m. - 12 p.m. 4 p.m. - 6 p.m.
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Staff will also be conducting outreach throughout the week on select routes.

Scan the QR code to view the changes, provide feedback and take a short survey.



GoHART.org | 813.254.4278  
@ f t y o

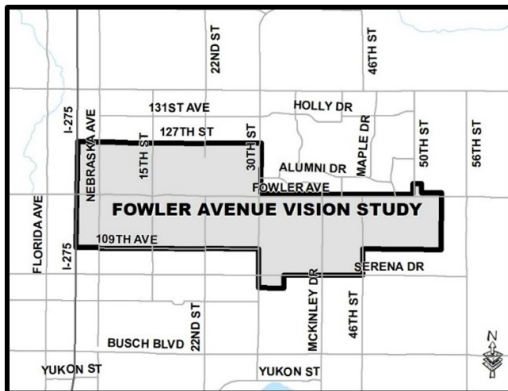




# Plan Hillsborough

FOR IMMEDIATE RELEASE

## Community invited to share input on Fowler Avenue Comprehensive Vision Study



*Fowler Avenue is the area between 127th St. to the north; 52nd St. to the east; 109th St. to the south; and I275 to the west.*

**Tampa, FL (December 6, 2022)** - The public is warmly invited to provide input on the **Fowler Avenue Comprehensive Vision Study**. Fowler Avenue traverses through both Hillsborough County and City of Tampa jurisdictional boundaries, each subject to their respective regulations. This has created a development environment characterized by inconsistent development patterns along the corridor. This study will evaluate the land use, transportation, and community characteristics, along with feedback from the

community and businesses, to create a cohesive vision plan for redevelopment and future development along Fowler Avenue.

Fowler Avenue serves as a main gateway to many of Tampa and Hillsborough County's important employment, education and research, medical, and residential areas. The corridor connects organizations like the University of South Florida, Moffit Cancer Center, and the Florida Hospital with areas ripe for redevelopment, like University Mall. The opportunity to create a cohesive vision for this area serves to benefit everyone who lives, works, studies, and visits the corridor.

The **Hillsborough County City-County Planning Commission** has scheduled two open houses, one in person and one virtual, for the public to engage with the planning team, ask questions, and provide feedback:

### **Open House #1**

**When:** Tuesday, December 13 | 5–7 pm

**Where:** BlackboXXcelerator theater at University Mall food court, 2nd floor, 2200 East Fowler Avenue, Tampa, FL, 33612 (rolling presentations every 15 minutes)

### **Open House #2**

**When:** Wednesday, December 14 | 11:30 am–12:30 pm

**Where:** [Register for the virtual meeting](#)

Both open houses will allow the public to view the same presentation, ask questions, and provide feedback. All materials will be available for review prior to the open houses at [bit.ly/planfowler](https://bit.ly/planfowler). Spanish translation of materials and presentations will be available. To learn more about the update, visit [bit.ly/planfowler](https://bit.ly/planfowler).

- END -

**For detailed questions about the study:**

Alvaro Gabaldon, Planner II | [gabaladona@plancom.org](mailto:gabaladona@plancom.org) | 813.582.7349

**Media Contacts:**

Caroline Charles, Community Relations Coordinator | [charlesc@plancom.org](mailto:charlesc@plancom.org) | 813.582.7319

Lynn Merenda, Public Relations Strategist | [merendal@plancom.org](mailto:merendal@plancom.org) | 813.547.3342

Switchboard: 813.272.5940

[planhillsborough.org](http://planhillsborough.org)



# FDOT TENTATIVE FIVE-YEAR WORK PROGRAM

FISCAL YEAR 2024 TO FISCAL YEAR 2028



**Beginning December 5, 2022 - Visit [www.fdot.gov/wpph/district7](http://www.fdot.gov/wpph/district7)**  
Public Comments due by December 23, 2022



## OPEN HOUSE

December 7, 2022 from 9 am to 6 pm

FDOT DISTRICT 7 OFFICE  
11201 N. MCKINLEY DR., TAMPA, FL 33612



Visit us online at  
[fdot.gov/wpph/district7](http://fdot.gov/wpph/district7)

*Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Roger Roscoe, at (813) 975-6411, (800) 226-7220 or email: [roger.roscoe@dot.state.fl.us](mailto:roger.roscoe@dot.state.fl.us).*

*Si usted tiene preguntas o comentarios o si simplemente desea mas informacion sobre este proyecto, favor de ponerse en contacto con el señor Manuel Flores, al teléfono (813) 975-4248 o correo electrónico [manuel.flores@dot.state.fl.us](mailto:manuel.flores@dot.state.fl.us).*

**Beth Alden**

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**Subject:** FL MPO Advisory Council meeting with Road User Charging Conference

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**From:** Reichert, Mark <Mark.Reichert@dot.state.fl.us>

**Sent:** Monday, November 21, 2022 7:32 AM

**Subject:** FW: Your highway to the latest innovation in the Road User Charging Industry!

Good morning MPOAC Governing Board Members and Staff Directors. We are working with this group to co-locate our April 27<sup>th</sup> meeting with the RUC Conference. We will be given a 50% discount on the conference rate. We will also be setting up a block of rooms. So, stay tuned, but please plan to attend the RUC Conference in 2023.

---

**From:** RUC USA <[no-reply@akabomedia.co.uk](mailto:no-reply@akabomedia.co.uk)>

**Sent:** Friday, November 18, 2022 3:15 PM

**To:** Reichert, Mark <[Mark.Reichert@dot.state.fl.us](mailto:Mark.Reichert@dot.state.fl.us)>

**Subject:** Your highway to the latest innovation in the Road User Charging Industry!

**CAUTION: This email may have originated from a FOREIGN COUNTRY.**

**EXTERNAL SENDER: Use caution with links and attachments.**

[View this email in your browser](#)

# Road User Charging Conference USA

**26 - 27 April 2023, James L. Knight Conference Center,  
Hyatt Regency, Miami FL**



Spun out of its Brussels-based counterpart, and the virtual RUC Americas 2021 conference, the in-person [Road User Charging Conference USA](#) highlights the latest tolling technologies, road-usage charging projects and intelligent transport systems being implemented across America.

[BOOK NOW](#)

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**SOME OF OUR PREVIOUS ATTENDEES:**



## WHY ATTEND...

A packed agenda focuses on how traffic is regulated, and revenues are generated on highways, freeways, and express lanes, as well as on turnpikes in and out of the USA's most congested cities, from New York to Los Angeles.

Road-usage charging schemes covering distance-based charging, congestion charging, all-electronic tolling, heavy-vehicle tolling, and automated enforcement are among the topics tackled via **exclusive case study presented** and **panel discussions**.



**WHO YOU WILL MEET:**

**toll operators** state government  
technology companies  
equipment suppliers toll service providers  
**toll chargers** system integrators  
device suppliers **municipal councils**  
transportation authorities mobility service providers  
consultancies federal government  
mobile telecom operators  
automotive suppliers  
**highways authorities**  
telematics solutions providers  
automotive manufacturers

**BOOK YOUR PLACE NOW**

**2023 PARTNER**





**When:**

26 - 27 April 2023

**Where:**

James L. Knight Conference Center

Hyatt Regency

Miami FL

**Our mailing address is:**

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30 Great Guildford Street

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**Beth Alden**

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**Subject:** US EPA Community Air Pollution Monitoring Grant

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**From:** EPA Press Office <[noreply@epa.mediaroom.com](mailto:noreply@epa.mediaroom.com)>

**Date:** Friday, November 4, 2022 at 4:15 AM

**Subject:** Biden-Harris Administration Announces \$53 Million for 132 Community Air Pollution Monitoring Projects Across the Nation

## **Biden-Harris Administration Announces \$53 Million for 132 Community Air Pollution Monitoring Projects Across the Nation**

### **Largest investment for community air monitoring in EPA history funded by President Biden's Climate and Economic Plans**

**WASHINGTON (November 3, 2022)** – Today, the U.S. Environmental Protection Agency (EPA) announced that 132 air monitoring projects in 37 states will receive \$53.4 million from President Biden's Inflation Reduction Act and American Rescue Plan to enhance air quality monitoring in communities across the United States. The projects are focused on communities that are underserved, historically marginalized, and overburdened by pollution, supporting President Biden's Justice40 Initiative.

The air pollution monitoring projects are made possible by more than \$30 million in Inflation Reduction Act funds, which supplemented \$20 million from the American Rescue Plan and enabled EPA to support 77 additional projects, more than twice the number of projects initially proposed by community-based nonprofit organizations, state and local governments, and Tribal governments. More than \$4 million will be awarded to communities visited by EPA Administrator Michael Regan during his first Journey to Justice tour.

"I've traveled across the country and visited communities who've suffered from unhealthy, polluted air for far too long. I pledged to change that by prioritizing underserved communities and ensuring they have the resources they need to confront longstanding pollution challenges," **said EPA Administrator Michael S. Regan.** "The air monitoring projects we are announcing today, which include the first EPA grants funded by President Biden's Inflation Reduction Act, will ensure dozens of overburdened communities have the tools they need to better understand air quality challenges in their neighborhoods and will help protect people from the dangers posed by air pollution."

These grant selections further the goals of President Biden's Justice40 Initiative and Executive Order, *Tackling the Climate Crisis at Home and Abroad*, which directed that 40 percent of the overall benefits of certain Federal investments flow to overburdened communities that face disproportionately high and adverse health and environmental impacts. By enhancing air monitoring and encouraging partnerships with communities, EPA is investing in efforts to better protect people's health, particularly those in underserved communities.

The amount of the anticipated grant funding ranges from \$57,000 to \$500,000, which will enhance air monitoring in communities and establish important partnerships to address air quality concerns. More than half of the selected applications are from community and nonprofit organizations. Tribes are receiving 12 percent of the total funding for this competition. EPA will start the process to award the funding by the end of 2022, once the grant applicants have met all legal and administrative requirements. The grantees will have three years to spend the funds from the time EPA awards the grants.

"Ensuring Americans have clean air to breathe starts with having an effective system to measure the pollutants that exist," **said Senator Tom Carper, Chairman of the Environment and Public Works Committee.**

"Fortunately, the Biden Administration is taking action to improve our nation's outdated air quality monitoring system thanks to our historic investments in the Inflation Reduction Act and American Rescue Plan. These grants will go a long way toward enhancing air quality and improving public health, especially in low-income and historically disadvantaged communities. For too long, these communities have been overburdened by air pollution while often contributing disproportionately little to the cause. I commend Administrator Regan for his steady commitment to delivering cleaner air in communities across our nation, and I look forward to continuing the important work of advancing legislation that improves our nation's air monitoring systems."

"With today's announcement, the Biden EPA is safeguarding Americans' right to clean air by strengthening air monitoring across the country and providing communities the localized information they need to protect public health," **said Congressman Frank Pallone, Jr., Chairman of the House Energy and Commerce Committee.** "These projects are especially crucial for environmental justice communities, which continue to bear the brunt of air pollution and its adverse health effects. I'm thrilled the funding we included in the American Rescue Plan and Inflation Reduction Act is providing these communities with the resources they both need and deserve, and I commend EPA for being a steadfast partner in our fight to ensure these communities will never again be left behind."

The announcement today delivers on Administrator Regan's commitment to action following his ongoing Journey to Justice tour. Following the first leg of the tour through Mississippi, Louisiana, and Texas in November 2021, EPA encouraged communities to apply for the grants. Today's selectees include eight projects in communities from the tour, totaling nearly \$4 million from this grant program. These awards to communities from Journey to Justice and additional awards to underserved and overburdened communities reflect the Biden-Harris Administration's commitment to deliver environmental justice and the whole-of-government approach to addressing these issues in communities that are historically marginalized.

[See the list of applications selected for award.](#)

## **Background**

In spring 2021, Congress passed the American Rescue Plan, providing EPA with a one-time supplemental appropriation of \$100 million to address health outcome disparities from pollution and the COVID-19 pandemic. Half of that \$100 million, was dedicated to air quality monitoring. EPA Regions began awarding nearly \$22.5 million from this appropriation in 2022 as direct awards to state, tribal, and local air agencies for continuous

monitoring of fine particle and other common pollutants. In addition, EPA Regions are in the process of procuring monitoring equipment using \$5 million in American Rescue Plan funding to advance the EPA Regional Offices' mobile air monitoring capacity and establish air sensor loan programs. These investments will improve EPA's ability to support communities that need short-term monitoring and air quality information.

In July 2021, EPA announced the \$20 million American Rescue Plan Enhanced Air Quality Monitoring for Communities Grant Competition. The goal of this competition was to improve air quality monitoring in and near underserved communities across the United States, support community efforts to monitor their own air quality, and promote air quality monitoring partnerships between communities and tribal, state, and local governments. EPA received more than 200 applications in response to the competition.

The Inflation Reduction Act of 2022 provides funding to EPA to deploy, integrate, support, and maintain fenceline air monitoring, screening air monitoring, national air toxics trend stations, and other air toxics and community monitoring. Specifically, the Inflation Reduction Act provides funding for grants and other activities under section 103 and section 105 of the Clean Air Act. EPA is using approximately \$32.3 million of this funding to select 77 high-scoring community monitoring applications.

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**RFA# EPA-OAR-OAQPS-22-01:  
Enhanced Air Quality Monitoring for Communities Competitive Grant  
Selected Applications**

Primary Applicant	Project State(s)	Proposed EPA Funding	Project Description
Aleutian Pribilof Islands Association	AK	\$301,987	Recipient will conduct air quality monitoring to collect data and determine the impacts of solid waste burning on the Aleut Community of St. Paul Island. Air quality data will be used to help address health concerns in the community.
Chilkoot Indian Association	AK	\$158,408	Recipient will evaluate outdoor and indoor air quality exposures in the Haines Borough. Recipient will also create a Northern Lynn Canal Intertribal Air Quality Working Group, which will explore appropriate response actions to suboptimal air quality.
Skagway Village (DBA Skagway Traditional Council)	AK	\$397,169	Recipient will combine current air quality monitoring efforts and equipment to create an air monitoring network, make needed upgrades to current equipment, and create a digital dashboard to inform the community about air quality events in real-time.
State of Alaska	AK	\$499,999	Recipient will expand and maintain the low-cost air sensor network for Alaskan communities statewide. Expansion of the air sensor network will provide baseline air quality data for areas not covered by the State's regulatory monitoring network. This network will provide outreach, education, and assistance to the communities with sensors.
Southern Research Institute	AL	\$437,889	Recipient will monitor air pollutant concentrations in two underserved neighborhoods in Birmingham, AL. The goal is to provide these communities with near-real time access to air quality data and to better understand emission patterns and exposures.
Cocopah Indian Tribe	AZ	\$185,029	Recipient will establish long term air quality monitoring capacity at the Cocopah Indian Tribe through the deployment of air monitors, data collection and analysis, staff training, and community outreach.
PCFC - Pima County Flood Control	AZ	\$488,210	Recipient will deploy and operate additional low-cost outdoor air pollution sensors at Pima County schools. This will improve exposure measurements of selected air pollutants for the entire population, especially identified environmental justice locations.
Salt River Pima-Maricopa Indian Community	AZ	\$404,372	Recipient will hire additional staff to support the air quality program activities. Additional staff will support the air program needs in quality assurance and data management to fulfill the EPA ambient monitoring requirements to ensure that the data meets its quality objective.
The Navajo Nation	AZ	\$486,000	Recipient will evaluate whether the emission of pollutants from oil and gas facilities impacts human health and environment of neighboring Navajo communities. The data collected will be used to address community concerns of health impacts of oil and gas facilities and the funds will address health outcome disparities from pollution combined with COVID-19 concerns.

Primary Applicant	Project State(s)	Proposed EPA Funding	Project Description
Air Resources Board	CA	\$499,100	Recipient will utilize community engagement and partnership to co-design and implement air quality monitoring in two distinct environmental justice communities in California with the goal to inform the development of a statewide community air monitoring program and guide the enhancement of the air toxics program.
Bay Area Air Quality Management District	CA	\$298,114	Recipient will use an air monitoring van to perform exploratory measurements of pollutants, conduct studies to investigate questions raised by the results of the screening measurements, and deploy a network of outdoor and indoor air sensors and filtration units to community members and schools, who will be trained to interpret data and respond to air quality emergencies, such as wildfire smoke events.
Bishop Indian Tribal Council	CA	\$67,398	Recipient will purchase, install, and operate a monitor at the Tribe's air station to investigate pollution impacting the Reservation community, and to make ancillary data collections using portable monitors for comparison. The data will inform the Tribal community of potential health improvement and pollution reduction opportunities.
Blue Lake Rancheria	CA	\$306,209	Recipient will build capacity of tribal environmental staff to conduct air quality monitoring, deploy equipment to collect data on pollutants of concern for the community, and engage the community through partnerships and a new library loan program of air quality sensors.
Central California Asthma Collaborative	CA	\$377,720	Recipient will expand their existing network of school-based air monitors. Environmental justice communities will be identified and targeted. Recipient will partner with local community-based organizations to engage schools, residents and other stakeholders, and will establish Community Steering Committees in each of the selected communities to support project planning, implementation and outreach.
City of Paramount	CA	\$319,754	Recipient will continue to maintain the ambient air monitoring program for a two year period intended to measure and monitor possible community pollutant exposure and to ensure metal related businesses are not emitting pollutants at harmful levels.
Coalition for Clean Air	CA	\$500,000	Recipient will work with five YMCA locations in the Los Angeles area to deploy air monitors in historically disadvantaged areas, located near major traffic routes and manufacturing facilities, that currently lack air quality monitoring. Recipient will provide education, real-time air quality information, access to the free AirVisual App to monitor air quality, and indoor air quality mitigation as appropriate at YMCA facilities to further improve community health outcomes.
Comite Civico del Valle, Inc.	CA	\$500,000	Recipient will establish a regional air monitoring network in the Salton Sea Air Basin to screen for toxic pollutants at low cost and in real-time. Recipient will review air pollutant concentrations, identify the emission sources, and apply the findings to improve the efforts clean air advocates to reduce emissions together with public agencies.

Primary Applicant	Project State(s)	Proposed EPA Funding	Project Description
Comite Civico del Valle, Inc.	CA	\$500,000	Recipient will maintain, operate, and upgrade their current real-time air monitoring network. Recipient will provide air quality education in the Salton Sea airshed for community members exposed to high levels of air pollutants.
Humboldt State University Foundation	CA	\$500,000	Recipient will establish the Klamath Region Community Air Monitoring Network, a community operated network of sensors to serve communities in the Klamath region of Northern California that heavily affected by wildfires and industrial emissions. Project will include activities that engage community members in understanding air quality data and will provide capacity-building resources and knowledge sharing to foster partnerships and sustain the usefulness of the air network into the future.
Imperial County APCD	CA	\$481,250	Recipient will expand upon the current air quality monitoring work being conducted to better understand the potential air quality impacts of the New River. Air monitoring equipment will be relocated to the environmentally burdened communities of Seeley and Brawley, CA. All data will be displayed on a public-facing website.
Manzanita Band of Diegueno Mission Indians	CA	\$229,072	Recipient will implement an air monitoring network to detect levels of various pollutants throughout the Manzanita Reservation. Recipient will create website and educational materials will be provided to inform the Tribal community how to reduce exposure to harmful air pollutants.
Oxnard Harbor District	CA	\$500,000	Recipient will expand their existing monitoring network by installing four air monitoring stations to understand and communicate air pollution burden from freight and transportation networks in the Oxnard Plain of Ventura County, California. The recipient will develop a community-based team to create communication tools that facilitate understanding of the monitored air quality data, including a multilingual website to provide public access to the data and with a focus on engaging with underserved communities.
Pala Band of Mission Indians	CA	\$232,367	Recipient will enhance the Pala tribal community air monitoring network to detect levels of air pollutants throughout the Pala Reservation. The Pala Environmental Department will educate the tribal community on how to reduce exposure to harmful air pollutants.
Pepperwood Foundation	CA	\$499,347	Recipient will engage members of Northern Sonoma County's large LatinX population and local seniors to assess their needs and increase the extent, availability and accuracy of air quality data in rural areas by adding sensors to an existing fire and flood situational awareness network. Project involves creating bilingual outreach materials to mitigate potential health impacts during extreme wildfire smoke air quality events.



Primary Applicant	Project State(s)	Proposed EPA Funding	Project Description
Play Marin	CA	\$498,828	Recipient will deploy a network of air quality monitors that will be maintained by the community and train community members to conduct traffic counts and indoor air monitoring for potential health triggers. Air quality data collected will be used for interventions and planning for action to protect public health.
Sequoia Foundation	CA	\$499,895	Recipient will create a regional collaboration network that will undertake community engagement and needs-assessment activities, support air quality capacity-building, deploy a public network of low-cost air sensors throughout three California Bay Area environmental justice communities, and promote best practices in community air monitoring.
South Coast AQMD	CA	\$499,900	Recipient will enhance air monitoring in Southern California Environmental Justice communities through the deployment of air quality sensors. Data collected will inform community-led action to reduce pollutant emissions and exposures at the local level, helping to reduce existing disparities in health outcomes.
South Coast AQMD	CA	\$500,000	Recipient will enhance the monitoring network in Wilmington, California, a community that has been disproportionately impacted by air pollution and the COVID-19 pandemic. The results of this study will provide new information on major sources of air pollution and their contribution to air quality in Wilmington and the surrounding areas.
Special Service for Groups, Inc.	CA	\$100,000	Recipient will develop a robust air monitoring plan with community members, monitor local air quality trends in Alhambra and Monterey Park to identify disproportionate air pollution impacts and sources of particle pollution, and develop meaningful relationships with organizations working to improve air quality along the Goods Movement Corridor in Los Angeles in order to develop and coordinate sustainable solutions to address community air pollution concerns.
Tule River Tribal Council	CA	\$500,000	Recipient will establish community air quality monitoring, data collection, and community engagement to assess and mitigate impacts of climate change and wildfire smoke on the Tule River Indian Reservation. Project intent is to address climate change, specifically increased wildfire smoke impacts, through community team building, professional partnership development, and collaboration.
United Latinos, Promoviendo Accion Civica	CA	\$416,395	Recipient will deliver a culturally sensitive air quality monitoring curriculum to the student demographics in a Sacramento City School District School that includes environmental justice communities. Recipient will deploy air quality monitors in schools and the surrounding neighborhoods and low-cost sensors in school bus routes. Data collected will help inform air quality management strategies.

Primary Applicant	Project State(s)	Proposed EPA Funding	Project Description
350 Colorado	CO	\$498,537	Recipient will contract Boulder AIR's team to install and operate a mobile air monitoring unit that will measure air pollutants of concern.
Black Parents United Foundation	CO	\$472,656	Recipient will monitor air pollutants in disproportionately impacted minority and low-income communities in Aurora, Colorado, with data to be disseminated in real-time to a web portal for informing the public and the city. Monitoring will provide data to inform a community-led policy-making process and to educate Aurora community members, elected officials, and policymakers on air pollutants and environmental justice.
City of Fort Collins	CO	\$499,139	Recipient will provide air pollutant monitoring that responds to concerns of residents in underserved communities, increase awareness of air pollution, build a broader understanding of air quality issues, and will hold workshops to further empower residents to engage in policy and regulatory discussions and seeking enforcement actions.
Cultivando	CO	\$500,000	Recipient will establish the AIRE project to quantify and identify air pollutants and sources that are present throughout environmental justice communities. Recipient will operate a monitoring station within the impacted areas and deploy a mobile air monitoring van for identification and characterization of emission sources.
Jefferson County	CO	\$225,954	Recipient will create local capacity for underserved communities in Jefferson County to monitor and address their own air quality. Low-cost, high-quality monitoring equipment will be placed at partner sites and will provide real-time pollutant measurements on public-facing dashboards. This will support partner grassroots outreach and education efforts.
San Juan Basin Public Health	CO	\$312,500	Recipient will determine community air quality priorities across three counties in southwest Colorado with an emphasis on at-risk and underserved neighborhoods, monitor air pollutants through the combination of real-time sensors, and distribute air quality information to the public. These actions will increase community awareness and use of protective behaviors, increase access to information for policymakers and the public, and reduce air quality health risks over time.
Tri-County Health Department	CO	\$403,996	Recipient will build on their established community air monitoring network, expand community voice in air quality conversations and policy, increase opportunities for community capacity building, and identify policy, systems, and environmental changes to promote public health and reduce air pollutants while leveraging existing air quality expertise.
City of Stamford	CT	\$68,755	Recipient will establish a comprehensive air quality monitoring program focused on multiple air pollutants which will benefit historically marginalized residents in Stamford. Project goals include building the capacity to measure air pollution in real-time, providing data to support strategies that mitigate air pollution, and improving local health outcomes.

Primary Applicant	Project State(s)	Proposed EPA Funding	Project Description
Connecticut Department of Public Health	CT	\$500,000	Recipient will establish a network of low-cost air sensors to provide real-time measurements of pollutants in environmental justice communities and provide training modules and an education and outreach campaign for community members to lead long-term air sensor network operation. Recipient will create a digital dashboard that will provide information about the effects of poor air quality days on health and link to existing programs to support community health.
Government of the District of Columbia, DOEE	DC	\$500,000	Recipient will install air quality monitors in overburdened communities to monitor air pollutants, empower families living in neighborhoods historically overburdened by air quality to share their stories of environmental injustice, and map new data sources (along with existing air quality data) in an online tool.
Community Housing and Empowerment Connections Inc.	DE	\$357,852	Recipient will utilize a collaborative process that engages residents in the development of a community air monitoring network that achieves community priorities while supporting research, public policy and improved health outcomes in New Castle County, Delaware.
Socially Responsible Agriculture Project	DE, MD	\$495,328	Recipient will conduct ambient air data collection of industrial poultry pollution and its effects on public health and the environment in three Delaware and Maryland communities experiencing environmental injustices. Information gathered will help create community-oriented solutions to improve public health outcomes for every stakeholder in the community.
Hillsborough County Metropolitan Planning Organization	FL	\$389,875	Recipient will create an air quality monitoring network along I-275 and I-4 focusing on communities of concern to provide data-based information for future project planning. The project will measure known health-impacting air pollutants from vehicular traffic with the intent for community members and school children to learn, participate and help report about localized air quality.
Miami -Dade County/Solid Waste Management	FL	\$499,988	Recipient will expand and strengthen partnerships, engage community members in design and performance assessment of a new clean air community partnership program, What's your 305 Air Quality?, to ensure that environmental justice communities are included to help guide equitable and effective air quality mitigation actions.
National Coalition of 100 Black Women - Central Florida Chapter, Inc.	FL	\$440,000	Recipient will create a Community Air Quality Advisory Council (Council) comprised of representatives from underserved communities in Orange County, FL that is informed by Community Science Air Quality Monitoring. Recipient will create a monitoring network in underserved communities and will provide technical and policy support to council participants.

Primary Applicant	Project State(s)	Proposed EPA Funding	Project Description
Center for Sustainable Communities	GA	\$498,401	Recipient will deploy air sensors in 11 minority communities, located in the region of South Atlanta, Georgia, where there is concern over potential health impacts due to the proximity of these neighborhoods to heavily traveled transportation corridors, and for which there is no existing air quality monitoring capability. The objective is to empower under-resourced communities to collect, analyze, and use the data to draw conclusions related to the causes and effects of air quality.
Environmental Community Action, Inc.	GA	\$475,947	Recipient will install 7 air quality monitors, collect air samples, share sample data and train residents in five underserved communities so they can advance their advocacy efforts to address longstanding air quality problems where they live. The communities will develop specific strategies to reduce the effects of air pollutants on their health and will gain awareness of the risks associated with air pollutants in their communities.
Ecology Action Center	IL	\$440,485	Recipient will use air quality monitors to increase understanding of the relationship between local air quality and public health. Collaborative efforts to improve air quality and build partnerships will provide real-time air quality data to communities through educational programs.
Lake County Environmental Works	IL	\$270,350	Recipient will lead air testing for ethylene oxide to address issues, including cancer risks associated with elevated ethylene oxide levels, for the community and demonstrate a methodology for other communities.
Warehouse Workers' Justice Center	IL	\$456,170	Recipient will conduct community-organized air quality testing in areas with high levels of air pollution in Will County, IL. The project will generate data on air pollution in low-income, majority-minority neighborhoods near the United States' largest inland port and will engage community members in planning and decision making around local air quality.
Hispanic Access Foundation	IL, TX, CA, ID, NV	\$499,922	Recipient will establish El Aire Que Respiramos (the Air We Breathe) Latino Citizen Science Project to measure air pollutants at 12 heavily populated Latino sites across the country. The project will raise awareness and improve understanding of air pollution in these communities and will empower these communities to make adjustments in their daily lives and to advocate for change as needed.
East Chicago Calumet Coalition Community Advisory Group Inc.	IN	\$200,000	Recipient will provide a data-supported picture of air pollutants affecting the community in East Chicago, including impacts from episodic pollution events. Data will help identify and attribute pollution to sources and provide a basis for any future actions that may be required to reduce pollution affecting the East Chicago community, including through advocacy.

Primary Applicant	Project State(s)	Proposed EPA Funding	Project Description
Appalachian Voices	KY, PA, TN, VA, WV	\$118,297	Recipient will deploy low-cost air quality monitors in Environmental Justice communities across participating states. Recipient will analyze collected air quality data and will make the data publicly available to foster community engagement in local and regional air quality issues.
Deep South Center for Environmental Justice Inc.	LA	\$498,911	Recipient will build capacity of local environmental justice community groups to monitor their air quality, engage with stakeholders, and become more active and effective in civic engagement.
Louisiana Department of Environmental Quality	LA	\$479,958	Recipient will establish and operate a Temporarily Located Community air monitoring site that will provide the disproportionately overburdened and underserved community of St. James Parish a voice in the monitoring of their air quality. Recipient will deploy air monitoring equipment which will allow for near real-time air quality data availability for certain pollutants and the opportunity for community involvement.
Louisiana Department of Environmental Quality	LA	\$422,255	Due to the potential of air pollutant production by wood facilities, the recipient will conduct air quality monitoring in the Alexandria-Pineville area between two wood treating facilities.
Louisiana Environmental Action Network	LA	\$500,000	Recipient's LA Community Air Monitoring Network will be assessing air quality at the block level throughout Louisiana's industrial corridor while expanding air quality literacy in historically underserved communities and identifying actionable strategies to reduce exposure and emissions.
LSU Health Foundation	LA	\$498,480	Recipient will develop and evaluate a framework to facilitate sustainable community-led air monitoring campaigns, intergenerational learning and deliberative community engagement to "inpower" communities, preserve a cultural history, enable informed decision-making, and foster strategic political collective action by a culturally significant, yet politically disenfranchised New Orleans neighborhood.
Berkshire Environmental Action Team, Inc.	MA	\$300,131	Recipient will use ten stationary air monitors and five mobile monitors to measure air pollutants throughout locations in Pittsfield, Massachusetts, including environmental justice neighborhoods and near sources of pollution. Monitoring data will be supplemented by a survey of community health conditions, conducted during the monitoring period, to look for correlating increases or decreases in severity.
Berkshire Regional Planning Commission	MA	\$465,589	Recipient will expand indoor and outdoor air monitoring opportunities for all Berkshire County residents, especially the County's most vulnerable populations. Recipient will deploy indoor and outdoor sensors which will be accompanied by extensive community outreach and municipalities and local groups will utilize data to guide regional planning initiatives.

Primary Applicant	Project State(s)	Proposed EPA Funding	Project Description
City of New Bedford	MA	\$391,822	Recipient will identify disparities relative to health and corresponding air quality among environmental justice communities to inform public policy and realize equitable health outcomes.
Health Resources in Action	MA	\$500,000	Recipient will provide funding and air quality sensors to three community and/or faith-based organizations from separate environmental justice communities, engage them in the Citizen Science EJ Ambassadors' Learning Community Data, and invite them to participate in various committees. Recipient will create a statewide website which will provide real-time air quality monitoring data for interested communities.
Mystic River Watershed Association Inc.	MA	\$499,979	Recipient will deploy air pollution monitors at community-identified locations, provide actionable data and information to increase community awareness, inform decision-making around transportation infrastructure, and reduce exposures to harmful transportation-related air pollutants. Recipient will also build capacity among residents that have been disproportionately impacted by poor air quality.
State of Maryland, Maryland Department of the Environment	MD	\$497,861	Recipient will identify and implement air pollution exposure and risk reduction measures based on community recommendations and data from multi-pollutant air sensor sites in 3 environmental justice communities. Project outputs include a community partnership steering committee, a technical advisory group, community workforce development, air sensor and data analyses, increased community awareness of air pollution, air pollution monitoring and mitigation, and policy changes.
Asthma & Allergy Foundation of America Michigan Chapter	MI	\$157,308	Recipient will enhance Detroit's ambient air quality network by deploying sixty-two sensors to Detroiters ages 60 and older with respiratory distress/asthma symptoms. Recipients will track ambient outdoor and indoor pollutant data, display sensors' output on web dashboards, perform analysis, and engage residents on air quality issues, impacts, and interpretation of real-time sensor data and trends.
City of Detroit	MI	\$481,935	Recipient will establish the City of Detroit's first comprehensive city-wide air pollution monitoring network with near-real time reporting. Data collected from the network will be used to educate Detroit's citizens and policy makers and expand network parameters while targeting areas of highest impact.
Pokagon Band of Potawatomi Indians	MI	\$57,875	Recipient will install four air quality sensors to collect real-time air quality data that will be analyzed and shared with tribal citizens. Detailed information about the air quality on tribal lands will help the Pokagon Band better assess potential dangers posed by pollutants and take action to mitigate the risk to tribal citizens.

Primary Applicant	Project State(s)	Proposed EPA Funding	Project Description
The Green Door Initiative	MI	\$496,700	Recipient will expand the existing network of multi-pollutant community-scale sensors in Detroit, engage Detroiters in a community air advisory group to ensure the community has a voice in air monitoring, and build community capacity and knowledge to use and apply local-scale, real-time air quality information. Our project will lead to improvements in local air quality, enhanced local partnerships, and a reduction in disproportionate health impacts that Detroit residents experience.
Wildlife Habitat Council	MI, IL	\$460,000	Recipient will collaborate with a wide variety of Great Lakes regional partners to monitor and improve air quality in highly impacted and under resourced neighborhoods of Detroit, MI, and the Calumet watershed of South Chicago, Illinois. This work will expand on community capacity to monitor air quality, quantify the effects of green infrastructure and other nature-based solutions on local air quality, and engage high school and college students in data interpretation to facilitate long term transfer of skills from technical partners to interested residents.
City of Minneapolis	MN	\$411,170	Recipient will collaborate with community members from environmental justice neighborhoods, community-based organizations, residents, and educators to monitor for exposures to pollutants from industrial and residential activities as well as traffic, develop air quality curriculum, outreach materials, and hands on activities with air sensors as well as understanding and interpreting air sensor data, and increase understanding of air pollution sources and strategies to mitigate air pollution in environmental justice communities.
Red Lake Band of Chippewa Indians	MN	\$67,500	Recipient will purchase, install, and operate an air quality monitor on the Red Lake Reservation and make near air quality data and alerts available to Red Lake Nation via various websites. Project will strengthen Tribal-State relationships, increase awareness of ground-level ozone in the environment, and reduce human exposure to ozone resulting in improved health.
Mississippi Department of Environmental Quality	MS	\$500,000	Recipient will measure concentrations of the air pollutants of greatest concern in the Cherokee Community. Project outcomes include the determination of whether air quality problems exist, the associated level of risk to the community, and opportunities to mitigate such risk including identification of possible sources of elevated concentrations.
Montana Department of Environmental Quality	MT	\$452,871	Recipient will improve our statewide air quality monitoring network through the installation of additional stations and sensors in key locations, including in communities where air quality information is not currently available. Project relies on community engagement through partnerships with key organizations that have established ties to rural and tribal populations.

Primary Applicant	Project State(s)	Proposed EPA Funding	Project Description
Clean Air Carolina	NC	\$500,000	Recipient will establish an air monitoring network in Sampson County to address long-standing health inequities and environmental justice implications caused by cumulative air pollution impacts. Recipient will implement clean air education, technology and advocacy training to facilitate understanding of the data, increasing community agency and empowerment.
Research Triangle Institute	NC	\$499,929	Recipient will monitor air pollutants at 20 childcare facilities in underserved areas of central NC by collecting air quality data, provide trainings on equipment use, data interpretation, and recommendations, and donate air quality monitors to enrolled facilities for continued use after the project ends. Project goal is to understand air pollutions adverse health outcomes in underserved childcare settings and to better protect childrens health.
Blue Ridge Environmental Defense League	NC, GA, TN, SC, VA	\$365,368	Recipient will purchase air quality monitoring equipment that will be secured on a mobile unit and driven to/parked at strategic locations in the southeastern U.S. where the recipient has confirmed a need for air pollution monitoring. Collected air monitoring data will be used in the recipients ongoing environmental protection campaigns.
Winnebago Tribal Council	NE	\$266,064	Recipient will improve capacity to fully address air quality by installing equipment to monitor meteorological conditions and air pollution at various locations. The Tribe will use the data collected to update emission inventory and to better understand ambient air quality issues within the boundaries of the Reservation.
City of Jersey City	NJ	\$465,250	Recipient will analyze air quality data against health-based air quality standards and data will be disseminated to citizens to educate them on exposure, health consequences and personal and collective community actions to reduce exposure. Many organizations will be actively engaged in developing policy and programmatic solutions to address adverse air quality and its impacts on health in Jersey City's underserved communities.
Housing Authority of the City of Elizabeth	NJ	\$500,000	Recipient will engage residents to increase community knowledge of air pollution and provide actionable data. The project produces air quality readings from 13 locations utilizing a network of air quality sensors and air quality data will enable the City of Elizabeth to take action and make resources available to increase environmental health and wellness in the city.
New Mexico Environment Department	NM	\$59,633	Recipient will complete monitoring of several air pollutants to better understand the specific pollutants present in the region, which may also be responsible for public health impacts. Air quality data will assist in air quality management and developing appropriate control strategies to reduce the emissions of concern and that impact the public's health and environment and contribute to rising pollution concentrations.



Primary Applicant	Project State(s)	Proposed EPA Funding	Project Description
Pueblo de San Ildefonso	NM	\$485,466	Recipient will establish an air quality monitoring program to understand air quality risks to our community's health and welfare. Recipient will install air monitors to measure levels of air pollutants and install a sensor network to monitor dust and smoke concentrations near the Pueblo housing areas. Data will help develop strategies to minimize exposure and protect the health of the community.
Fallon Paiute Shoshone Tribe	NV	\$150,000	Recipient will focus on monitoring for multiple air pollutants. Data gathered will not only be valuable to the community but will also portray the severity of the unhealthy air quality as it changes from year to year as the wildfire season only seems to increase in severity.
Fort McDermitt Paiute-Shoshone Tribe	NV	\$493,802	Recipients will establish air quality monitoring for the Reservation and invest in staff training and capacity building. Project will address many issues, including air quality pollutants from known sources due to historic mining, wildfires, agriculture and vehicles plus planned and currently permitting mining in the airshed (Quinn River Valley).
Shoshone Paiute Tribes of Duck Valley	NV	\$99,985	Recipients will create its first ever air quality monitoring system on the Reservation. The project will begin to provide the data the Tribes need to develop policies and practices to preserve or enhance environmental quality on the Reservation.
Washoe County District Health Dept	NV	\$213,204	Recipient will establish of a new state and local air monitoring systems in the western portion of Reno, Nevada to fill a spatial gap in the existing air monitoring network. This area is underserved by the existing network and typically experiences the highest air pollution concentrations in Washoe County during interstate transport wildfire smoke episodes.
Onondaga Lake Cleanup Corp	NY	\$465,367	Recipients will create a community-based education and outreach campaign that will provide accessible air quality data through a web-based dashboard. Residents and communities can use the information to protect individual and community health and advocate for effective solutions.
Red Hook Initiative	NY	\$500,000	Recipient will increase the capacity of the Red Hook community to measure, document, and interpret air quality issues; expand air monitoring through neighborhood-wide analysis and air quality monitors; and build an advocacy agenda to address air quality issues and implement strategies to mitigate environmental harms.
Research Foundation for the State University of New York, University at Albany	NY	\$499,939	Recipient will improve air quality and public health across underserved neighborhoods in New York State by leveraging low-cost sensor monitoring to determine air pollutant exposures and engage and empower community stakeholders. Collected data will help to reduce ambient and indoor air pollution concentrations.

Primary Applicant	Project State(s)	Proposed EPA Funding	Project Description
Research Foundation of SUNY Amherst	NY	\$499,963	Recipient will deploy low-cost air pollution sensors at sampling sites in the residence of the marginalized African American community in Buffalo and develop a community-specific air quality prediction model by integrating the collected sensor measurements with existing data. Data will be useful to develop interevent adverse health outcomes, particularly for vulnerable population, in the community.
Saint Regis Mohawk Tribe	NY	\$381,729	Recipient will deploy a low-cost air quality monitoring network in Akwesasne to address gaps in air pollution monitoring for sources that are of concern to the community. Recipient will work closely with the community to identify sampling locations and use a real-time data dashboard and in person/virtual townhall sessions to disseminate the monitoring results to the community.
SUNY at Albany	NY	\$499,032	Recipient will create the NY Capital District communities air quality measurement network, which will be built based on low-cost sensors outdoor/indoor measurements, with five community schools as sites and supplemented by mobile lab measurements. Analysis of these measurements will provide air pollution outdoor/indoor exposure estimations and promote policies and practices to improve air quality and health outcomes.
Youth Ministries for Peace and Justice Inc	NY	\$500,000	Recipients will partner with multiple organizations to collect air quality data in the vicinity of the Cross Bronx Expressway. This data, along with advocacy and environmental justice trainings, community meetings, and events, will support the redevelopment of the Expressway so that it benefits the South Bronx community.
City of Canton	OH	\$302,775	Recipient will work together to identify and quantify pollutants in the communities closest to a Steel Manufacturer in Canton, Ohio. Using monitor technology and sensors, concentrations of target air pollutants will be collected, assessed and shared on a routine and frequent basis. This project will foster a relationship of trust with this overburdened community.
Cleveland Department of Public Health	OH	\$500,000	Recipient will expand Cleveland's air monitoring network into historically redlined Cleveland neighborhoods that are still experiencing negative health outcomes. Project outcomes will include public engagement with marginalized communities, expanded air monitoring networks, increased data/access, and public health interventions.
Groundwork Ohio River Valley	OH	\$482,662	Recipient will expand its current air quality education, training, and monitoring programming for youth employees and neighborhood residents on Air Quality Monitoring techniques and air pollution health education. This community-driven monitoring project compiles neighborhood and individual-level air pollutant exposure rates and uses this data to advocate for mitigation efforts.

Primary Applicant	Project State(s)	Proposed EPA Funding	Project Description
Mid-Ohio Regional Planning Commission	OH	\$500,000	Recipient will focus on underserved communities impacted by emissions from mobile sources including diesel freight traffic and stationary sources air quality monitoring and modeling tools placed at community sites. Air quality data will identify and understand the distribution and causes of air pollution and create interventions based on disproportionate impacts.
Cherokee Nation	OK	\$69,770	Recipient will perform monitoring with low-cost sensors in the vicinity of the Pryor air monitoring site to address a potential concern with elevated air pollution levels emitted from the nearby MidAmerica Industrial Park. Sensor data will be compared against the existing monitors in operation and then can be set up in any community that has a need or used for outreach in local schools as part of the STEM curriculum.
Confederated Tribes of Coos Lower Umpqua & Siuslaw Indians	OR	\$500,000	Recipient will increase community engagement on outdoor and indoor air quality and develop a network of air quality monitors. The goal is to mitigate adverse health impacts due to air pollution exposure, and the ability to have data to manage local air quality is dependent on having reliable and accurate equipment.
Oregon Department of Environmental Quality	OR	\$498,796	Recipient will work with communities, universities, and local and state agencies to co-design an equitable and sustainable community monitoring framework for collaborative action. This framework will be used to empower communities- prioritizing underserved, disadvantaged and overburdened communities- to monitor and leverage the data to inform action that will improve their local air quality.
Verde	OR	\$117,830	Recipient will collaborate with partners to gather air quality data using air monitors and create actionable community engagement strategies to ameliorate air quality concerns in Portland, Oregon's Cully neighborhood. Project efforts will result in the development of long-term expertise among the Cully community and unprecedented grassroots involvement in regulatory processes that could significantly improve air quality for Cully residents.
City of Philadelphia	PA	\$392,658	Recipient will deploy air monitors at three sites which are located in Environmental Justice (EJ) areas near major emission sources. The project will produce results to fill gaps of monitoring data in these areas and will help in strategizing pollution reductions in overburdened communities.
Clean Air Council	PA	\$419,446	Recipient will develop and expand existing community-based air monitoring pilot projects in environmental justice communities along the industrialized I-95 corridor in Delaware County and Southwest Philadelphia, PA.

Primary Applicant	Project State(s)	Proposed EPA Funding	Project Description
Community foundation for the Alleghenies	PA	\$499,145	Recipient will involve community members in the design of monitoring plans, deployment of monitoring equipment, data collection, engagement in community data sensemaking, and coordination of communication and accountability campaigns so that air pollution conditions and community warning and protection capabilities advance in the Upper Ohio River Valley.
CWF HQ DC - Clean Water Fund	PA	\$340,880	Recipient will monitor the changing patterns of the air quality in their community in South Philadelphia. The air measurements will reveal and document the patterns of toxicity, and this data will support and empower their community to advocate for the sovereign right to environmental justice and equity.
FracTracker Alliance	PA	\$430,001	Recipient will deploy air monitoring equipment to better assess emissions from the increased shale gas industrial buildout and use that data to educate local community members, elected officials and regulators on the need for a cumulative impact analysis requirement as part of all permitting procedures.
Group Against Smog & Pollution, Inc.	PA	\$499,781	Recipient will expand community-owned air monitoring networks to equip residents from across the region with local and accurate estimates of ambient air pollution exposure. Project builds on crowd-sourced odor reporting data from over 1,000 unique individual reporters in the Smell PGH app, and monitoring networks facilitated by community groups throughout the Southwestern Pennsylvania region.
JASTECH Development Services, Inc	PA	\$333,121	Recipient will increase awareness of air pollution in targeted environmental justice communities of West Philadelphia. With the engagement of community members in the Overbrook/Wynnefield/Mill Creek/ Mantua communities, the "breathe right" project will monitor 5 pollutants and analyze several heavy metals.
Pennsylvania Department of Environmental Protection	PA	\$377,443	Recipient will install several monitors outside of transportation corridors, vulnerable populations, and local neighborhoods to gather air quality data. Project aims to gather critical data to help federal, state, and local partners identify sources of air pollution, clarify their relative contributions and develop mitigation strategies to improve health outcomes for the people who live and work in the Environmental Justice communities along the waterfront in Delaware County, Pennsylvania.
Pennsylvania Department of Environmental Protection	PA	\$499,870	Recipient will partner with Lehigh University and Allentown communities to understand the air pollutants in neighborhoods and near sources by conducting air monitoring; identify likely sources and community health concerns; and work with the local community to sustain ongoing engagement in monitoring and activities that diminish health risks from air pollution.

Primary Applicant	Project State(s)	Proposed EPA Funding	Project Description
Promote PT Inc DBA Protect PT	PA	\$365,887	Recipient will expand Protect PT's air monitoring efforts in environmental justice communities in Southwestern Pennsylvania to address the lack of knowledge about fossil fuel air emissions and their impact on quality of life for those living in counties that have been exacerbated by the COVID-19 pandemic.
FracTracker Alliance	PA, OH, WV	\$495,301	Recipient will expand upon an ongoing community-science project launched in 2020 that uses low-cost monitors to provide real-time data for a variety of pollutants associated with Unconventional Oil and Gas Development (UOGD) and petrochemical-related industries that have rapidly proliferated in the region. Community science has provided opportunities for increased participation and involvement and supported ongoing efforts to improve air quality in the region.
Rhode Island D.O.H.	RI	\$500,000	Recipient will conduct air quality monitoring by installing air quality sensors at public housing developments and organizations within these communities and will measure both indoor and outdoor air quality. Measurements will help the recipient understand the impact of air quality on asthma outcomes among underserved communities living in the city of Providence, Rhode Island.
Charleston Community Research to Action Board (CCRAB)	SC	\$499,715	Recipient will deploy monitors and sensors, capacity-build and offer educational programming, and provide a portfolio of data communication tools. Recipient will establish capacity of communities to conduct long-term monitoring of air pollution in real-time, understand air quality data and related health impacts, and guide air quality research and interventions long-term.
The Keya Foundation, Inc.	SD	\$406,482	Recipient will generate outdoor air pollution information for the Cheyenne River Sioux Tribal communities in South Dakota. The goal is to measure air pollutant exposure levels of metals in the air that the communities breathe.
The Enterprise Center, Inc.	TN	\$491,171	Recipient will support 130 additional low-cost sensors in the study area, provide 50 sensors for resident use via a library loan program, and add resiliency via one additional monitor. Data visualization, health information, and educational resources will be hosted publicly for residents, and sensor data will be imported into repositories, ensuring practitioners and researchers have access to the network and increasing their ability to advance other research, inform public health advisories, and enhance citizen self-efficacy.

Primary Applicant	Project State(s)	Proposed EPA Funding	Project Description
Achieving Community Tasks Successfully (ACTS)	TX	\$499,197	Recipient will conduct a mobile air monitoring campaign to expand the capacity and scope of local community air monitoring networks through investments in additional low-cost sensors, analytic and visualization tools and will conduct two annual follow-up surveys, one emergency response survey, and organize citizen science training and community outreach. Project will generate actionable data leading to reduced exposures to improve community health, increased surveillance and response from local and state governments, community-led disaster planning, policy changes, permit reviews, enforcement, and contributing new data for national risk assessments and rulemakings.
Capital Area Council of Governments	TX	\$453,732	Recipient will operate seven air quality monitors and will distribute 20 low-cost sensors in the region. Project outcomes will include improved understanding of where high levels of air pollutants occur in the region, improved pollutant forecasting, enhanced local decision-making, better-targeted emission reduction actions, reduction of the public's exposure to pollution, and expanded community capacity for future monitoring.
Capital Area Council of Governments	TX	\$206,540	Recipient will install one monitor in the Austin-Round Rock-Georgetown Metro Area and measurements of air quality will lead to outcomes including improved understanding the composition air pollutants in the region, better-targeted emission reduction actions, and expanded community capacity for future monitoring.
Centro Fronterizo del Obrero (dba) La Mujer Obrera	TX	\$500,000	Recipient designed an air monitoring campaign to empower the Chamizal community by creating a mitigation plan armed with data to protect the health of the residents of the neighborhood. Air quality data will provide a baseline analysis across transportation emissions, environmental justice concerns, known pollution sources, and localized environmental justice screening.
City of Houston	TX	\$499,982	Recipient will conduct community monitoring of four hazardous air pollutants identified that pose risk to communities. Sampling methods will be used to monitor the pollutants, and the community will work with community partners for actionable outputs such as education programs.
Lubbock Compact Foundation	TX	\$482,960	Recipient will install and maintain a network of 40 air monitors over 3 years. Project investigates the potential causes for documented health disparities in target neighborhoods, empowering these residents with the data needed to better advocate for their own health in a century-long struggle for environmental justice.

Primary Applicant	Project State(s)	Proposed EPA Funding	Project Description
Port Arthur Community Action Network	TX, LA	\$407,600	Recipient will set air monitoring baselines, from which future measurements can be compared. Recipient's team of community partners will deploy two methods for each site: 1) fixed air pollutant sensors with a weather station attached, and 2) a mobile air monitoring system that provides a baseline survey. Actions will increase support for the Port Arthur, Texas and Lake Charles, Louisiana communities, which have received very little support for air pollution monitoring or reform.
Salt Lake County	UT	\$500,000	Recipient will install eight additional air quality monitors on electric buses. The additional monitoring capacity will inform Salt Lake County's efforts in improving air quality, particularly in diverse and underserved west side Salt Lake County communities, to create one of the most detailed pollution mapping systems in the world.
Utah Department of Environmental Quality	UT	\$499,208	Recipient will enhance air quality monitoring in underserved communities through mobile monitoring and community partnerships. Communities will be engaged through the formation of a community steering committee, community meetings, surveys and listening sessions, and development of educational modules, which will help strengthen relationships between impacted communities and regulatory agencies, leading to increased trust and shared decision-making power between these groups.
Utah Department of Environmental Quality	UT	\$285,379	Recipient will enhance air pollutant monitoring in underserved communities by integrating low-cost measurements with community partnerships. Recipient will engage communities through a community steering committee, community meetings, surveys, listening sessions, outreach modules, and air quality visualizations and alerts, which will help strengthen relationships between impacted communities and regulatory agencies, leading to increased trust, effective collaboration, shared decision-making, and development of mitigation strategies.
Upper Mattaponi Indian Tribe	VA	\$449,988	Recipient will build Tribal capacity to implement an air quality program by 1) training Tribal citizens in air quality knowledge and skills; 2) developing a community advisory board, 3) installation and maintenance of a Tribal Air Quality Monitoring Station, 4) assessment of Tribal community air quality and opportunities. This project will enable the Tribe to gain the necessary training, tools, research, and support to bring data monitoring into the Tribe's decision making process, ultimately empowering them to better serve their community.

Primary Applicant	Project State(s)	Proposed EPA Funding	Project Description
Puget Sound Clean Air Agency	WA	\$499,408	Recipient will deploy an innovative air monitoring approach using a TREE (Trailer for Researching Environmental Equity) equipped with stationary instruments at a fixed location based on community input to explore their neighborhood air quality concerns. Community-led air monitoring activities will use portable hand-held sensors which can be cross-referenced to the instruments in the TREE and the approach will be a beacon for how government agencies and communities can share power, exchange information, and provide disadvantaged communities with flexible, responsive air quality resources.
Swinomish Indian Tribal Community	WA	\$304,077	Recipient will purchase equipment required for calibration, which will be installed at two stations allowing for monitoring of air pollutants as well as monitoring atmospheric stability at three stations. Recipient solicit and consider the needs of the public and emergency responders to create a dual-sided website with real-time weather and air quality monitoring data for consumers to make informed decisions on personal and public safety.
Children's Hospital of Wisconsin, Inc.	WI	\$500,000	Recipient will create a community-based network of neighborhood-level air quality monitoring stations in Milwaukee, Wisconsin, focusing on neighborhoods with high asthma burdens. The community will receive education about how to access the neighborhood-level air quality data, what the data means, and the action steps tied to that data so that residents have both the tools and knowledge necessary to respond to asthma-related air quality risk factors.
City of Madison	WI	\$429,746	Recipient will install a city-wide network of air quality sensors to provide real-time, ground-level, publicly accessible information on particulate matter pollution at the neighborhood scale. Recipient will characterize the spatial distribution air pollutants across the city, identify neighborhoods experiencing the greatest levels of air pollution, and work with the community to determine next steps for improving air quality and protecting the health of residents.
Wisconsin Department of Natural Resources	WI	\$500,000	Recipient will determine local hotspots and emission sources using community scale monitoring combined with emission inventory data. Project will allow the state to build upon existing multi-pollutant ambient air monitoring expertise and networks to identify and confirm areas where disparity exists and what mitigation options can be identified, promoted and communicated locally to resolve disproportionate impacts.





# FDOT DISTRICT 7 FY 2023 HIGHWAY SAFETY PLAN (HSP) IMPLEMENTATION ACTIVITIES

**October 1, 2022 – September 30, 2023**

## Introduction

The Highway Safety Plan (HSP) is one of the primary implementation tools for Florida's Strategic Highway Safety Plan (SHSP). The HSP is Florida's annual plan of action for the disbursement of Highway Safety Grant Program funding administered by the National Highway Traffic and Safety Administration (NHTSA). Like the SHSP, the HSP is dedicated to the goal of reducing traffic related fatalities and serious injuries to the only acceptable number: ZERO. To achieve this, the program focuses on several different but interrelated behavioral safety areas with the greatest emphasis on education and high-visibility enforcement.

The Florida Department of Transportation (FDOT) awards subgrants to state and local subrecipient(s) including law enforcement agencies, colleges and universities, state agencies, and non-profits for behavioral safety projects. Subgrants are awarded based on the Federal Fiscal Year (FY) which begins October 1st and runs through September 30th each year. The projects awarded to these traffic safety partners are based on a review of submitted plans to improve traffic safety by reducing and/or eliminating fatal and serious injury crashes in their respective areas. The FDOT Highway Traffic Safety Matrix is used to ensure funding is allocated for the appropriate behavioral traffic safety emphasis areas in the locations of highest impact across the state. Additional information about the HSP and process can be found at: <https://www.fdot.gov/Safety/grants/grants-home.shtm>.

The HSP is typically amended multiple times through the subgrant year. Projects can be added or removed, and budgets can be reduced or increased. All changes to the originally approved HSP require NHTSA approval and will be reflected as HSP amendments.

## District Subgrants

This summary is provided to highlight the projects that are approved for awards to subrecipients within FDOT District 7. The subrecipients are listed below by behavioral program area, since each program area has a different emphasis and countermeasure activities associated with that emphasis.

The following does not include any subgrants awarded to partners for statewide activities such as Find a Ride Florida ([www.findarideflorida.org](http://www.findarideflorida.org)), safety belt measurement surveys, motorcycle education, and mass media campaigns handled at the Central Office. The entire FY 2023 HSP can be viewed at: <https://www.fdot.gov/Safety/grants/grants-home.shtm>.

***WITHIN THE ORIGINAL  
FY 2023 HSP, THERE ARE  
19 BEHAVIORAL  
SUBGRANTS  
PLANNED FOR AWARD TO LAW  
ENFORCEMENT PARTNERS WITHIN  
THE DISTRICT.***



## Program Areas

### *Impaired Driving*

The FY 2023 HSP includes awarding subgrant funding to the following subrecipient(s) to conduct overtime impaired driving enforcement efforts using DUI patrols, checkpoints, saturation, and directed patrols to get impaired drivers off the road.



#### IMPLEMENTING SUBRECIPIENT(S):

- Citrus County Sheriff's Office
- Hillsborough County Sheriff's Office
- Pinellas County Sheriff's Office
- Tampa Police Department

### *Motorcycle Safety*

The FY 2023 HSP includes awarding subgrant funding to the following subrecipient(s) to conduct a data-driven educational and high-visibility overtime enforcement program targeting unsafe motorcycle and scooter operation.



#### IMPLEMENTING SUBRECIPIENT(S):

- Citrus County Sheriff's Office
- Hillsborough County Sheriff's Office
- Tampa Police Department

### *Occupant Protection and Child Passenger Safety*

The FY 2023 HSP includes awarding subgrant funding to the following subrecipient(s) to conduct high-visibility overtime safety belt enforcement and education programs. Efforts also include presentations to promote safety belt and child restraint use at schools, local civic organizations, and community events.



#### IMPLEMENTING SUBRECIPIENT(S):

- Hillsborough County Sheriff's Office
- Tampa Police Department



## Speeding and Aggressive Driving

The FY 2022 HSP includes awarding subgrant funding to the following subrecipient(s) to support sustained high-visibility overtime enforcement of speed limits and education of their communities about the safety implications of excessive speed and aggressive driving.



### IMPLEMENTING SUBRECIPIENT(S):

- Citrus County Sheriff's Office
- Hernando County Sheriff's Office
- Hillsborough County Sheriff's Office
- Pinellas Park Police Department
- St. Petersburg Police Department
- Tampa International Airport Police Department
- Tampa Police Department

## Teen Driver Safety

The FY 2023 HSP includes awarding subgrant funding to the following subrecipient(s) to conduct teen education, Graduated Driver's License (GDL) enforcements, high-visibility overtime enforcement, and zero-tolerance drinking laws.



### IMPLEMENTING SUBRECIPIENT(S):

- Hillsborough County Sheriff's Office

## Work Zone Safety

The FY 2023 HSP includes awarding subgrant funding to the following subrecipient(s) to conduct safety overtime enforcement and education initiatives in active work zones to reduce fatalities and injuries.



### IMPLEMENTING SUBRECIPIENT(S):

- Hillsborough County Sheriff's Office
- Tampa Police Department





# FY2023 Highway Safety Matrix - Ranking of Florida Counties

(Based on total actual serious injuries and fatalities during 2016-2020)



Group I - Population of 200,001 and above - 26 Counties									Group II - Population of 50,001 to 200,000 - 15 Counties									Group III - Population of up to 50,000 - 26 Counties											
Florida County (Group I)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones	Florida County (Group II)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones	Florida County (Group III)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones
	Alachua	19	19	15	19	17	19	22	18		23	Bay	7	2	5	4	4	1	3		2	8	Baker	22	7	11	15	9	15
Brevard	12	13	14	11	14	13	10	12	15	Charlotte	6	7	6	5	12	5	7	12	6	Bradford	16	18	9	11	12	7	21	16	8
Broward	3	9	12	2	4	2	2	4	2	Citrus	2	1	4	1	2	3	1	3	1	Calhoun	21	8	21	20	22	24	19	18	22
Clay	26	26	22	26	26	26	26	26	26	Columbia	8	9	2	15	1	13	4	4	15	Desoto	3	9	8	1	6	1	12	5	1
Collier	18	14	18	23	19	18	23	20	24	Flagler	12	12	11	6	14	14	12	15	13	Dixie	20	17	16	22	13	12	16	19	6
Duval	14	10	2	9	5	7	11	9	6	Hernando	1	3	3	2	5	4	2	1	3	Franklin	24	23	25	23	26	18	24	25	24
Escambia	20	17	19	20	18	15	21	19	16	Highlands	3	6	9	8	6	8	6	5	14	Gadsden	7	3	3	7	5	9	2	12	17
Hillsborough	6	2	1	3	2	4	3	3	4	Indian River	4	10	10	11	7	7	8	6	5	Gilchrist	17	21	7	14	10	22	10	10	21
Lake	15	15	17	15	15	21	15	16	12	Martin	9	15	8	7	9	6	5	10	7	Glades	14	13	14	9	16	20	17	23	16
Lee	11	6	4	10	9	10	6	11	14	Monroe	11	4	14	3	15	2	13	14	12	Gulf	19	20	23	18	20	23	23	22	7
Leon	24	25	24	25	23	22	19	24	25	Nassau	13	14	7	14	11	15	14	7	4	Hamilton	18	16	15	19	17	11	6	11	23
Manatee	7	12	9	13	13	11	16	6	8	Putnam	14	13	1	10	3	10	11	11	10	Hardee	1	5	6	3	4	10	13	4	14
Marion	13	18	6	16	8	16	14	17	19	Santa Rosa	10	5	12	9	10	11	9	9	9	Hendry	8	6	12	4	8	2	9	13	2
Miami-Dade	4	7	8	1	1	1	4	2	5	Sumter	5	8	13	12	8	9	15	8	2	Holmes	9	19	20	17	19	19	15	7	9
Okaloosa	25	22	26	24	24	24	20	21	21	Walton	15	11	15	13	13	12	10	13	11	Jackson	5	1	5	6	3	5	7	3	5
Orange	8	1	5	5	6	3	5	1	1											Jefferson	12	12	19	26	15	17	11	17	19
Oceola	17	3	20	17	21	17	24	15	17											Lafayette	23	24	26	21	23	21	22	24	25
Palm Beach	2	8	10	7	3	6	1	7	11											Levy	4	4	2	2	1	6	3	2	11
Pasco	1	4	3	8	12	8	12	5	9											Liberty	25	26	22	25	25	26	25	26	26
Pinellas	5	11	7	6	7	5	8	8	13											Madison	13	11	18	16	21	13	8	21	18
Polk	16	16	13	12	10	12	9	14	20											Okeechobee	6	22	4	5	7	4	4	8	4
Saint Johns	23	23	21	22	25	25	25	25	22											Suwannee	2	2	1	8	2	3	1	1	10
Saint Lucie	22	24	23	21	20	23	17	23	18											Taylor	11	15	10	13	11	8	5	9	15
Sarasota	10	21	16	14	16	14	13	13	3											Union	26	25	24	24	24	25	26	20	20
Seminole	21	20	25	18	22	20	18	22	10											Wakulla	10	10	13	10	18	14	18	14	12
Volusia	9	5	11	4	11	9	7	10	7											Washington	15	14	17	12	14	16	14	15	3

**Legend**  
 Highest 25% in a category.

The information above has been compiled from information collected for the purpose of identifying, evaluating or planning safety enhancements that may be implemented utilizing federal funds. Any document displaying this notice shall be used only for the purposes deemed appropriate by the Florida Dept. of Transportation. See Title 21, United States Code, Section 409.



# FY2023 Highway Safety Matrix - Ranking of Florida Cities



(Based on total actual serious injuries and fatalities during 2016-2020)

Group I - Population of 75,000 and above - 36 Cities

Florida City (Group I)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones
Boca Raton	18	18	21	30	20	27	24	31	8
Boynton Beach	31	32	19	26	27	28	29	34	22
Cape Coral	16	7	9	10	15	23	8	13	29
Clearwater	12	14	16	14	21	10	22	22	17
Coral Springs	32	28	33	34	33	34	27	30	25
Davie	26	29	13	17	19	24	11	16	15
Deerfield Beach	33	31	34	31	35	25	28	32	16
Deltona	28	12	36	24	36	36	21	25	32
Fort Lauderdale	9	11	26	6	13	5	18	11	12
Fort Myers	13	6	6	9	8	12	6	7	18
Gainesville	8	5	7	8	10	9	16	9	20
Hialeah	11	30	10	13	9	7	20	12	19
Hollywood	20	23	11	16	7	17	15	19	7
Homestead	35	36	30	36	29	30	35	23	33
Jacksonville	2	3	1	2	1	4	3	2	4
Kissimmee	5	2	8	7	11	8	23	3	9
Lakeland	17	20	17	15	14	19	17	20	23
Largo	15	9	28	18	34	11	36	28	24
Melbourne	14	13	12	11	22	21	19	15	14
Miami	6	8	5	4	4	3	5	5	6
Miami Beach	30	34	31	23	31	16	26	36	27
Miami Gardens	29	15	24	29	16	18	7	14	26
Miramar	36	27	27	35	24	31	30	27	11
North Port	19	25	29	27	28	33	25	21	2
Orlando	1	1	2	1	2	1	2	1	1
Palm Bay	10	16	15	12	23	22	10	10	21
Palm Coast	25	24	18	25	30	35	33	33	28
Pembroke Pines	23	33	32	33	32	26	34	29	31
Plantation	7	19	20	22	17	20	13	8	5
Pompano Beach	21	17	23	21	18	14	12	18	10
Port Saint Lucie	27	26	25	28	25	29	31	26	34
Saint Petersburg	4	10	4	5	5	6	4	6	13
Sunrise	34	35	35	32	26	32	32	35	36
Tallahassee	22	22	14	19	12	13	14	17	30
Tampa	3	4	3	3	3	2	1	4	3
West Palm Beach	24	21	22	20	6	15	9	24	35

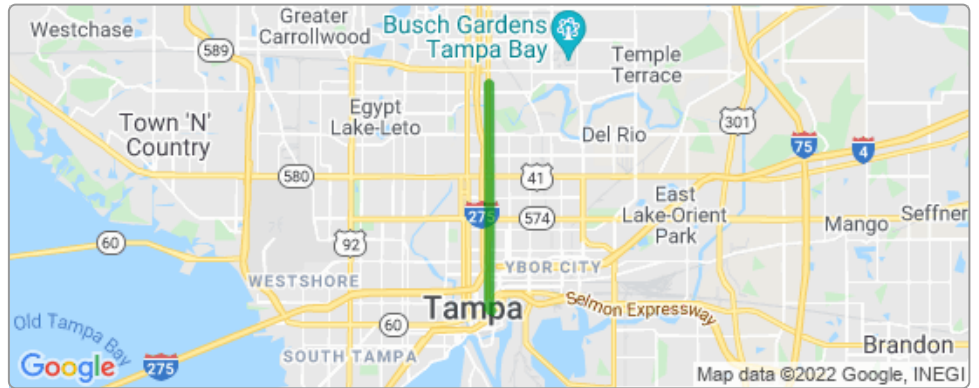
### Legend

 Highest 25% in a category.

The information above has been compiled from information collected for the purpose of identifying, evaluating or planning safety enhancements that may be implemented utilizing federal funds. Any document displaying this notice shall be used only for the purposes deemed appropriate by the Florida Dept. of Transportation. See Title 23, United States Code, Section 409.

US 41 (Nebraska Ave) Pedestrian Upgrades From Kennedy Blvd to Arctic St. 443492-1-52-01

Project Details	
<b>Work Type</b>	Urban Corridor Improvements
<b>Phase</b>	Design
<b>Limits</b>	from Kennedy Blvd to E. Arctic St.
<b>Length</b>	5.4 miles
<b>City</b>	Tampa
<b>County</b>	Hillsborough
<b>Road</b>	Nebraska Ave (Hillsborough) US 41
<b>Design Cost</b>	\$798,470



**About**

This project will add various pedestrian features along Nebraska Avenue between Kennedy Blvd and E. Arctic St. in Tampa. These features include mid-block crossings, rectangular rapid flashing beacons, pedestrian signals, pedestrian refuge islands, pedestrian lighting and pedestrian hybrid beacon signals.

The project is in the design phase. Construction is anticipated to begin in 2023.

Contact Information	
<b>Design Manager</b>	Dinyar Sharifabad 813-975-6172 dinyar.sharifabad@dot.state.fl.us
<b>Media Contact</b>	Kris Carson 813-975-6060 Kristen.Carson@dot.state.fl.us



# 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

Mayor Nate Kilton  
City of Plant City

Adelee Marie Le Grand, AICP  
HART

Joe Lopano  
Hillsborough County  
Aviation Authority

Councilman Guido Maniscalco  
City of Tampa

Commissioner Gwen Myers  
Hillsborough County

Commissioner  
Kimberly Overman  
Hillsborough County

Hemant Saria  
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](http://planhillsborough.org)  
[planner@plancom.org](mailto:planner@plancom.org)  
813 - 272 - 5940  
601 E Kennedy Blvd  
18<sup>th</sup> Floor  
Tampa, FL, 33602

November 18, 2022

The Honorable Secretary Pete Buttigieg  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

RE: 2022 Advanced Transportation Technology and Innovation (ATTAIN) Grant  
for Hillsborough County, FL

Dear Mr. Buttigieg:

Please accept this letter on behalf of the Hillsborough County Transportation Planning Organization (TPO) in support of Hillsborough County's Smart Transportation Network (STN) – Traffic Technology project. This funding will provide the County and its regional transportation partners the opportunity to accelerate its vision to build a smart regional transportation network through the deployment of Connected Vehicle (CV) technology to improve safety and reduce congestion while considering sustainability and resiliency, and racial equity.

Hillsborough County and the TPO have a longstanding relationship and experience in developing innovative transportation plans to solve some of our community's most urgent needs. As one of the highest-ranked areas for pedestrian and traffic fatalities, and with an estimated 55% population growth by the year 2045, the need to implement a smart transportation solution becomes even more evident.

The focus of this grant application is to improve safety and reduce traffic congestion with:

1. CV traffic signal hardware integration
2. Smart School Bus Safety demonstration
3. Work Zone Data Exchange deployment and integration

Hillsborough County's project is consistent with the TPO's recently developed [Smart Cities Mobility Plan](#) which identifies Connected Vehicle deployments as a strategic focus area for our community. Specifically, the TPO's collaboratively developed plan recommends investment in Connected Vehicle infrastructure that will enable communications and interactions between road users and operators. Our prioritization matrix also rewards projects, like this one, that improve safety, connectivity, and that have strategic value. These technologies help cities save money, improve energy

efficiency and delivery, and contribute to regional economic growth. The TPO's plan calls for pursuing grant opportunities to allow investment in such technologies.

The Hillsborough TPO supports this investment in the County's infrastructure to improve safety, reduce congestion, while planning for sustainability and resiliency, and equity. This project will enable future innovative technologies to serve the region and create an efficient and safe environment for future generations. We respectfully request the U.S. Department of Transportation to consider this project for award.

Sincerely,

A handwritten signature in blue ink, appearing to read "Beth Alden". The signature is fluid and cursive, with a large initial "B" and a long, sweeping tail.

Beth Alden  
Executive Director, Hillsborough TPO





# Hillsborough TPO

## Transportation Planning Organization

Commissioner Harry Cohen  
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Kimberly Overman  
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Cody Powell  
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**Plan Hillsborough**  
[planhillsborough.org](http://planhillsborough.org)  
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813 - 272 - 5940  
601 E Kennedy Blvd  
18<sup>th</sup> Floor  
Tampa, FL, 33602

November 18, 2023

The Honorable Pete Buttigieg  
Secretary, US Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, DC 20590

RE: Funding Opportunity DOT-SMART-FY22-01 Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program

Dear Secretary Buttigieg:

On behalf of the Hillsborough Transportation Planning Organization (TPO), I am pleased to support the City of Tampa's Strengthening Mobility and Revolutionizing Transportation (SMART) grant application.

With the SMART grant, the City of Tampa will prototype and pilot a smart grid system to maintain traffic signal operations in the event of a power outage using solar energy. This prototype will increase use of digital information and technology to improve reliability, security, and efficiency of the electric grid. It will also integrate distributed resources and power generation while incorporating demand response and energy-efficient resources, in coordination with our local power utility, TECO.

The City of Tampa's project is consistent with the TPO's recently developed [Smart Cities Mobility Plan](#) which identifies Smart Energy & Sustainability as a strategic focus area for our community. Specifically, the TPO's collaboratively developed plan recommends investment in Smart Utilities that provide real-time data and monitoring of consumption, to improve visibility and awareness of energy usage. Our prioritization matrix also rewards projects, like this one, that improve sustainability and that have strategic value. These technologies help cities save money, improve energy efficiency and delivery, and contribute to regional economic growth. The TPO's plan calls for pursuing grant opportunities to allow investment in such technologies.

This project is a strategic and practical improvement that supports livability and infrastructure reliability. I respectfully request your favorable consideration of this worthy project.

Sincerely,

Beth Alden  
Executive Director



**Hillsborough TPO**  
**Transportation**  
**Planning Organization**

November 15, 2022

Mr. Chad Stewart  
Lane Repurposing Coordinator  
Florida Department of Transportation  
11201 McKinley Drive  
Tampa, FL 33612-6403

Re: HART's Lane Repurposing Application for Florida Avenue and Tampa Street

Dear Mr. Stewart,

The Hillsborough Transportation Planning Organization (TPO) supports Hillsborough Area Regional Transit Authority's (HART) lane repurposing application to implement dedicated transit lanes along Florida Avenue and Tampa Street, from Tyler Street to M.L. King Jr. Blvd.

The TPO has long promoted safety improvements and multimodal facilities along Florida Ave and Tampa Street/Highland Ave that include lane repurposing on the underutilized, high-speed, six-lane one-way pair that cuts through the transit-dependent neighborhoods of Tampa Heights and South Seminole Heights. In 2015 the TPO kicked off the Florida Avenue and Tampa Street Corridor Study to evaluate such multimodal design options. Multiple alternatives, including lane repurposing, were evaluated for performance regarding traffic conditions, non-motorized travel, safety, and community impacts. The TPO's study recommended moving forward with a PD&E that included a lane repurposing.

Subsequent studies were conducted by our partners, including FDOT's Heights Mobility PD&E and HART's Arterial Bus Rapid Transit PD&E. The TPO was briefed about these studies on several occasions and has adopted these studies' recommendations as priorities for funding. As a result, spot-treatments to improve safety have already been funded at several locations. A larger project to reconstruct the cross-section and implement Bus Rapid Transit remains on the TPO's unfunded priority list, after having received partial funding for the segment south of M.L. King Jr. Blvd through FDOT's successful RAISE grant application.

FDOT's approval of the lane repurposing application is a key first step in advancing the HART Arterial BRT Study and establishing premium transit service. Thank you for FDOT's ongoing support of transit in Hillsborough County.

Sincerely,

*Beth Alden*

Beth Alden, AICP  
Executive Director