Meeting of the Policy Committee
Tuesday, May 22, 2018, 9:00 AM
18th Floor, Plan Hillsborough Room

I. Call to Order
II. Public Comment - 3 minutes per speaker, please
III. Approval of Minutes – April 24, 2018
IV. Action Items
   A. Public Participation Plan Amendments (Johnny Wong, MPO Staff)
   B. Tampa Bay Regional Planning Council Interlocal Agreement (Allison Yeh, MPO Staff)
V. Status Reports
   A. Regional Coordination & Best Practices Research (Michael Case, TBARTA)
   B. Plan Hillsborough Boards Retreat: Strategic Directions (Beth Alden, MPO Director)
VI. Old Business & New Business
   • Cancel June 27 Policy Committee?
   • Other Old or New Business
VII. Adjournment
VIII. Addendum
   A. MPO Meeting Summary & Committee Report

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

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Persons needing interpreter services or accommodations for a disability in order to participate in this meeting, free of charge, are encouraged to contact Johnny Wong, 813-273-3774 x370 or wongj@plancom.org, three business days in advance of the meeting. Also, if you are only able to speak Spanish, please call the Spanish helpline at (813) 273-3774, ext. 211.
Si necesita servicios de traducción, el MPO ofrece por gratis. Para registrarse por estos servicios, por favor llame a Johnny Wong directamente al (813) 273-3774, ext. 370 con tres días antes, o wongji@plancom.org de correo electrónico. También, si sólo se puede hablar en español, por favor llame a la línea de ayuda en español al (813) 273-3774, ext. 211.

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If a person decides to appeal any decision made by the board, he or she will need a record of the proceedings, and for such purpose may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.
The Metropolitan Planning Organization (MPO) Policy Committee, Hillsborough County, Florida, met in Regular Meeting, scheduled for Tuesday, April 24, 2018, at 9:00 a.m., in the Plan Hillsborough Committee Room, 18th Floor, Frederick B. Karl County Center, Tampa, Florida.

The following members were present:

Pat Kemp, Vice Chairman Commissioner, Hillsborough County (arrived at 9:10 a.m.)

Guido Maniscalco Councilman, City of Tampa (Tampa) City Council

Sandra Murman Commissioner, Hillsborough County

The following members were absent:

Harry Cohen, Chairman Councilman, Tampa City Council

Joseph Waggoner Expressway Authority

I. CALL TO ORDER

Ms. Beth Alden, MPO Executive Director, called the meeting to order at 9:05 a.m.

II. PUBLIC COMMENT – None.

III. APPROVAL OF MINUTES – MARCH 27, 2018

Vice Chairman Kemp sought a motion to approve the minutes. Councilman Maniscalco so moved, seconded by Commissioner Murman and, seeing no objections, the motion carried unanimously. (Members Cohen and Waggoner were absent.)

IV. ACTION ITEMS

A. MPO Planning Grants: Updates

1. Fiscal Year (FY) 2019 Through FY 2020 Unified Planning Work Program (UPWP) Draft

Ms. Allison Yeh, MPO, summarized the presentation contained in background material, solicited comments, and requested a motion for the item to be moved before the full MPO Board for adoption on May 1, 2018. Commissioner Murman moved approval, seconded by Councilman Maniscalco and, seeing no
objections, the motion carried unanimously. (Members Cohen and Waggoner were absent.)

2. FY 2017 through FY 2018 UPWP Amendment for Funding Deobligation and Federal Highway Administration (FHWA) Resiliency and Durability Grant

3. Transportation Improvement Program (TIP) Amendment for FHWA Resilience and Durability Grant

Ms. Yeh expounded on a presentation regarding Items A.2. and A.3. in background material and sought a motion to approve the amendment to the currently adopted 2017-2018 work program and approve the companion TIP amendment for the resiliency and durability grant. Councilman Maniscalco so moved, seconded by Commissioner Murman and, hearing no objections, the motion carried unanimously. (Members Cohen and Waggoner were absent.)

Discussion continued.

B. Letter of Comment on Regional Transit Feasibility Plan

Ms. Alden reviewed the draft letter in background material, noted previously suggested changes, and requested feedback. Discussion ensued on presenting the item to the full MPO Board, coordination and cooperation with other jurisdictions, to whom the letter should be sent to, and project responsibilities. After Commissioner Murman stated she would be leaving the meeting early, talks continued on the letter recipient, transportation priorities, travel oversight, MPO representation on Tampa Bay Transportation Management Area Leadership Group and Tampa Bay Area Regional Transportation Authority, and project prioritization. Commissioner Murman supported the letter going to the MPO Board, but did not agree with the letter as written. Councilman Maniscalco concurred. Following remarks, Vice Chairman Kemp announced there were two votes to move forward with a letter.

C. Health in All Policies Resolution

Ms. Michele Ogilvie, MPO, gave a presentation and referenced a letter from Mr. Douglas Holt, Florida Department of Health – Hillsborough County (FDOH-HC), in background material. Ms. Allison Nguyen, FDOH-HC, provided supplemental information regarding continued work with the MPO. Vice
Chairman Kemp inquired about previous studies correlating transportation infrastructure and public health, as well as the scope of the current study.

V. STATUS REPORT

A. School Hazardous Walking Condition and Big Bend Road

Ms. Laura Hill, Hillsborough County School Board, distributed information and summarized the item in background material. Commissioner Murman sought clarity on the evaluation criteria and opined existing guidelines might not be sufficient to guarantee safety.

VI. OLD BUSINESS AND NEW BUSINESS

A. Garden Steps Project Update

Ms. Ogilvie gave an update on the project.

B. Other Old or New Business

Ms. Alden touched on the April 23, 2018, MPO outreach event.

VII. ADDENDUM

A. MPO Meeting Summary and Committee Report

B. Vision Zero Corridor Community Engagement, 56th Street – April 23, 2018

C. Regional Transportation Leadership Workshop 2 – June 1, 2018

D. Save the Date! Regional Transit Forum – July 20, 2018
TUESDAY, APRIL 24, 2018

VIII. ADJOURNMENT

There being no further business, the meeting was adjourned at 10:05 a.m.

READ AND APPROVED: ______________________________

CHAIRMAN

ATTEST:
PAT FRANK, CLERK

By: _______________________

Deputy Clerk

ag
Board & Committee Agenda Item

Agenda Item
2018 Public Participation Plan Amendments

Presenter
Johnny Wong, PhD, MPO Staff

Summary
Public participation is integral to good transportation policies and plans. The MPO is responsible for actively involving all affected parties in an open, cooperative and collaborative process that provides meaningful opportunities to influence transportation decisions. The MPO’s strategies for accomplishing this are documented in its Public Participation Plan (PPP).

Since 2006, an updated or amended PPP has been produced at least once every two years with meaningful public input imparted in the process. For 2018, MPO staff is proposing an amendment to the PPP to recognize and integrate the components of the 2018 Title VI/Nondiscrimination Plan Update, which includes guidance for engaging with Communities of Concern, Environmental Justice, and Limited English Proficiency populations. The amended PPP also explores some engagement technologies and tools which were suggested following the 2018 update to the Public Participation Plan Measures of Effectiveness (PPP MOE) Report.

The draft PPP will be advertised for a 45-day review period prior to action by the MPO at its June 12th public hearing.

Recommended Action
Approve the 2018 amendments to the Public Participation Plan

Prepared By
Brandon Berry, MPO Staff

Attachments
2018 Public Participation Plan Draft
PUBLIC PARTICIPATION PLAN
for the Metropolitan Planning Organization serving Tampa, Temple Terrace, Plant City, and Unincorporated Hillsborough County
2018 UPDATE
Public Participation Plan
for the Metropolitan Planning Organization serving Tampa,
Temple Terrace, Plant City and Unincorporated Hillsborough County

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Appendices (Provided Separately)

Appendix A: Transportation Terms and Acronyms – Transportation Acronym Glossary (Online)
Appendix B: Public Participation Toolbox
Appendix C: Requirements for Public Involvement
Appendix D: Related Statutes and Rules
Appendix E: Limited English Proficiency Plan
Appendix F: Sample Scope of Work for Public Engagement
Appendix G: Coordination with American Indian Tribal Governments
Appendix H: Social Networking/Media Policy
Appendix I: MPO Board & Committee Members Demographic Data
Appendix J: Inventory of Community Groups Representing Perspectives of Protected Populations

The MPO does not discriminate in any of its programs or services. Public participation is solicited by the MPO without regard to race, color, national origin, sex, age, disability, family or religious status. To learn more about our commitment to nondiscrimination, visit www.planhillsborough.org/non-discrimination-commitment/
CHAPTER 1: Introduction & Purpose of the Public Participation Plan

Mobility has a tremendous impact on a wide range of activities in Tampa, Temple Terrace, Plant City, Hillsborough County and throughout the Tampa Bay region. Transportation is a dynamic concept which makes it possible for us to get to our intended destination, but which also mirrors the social, economic, spatial, and political dynamics of our society.

The Hillsborough County Metropolitan Planning Organization (MPO) is committed to meaningful public engagement throughout the long-range transportation planning process.

Due to the far-reaching impacts inherent to transportation projects, soliciting advice and input from a wide range of stakeholders is critical to making sound transportation decisions.

Stakeholders can include both individuals and groups, whether citizens, business owners, environmental and civic organizations, agency partners, or advocacy groups that represent the needs of the traditionally underserved and underrepresented - including low income individuals, minorities, those with limited English proficiency, youth, the elderly and persons with disabilities. Each of these stakeholders offer a unique perspective on what it means to be mobile, and each also presents specific transportation needs and challenges. The diversity of these needs should be considered prior to the MPO rendering decisions on transportation projects.

The vast majority of important decisions regarding a transportation project are made years before a shovel even breaks ground. Thus, it is extremely important to encourage engagement in the process early and often. Early and active participation allows stakeholders to wield greater influence over how public dollars get spent in our communities, and shape the future of this region, county, municipality, and even our own neighborhoods.

Public participation includes the process, methods, and tools used by the MPO to inform and engage the public about transportation issues. A meaningful public participation plan is guided by more than just federal requirements; it is a valuable tool used by the MPO with the goal of making transportation investments meet the needs of the public and other stakeholders in both the present and future. The Hillsborough County MPO believes that...

You are an important part of the planning process. Your opinion really does count and will help shape the future for the children of Hillsborough County.
This Public Participation Plan (PPP) contains the guidelines and expectations for public participation during the transportation planning activities and processes conducted by the Hillsborough County MPO, including the procedures, tools, and strategies for outreach and education on transportation issues.

The MPO is directly responsible for making sure that federal and state dollars spent on existing and future transportation projects and programs are based on a continuing, cooperative and comprehensive planning process.

The following principles, developed in conjunction with best practice standards for public involvement, guide the PPP:

Provide opportunities for involvement

Avenues for involvement will be open, meaningful and organized so as to provide a milieu that encourages convenient and comfortable participation. Consideration of needs for accessibility, scheduling, location, format and language of informational materials will be structured to allow informed, constructive exchanges with clear presentation of all information. Participants will be provided information so that they more clearly understand the trade-offs of each respective proposal, plan, or project, and will be encouraged to consider and weigh the many competing transportation objectives.

Be inclusive of all constituencies

The MPO will use best practices to identify stakeholders and target audiences. New strategies will continue to be explored in order to bring the information to these groups. Efforts to reach new and existing constituencies include continuing outreach to the transportation disadvantaged, including minority, low income, the elderly, youth communities and neighborhoods or groups that may be affected by proposed projects. Creative techniques and technologies will be explored in order to engage the audience in discussion and interaction throughout the planning process.

Be responsive to participants

MPO forums will facilitate discussions that directly correspond to the participants and their available time. Informational materials should be clear and concise and address the concerns of the participants. Information will be available in sufficient detail to allow citizens to form and express their independent views. The results of all public involvement activities will be documented and given full consideration in all MPO decision-making, as well as conveyed to the implementing agencies for their consideration.
Provide a predictable process

The planning process will be understandable and known well in advance of plan considerations. The consistency in our process will allow the MPO staff, citizens, and officials to budget their time and effectively apply their resources.

Be creative and flexible

The direction and effectiveness of the PPP should be reviewed periodically to ensure that it meets the needs of both the public and the MPO. This program should continue to evolve and include new avenues of communication to inform the MPO’s public outreach efforts.

Maximize exposure, minimize costs

Wherever possible the Hillsborough County MPO is committed to coordinate with other local, federal and statewide public involvement processes in order to enhance public consideration of the issues, plans and programs. The MPO will also work collaboratively with agency partners to furnish more project-specific information to stakeholders, thus providing the public more complete information. This will allow us to reach a larger audience and minimize costs and redundancies.

The mission of the Hillsborough MPO is to develop a comprehensive long-range transportation plan (LRTP) that supports economic development and the mobility needs of the community by:

- Preserving neighborhoods;
- Protecting the environment;
- Enhancing quality of life;
- Promoting public transportation;
- Cooperating with, and coordinating between, both the community and agencies to enable the plan to work.

Maximizing exposure to engage the public in the transportation decision-making process is the vision that drives this Public Participation Plan.
We’re listening…

It is a priority for this MPO that all citizens in Hillsborough County be given the opportunity to participate in the transportation planning process, including low income individuals, the elderly, persons with disabilities and persons with limited English proficiency.
CHAPTER 2: MPO Board & Committees

All federally supported transportation projects and programs for Tampa, Temple Terrace, Plant City and Hillsborough County go through the metropolitan planning process. The obligation to provide information and consider public input in decision-making is explicit in federal regulations.

The MPO is created by agreement between local governments and the Governor of the State of Florida.

As indicated below, the Hillsborough County MPO Board is composed of representatives from each of the respective governments and transportation authorities. MPO board members are subject to change – up-to-date membership is available on PlanHillsborough.org, and advisory committee and working group details are included on the following pages.

All meetings of the MPO and its advisory committees are open to the public. Public comment is welcomed, usually at the beginning of each meeting.

Committees & Working Groups

Policy Committee is a subset of the MPO board that acts as a sounding board for issues that will be brought to the MPO Board for action. In a less formal setting, members can ask questions and more fully discuss upcoming MPO action items. The Committee also provides guidance to the MPO staff on policy matters.

Citizens Advisory Committee consists of 23 citizen volunteers. Sixteen are appointed by each of the MPO Board members, and one citizen represents the Transportation Disadvantaged Coordinating Board. Six at-large members (citizens) are drawn from African-American, Hispanic, female and younger demographic groups, plus neighborhood and business representatives. Many of the CAC members are active in homeowners, business, or other civic associations.

Technical Advisory Committee is composed of technically qualified representatives employed by, or associated with, a public or semi-public agency for the purpose of planning, programming and/or engineering of the transportation system within the Hillsborough County Metropolitan Planning Organization area boundary. It is responsible for assisting in the development of transportation planning work programs; for coordinating transportation planning and programming; for review of all transportation studies, reports, plans and/or programs, and making recommendations to the Metropolitan Planning Organization, based upon the technical sufficiency, accuracy, and completeness of transportation related studies, plans and/or programs.

Bicycle/Pedestrian Advisory Committee makes Hillsborough County a safer and more pleasurable place to bicycle and walk. The committee makes recommendations to the MPO on bicycle and pedestrian-related issues. Up to 22 volunteers comprise the BPAC. Eleven seats are held by at-large members who are appointed by the MPO. The remaining seats are held by representatives of local agencies, cities and county.

Livable Roadways Committee is an interdisciplinary group of volunteers from the public and private sectors who represent local governments, government agencies, companies, citizen groups
and professional organizations. The committee strives to create a transportation system that balances design and aesthetics with issues of roadway safety and function. It reviews transportation and roadway plans and policies, making recommendations for improvement. The committee discusses topics related to transit, pedestrian and bicycle infrastructure and roadway design, safety and function. Focused on streetscape beautification, site and building design, landscape, environmental protection, preservation and signage, the committee is committed to considering all modes of transportation in the recommendations it makes.

**Transportation Disadvantaged Coordinating Board** is composed of members representing agencies and boards, citizens and a representative from the private transportation industry. A sampling of the agencies represented includes Blind Services, Children and Families, Elder Affairs, public schools and Veteran's Affairs, among others. The TDCB guides and coordinates local transportation services with the goal of improving quality of life for the elderly, those who have physical or mental disabilities, children at risk, and the economically disadvantaged.

**Intelligent Transportation Systems Committee** is composed of technically qualified representatives of agencies involved in the planning, programming, engineering and/or implementation of intelligent transportation systems projects in Hillsborough County. The ITS Committee is responsible for assisting in the development of ITS planning work programs, as well as reviewing related studies, reports, plans, projects (including consistency with regional architecture and other standards and/or programs) and making recommendations to the Metropolitan Planning Organization (MPO) and/or other agencies. The ITS Committee recommendations to the MPO are based upon the technical sufficiency, accuracy, and completeness of studies, plans and/or programs.

**Tampa Bay Transportation Management Area Leadership Group** is composed of three MPO board members drawn from the Hillsborough, Pasco, and Pinellas County MPOs. It performs an advisory role to each of the three MPOs. Leadership members are responsible for conveying concerns of their respective MPOs to the TMA group, and for conveying TMA group discussion and recommendations back to the MPOs.

**School Transportation Working Group** is composed of transportation-focused professionals representing local governments, transit agencies, public safety organizations, and several functional groups within the School District. The group provides transportation coordination and long-range planning for a host of topics, from traffic circulation to walk/bike safety to school-pools and transit. Created in 2015, it is currently an *ad hoc* committee that will meet for one year. After that time, it may transition into a formally designated standing advisory committee.
MPO Board & Advisory Committees

MPO
- Policy Committee
- Technical Advisory Committee
- Trans. Disadv. Coord. Board
- ITS Committee
- School Transportation Working Group
- Citizens Advisory Committee
- Livable Roadways Committee
- Bicycle / Pedestrian Advisory Committee
- Tampa Bay TMA Leadership Group

MPO Board Membership
- Hills. County BOCC
- Hills. County BOCC
- Hills. County BOCC
- Hills. County BOCC
- Plant City Commission
- Mayor of Tampa
- Mayor of Temple Terrace
- Tampa-Hills. Expwy Authority
- Hills. Area Regional Transit
- Tampa Port Authority
- Planning Commission
- Hills. Co. Aviation Authority
- Hills. Co. School Board
CHAPTER 3: Historical Context

In 1962, then-President John F. Kennedy signed legislation which thereby authorized continuation of the Federal-Aid Highway Act. Among other purposes, the Act promoted cooperative transportation planning in certain urban areas among federal, state, and local authorities, and also mandated that all urbanized areas with a population greater than 50,000 establish a continuous, cooperative and comprehensive (3C) planning process in order to be eligible for US Department of Transportation (USDOT) funding. A little more than a decade later, the Federal-Aid Highway Act of 1973 strengthened those initiatives by mandating the creation of a Metropolitan Planning Organization (MPO) for all areas required to have a 3C planning process.

In 1977, an MPO was created for the Tampa urbanized area, with staff provided by the Hillsborough County City-County Planning Commission. It was known as the Tampa Urbanized Area Transportation Study.

In 1991, the Intermodal Surface Transportation Efficiency Act (ISTEA) was signed into law. ISTEA was landmark legislation that introduced a comprehensive approach to address transportation issues by emphasizing and encouraging innovation, intermodalism and flexibility. The approach that began with ISTEA was further advanced with the adoption of the Transportation Equity Act for the 21st Century (TEA-21) in 1998.

Also in 1998, the Hillsborough County MPO adopted a Public Involvement Plan (PIP). The PIP identified a proactive public participation process for the transportation planning products of the MPO. Accordingly, the process includes advertisement of timely public notices, support for full public access and input to key decisions, and early and continuing involvement of the community. Since that time, several evaluation measures have been adopted by the MPO in response to the Federal Highway Administration’s suggestion that the MPO develop a mechanism for evaluating the effectiveness of the PIP.

In 2003, at the onset of the 2025 Long Range Transportation Plan update, a new Public Involvement Plan was adopted by the MPO which, for the first time, specified principles which would guide the MPO’s public outreach efforts. Furthermore, the new PIP included modified goals, objectives, an updated toolkit and a revised evaluation section.
Pursuant to state and federal requirements, the PIP was amended and renamed the *Public Participation Plan* (PPP) in 2006. Since then, the PPP has been updated at least once every two years.

**In 2015,** the President signed the Fixing America’s Surface Transportation (FAST) Act into law, which expanded public participation requirements for MPOs. MPOs must now solicit comments from public ports, tourism interests, and certain private transportation providers.

Also in 2015, the Florida Department of Transportation (FDOT) updated its MPO Program Management Handbook to fully incorporate principles of Environmental Justice (EJ) in programs and policies. This update came with two requirements for MPOs:

- Ensure and document early, continuous and meaningful opportunities for involvement by minority and low-income communities; and
- Scrutinize demographic data to ensure that planning activities will not have disproportionately high or adverse impacts on underserved communities, and where impacts are unavoidable, that documented steps are taken to avoid, minimize or mitigate impacts.

The Hillsborough County MPO has been and continues to be fully compliant with federal and state requirements pertaining to public participation, including: §450.316, §450.322, §450.324, and §450.326 in Chapter 23 of the Code of Federal Regulations; Title VI of the Civil Rights Act of 1964; the Limited English Proficiency Executive Order 13166; Florida Statute 339.175; and The Sunshine Law.
CHAPTER 4: Public Participation Requirements

Public participation is integral to crafting sound transportation policies, programs and projects. Without meaningful public involvement, there is a risk of making decisions which may produce unintended negative consequences. While the Hillsborough County MPO firmly believes that encouraging meaningful public participation is absolutely necessary for good decision-making, federal and state requirements establish the minimum standards. The MPO is responsible for actively involving all affected parties in an open, cooperative and collaborative process that provides meaningful opportunities to influence transportation decisions.

FEDERAL AUTHORIZING LEGISLATION

Under 23 U.S.C. Sec. 134(h), Congress requires MPOs to consider transportation projects and strategies that:

- Support the economic vitality of the United States, the States, metropolitan areas, and non-metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;
- Promote efficient system management and operation;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts upon surface transportation;
- Enhance travel and tourism; and
- Emphasize the preservation of the existing transportation system.

The MPO is charged with preparing plans and programs that consider such projects, and providing for participation by interested parties, including "citizens, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight
transportation services, private providers of transportation, representatives of users of public
transit and other interested parties.” The 2015 FAST Act also added public ports, intercity bus
operators, and employer-based commuting programs as interested parties.

**TITLE VI of the CIVIL RIGHTS ACT of 1964**

Title VI, 42 U.S.C. §2000d et seq., otherwise known as “Title VI,” was enacted as part of
the landmark Civil Rights Act of 1964. It prohibits discrimination on the basis of race,
color, and national origin in programs and activities receiving federal financial
assistance.

As President John F. Kennedy said in 1963:

*Simple justice requires that public funds, to which all taxpayers of all races [colors, and
national origins] contribute, not be spent in any fashion which encourages, entrenches,
subsidizes or results in racial [color or national origin] discrimination.*

The Hillsborough County MPO adheres to the provision of Title VI of the Civil Rights Act of 1964,
prohibiting discrimination in any program receiving federal assistance. As the MPO develops
and conducts its public involvement activities, it strives to seek out and consider the needs and
input of the general public, including interested parties and those traditionally underserved by
existing transportation systems and those who may face challenges accessing employment and
other services, such as minorities and persons with limited proficiency in English.

**Title VI Nondiscrimination Plan**

The Hillsborough MPO updated its Title VI Nondiscrimination Plan in 2018. This update contains a
new set of indicators called Communities of Concern, which identifies characteristics that may significantly
burden individuals with regard to transportation and/or participation in the MPO’s public engagement processes.
The Plan outlines engagement strategies, plan equity considerations, and outreach effort evaluation
measures.

This update is the first standalone Title VI plan update in over a decade – the last was composed in 2006, and
the Hillsborough MPO has adopted FDOT’s Title VI plan in the interim years. As part of the MPO’s commitment
to inclusivity, the agency will review its Nondiscrimination Plan triennially or alongside the
Public Participation Plan, whichever is more frequent.

The [Title VI Nondiscrimination Plan](http://PlanHillsborough.org) is available on
the web at PlanHillsborough.org.
Communities of Concern

Communities of Concern are some of the most vulnerable populations residing in Hillsborough County. Members of a Community of Concern may face unique and often overwhelming obstacles related to transportation and engagement in MPO participation processes. Although the definition of this term varies across the country, the Hillsborough MPO has operationally defined a Community of Concern as any block group at least one standard deviation above the median in two or more of the following characteristics: minority population, elderly population, Limited English Proficiency population, disability, zero vehicle households, low income, or youth.

The Hillsborough MPO engages with Communities of Concern through established civic and social service groups that serve the county. The MPO also provides translation and interpretation services and makes accommodations to ensure that citizens with disabilities can access information and reasonably participate in decision-making.

Figure 1 on page 14 shows the location of Communities of Concern within Hillsborough County. This map and associated data enables the Hillsborough MPO to identify neighborhood and civic groups active in the areas of higher concentrations of protected population groups. Successful outreach can then be conducted by using established civic and social service groups to communicate.

EXECUTIVE ORDER 12898, FEDERAL ACTIONS to ADDRESS ENVIRONMENTAL JUSTICE in MINORITY POPULATIONS and LOW-INCOME POPULATIONS

As a recipient of federal funds, the Hillsborough County MPO also conforms to the 1994 Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. According to the US Environmental Protection Agency, Environmental Justice (EJ) is the “fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.”

The Executive Order directed that:

Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.

Furthermore, in that same year, the Federal Highway Administration (FHWA) expanded the definition of “environment” to include “the natural environment, the built environment, the cultural and social fabric of our county and our neighborhoods, and the quality of life of the people who live here. This quality of life is enhanced not only by economic security and ample natural resources, but by enduring community values and thriving neighborhoods where all citizens have access to safe, comfortable, and efficient transportation.”
Figure 1: Communities of Concern

Communities of Concern measure more than one standard deviation above the county's median in two or more characteristics: low income, disability, youth, elderly, limited English proficiency, minorities, and cerfless households.

Extreme Poverty: 85 percent or more of households have an annual household income of $37,000 or less.
In 1997, USDOT issued its *DOT Order to Address Environmental Justice in Minority Populations and Low-Income Populations*, which states that a principled EJ approach will:

- Make better transportation decisions that meet the needs of all people;
- Design transportation facilities that fit more harmoniously into communities;
- Enhance the public-involvement process, strengthen community-based partnerships, and provide minority and low-income populations with opportunities to learn about and improve the quality and usefulness of transportation in their lives;
- Improve data collection, monitoring, and analysis tools that assess the needs of, and analyze the potential impacts on minority and low-income populations;
- Partner with other public and private programs to leverage transportation-agency resources to achieve a common vision for communities;
- Avoid disproportionately high and adverse impacts on minority and low-income populations; and
- Minimize and/or mitigate unavoidable impacts by identifying concerns early in the planning phase and providing offsetting initiatives and enhancement measures to benefit affected communities and neighborhoods.

In 2015, the Florida Department of Transportation (FDOT) updated its MPO Program Management Handbook to reflect the full incorporation of EJ principles in programs, policies, and activities.

In addition to the principles in the 1997 USDOT Order, the 2015 FDOT update requires MPOs to:

- Ensure and document early, continuous and meaningful opportunities for involvement by minority and low-income communities; and
- Scrutinize demographic data to ensure that planning activities will not have disproportionately high or adverse impacts on underserved communities, and where impacts are unavoidable, that documented steps are taken to avoid, minimize or mitigate impacts.

In its capacity, the MPO assesses potential effects of its plans on minority and low-income populations and strives to avoid disproportionate impacts. Furthermore, the MPO proactively reaches out to such populations and seeks to overcome barriers that may prevent them from participating in the transportation planning process.

The FHWA and Federal Transit Administration also encourage MPOs to establish performance standards, including:

- Adequate public notice of opportunities to get involved;
• Early and continuous opportunities to review and comment on key decisions;
• Reasonable public availability of technical and other information;
• Collaborative input on alternatives, evaluation criteria, and mitigation needs;
• Open public meetings and access to the decision-making process prior to closure; and
• Explicit consideration and response to public input.

Figure 2 on page 17 shows the location of the top quintile of Environmental Justice protected populations within Hillsborough County. The Hillsborough MPO uses this information to engage in outreach to established civic and social groups, plan events at times and in locations accessible to EJ populations, and determine the cumulative impacts of transportation investments on minority and low-income populations.

EXECUTIVE ORDER 13166, NATIONAL ORIGIN DISCRIMINATION AGAINST PERSONS WITH LIMITED ENGLISH PROFICIENCY

Executive Order 13166 directed that persons in the United States will not be excluded from participation in USDOT-assisted programs and activities simply because they face challenges communicating in English. To prevent exclusion of the residents in Hillsborough County who do not speak or read English proficiently, a Limited English Proficiency (LEP) Plan was adopted by the MPO to ensure access to the planning process and published information. For further information regarding the LEP, please refer to Appendix E.

Limited English Proficiency (LEP)

For the MPO’s purposes, a LEP person is any person five and older who reported speaking English less than “very well” as classified by the US Census Bureau. Individuals who do not speak English as their primary language AND who have a limited ability to read, speak, write or understand English must be included in the MPO transportation planning process. Therefore, executive summaries for key documents will be made available in Spanish and may be presented in alternative formats, such as brochures or newsletters. PlanHillsborough.org is a key document and includes a feature that enables users to translate it into more than 100 languages. Public engagement pieces like A Citizens Guide to Transportation Planning as well as the 2040 Long Range Transportation Plan and the FY 2017-18 Transportation Improvement Program have been translated into Spanish and are available for download on the PlanHillsborough.org website at http://www.planhillsborough.org/mpo-documentos-en-espanol/.
Figure 2: Top Quintile of Environmental Justice Protected Populations
In considering how to engage LEP persons, a four-factor analysis is used to determine which language assistance services are appropriate to address the identified needs of the LEP population. The four factors are as follows:

**Factor 1: Demography:** Assessment of the number and proportion of the LEP persons likely to be served or encountered in the eligible service population;

**Factor 2: Frequency:** Determining how often the populations are contacted or engaged by the agency;

**Factor 3: Importance:** Determining if the issues under consideration are important to these communities; and

**Factor 4: Resources:** Keeping an inventory of the resources available to engage these populations, including language assistance services.

These four factors must be used in conjunction with the MPO’s area demographics, Public Participation Plan, measures of effectiveness, community partners, and funding levels to determine when and to what extent LEP services are required. The plans must analyze and discuss the four aforementioned factors to determine the steps, activities and resources the MPO uses to ensure access is meaningful for LEP populations. Furthermore, plans should use plain language and be accessible in length and content for the general population. These plans must be available for public access and comment.

MPOs in the state of Florida are allowed, but are not required, to comply with Safe Harbor Provisions. These provisions provide affirmative defenses to findings of noncompliance by demonstrating that all vital documents are translated for any LEP language group constituting 5% of the affected population, or 1,000 persons, whichever is less. Based on the agency’s assessment of the 2nd Factor of Analysis, we proactively translate key documents into Spanish. Although other language groups within the county do meet the threshold of the Safe Harbors Provision, individuals from those language groups are infrequently contacted or engaged by the agency. Therefore, the MPO may utilize other resources, such as interpreter services and bilingual family members, to communicate short messages to those LEP populations. Table 1 shows the top ten LEP language groups in Hillsborough County by number of speakers.

### Table 1: Limited English Proficiency Population by Language in Hillsborough County

<table>
<thead>
<tr>
<th>Language</th>
<th>Number of Speakers</th>
<th>Number of Speakers Who Do Not Speak English “Very Well”</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spanish</td>
<td>273,082</td>
<td>107,434</td>
</tr>
<tr>
<td>Vietnamese</td>
<td>7,833</td>
<td>4,983</td>
</tr>
<tr>
<td>French Creole</td>
<td>9,527</td>
<td>2,363</td>
</tr>
<tr>
<td>Arabic</td>
<td>7,741</td>
<td>2,377</td>
</tr>
<tr>
<td>French</td>
<td>6,945</td>
<td>1,457</td>
</tr>
<tr>
<td>Chinese</td>
<td>3,005</td>
<td>1,474</td>
</tr>
<tr>
<td>Korean</td>
<td>2,574</td>
<td>1,215</td>
</tr>
<tr>
<td>Other Asian Languages</td>
<td>5,812</td>
<td>1,279</td>
</tr>
<tr>
<td>Portuguese</td>
<td>3,248</td>
<td>989</td>
</tr>
<tr>
<td>German</td>
<td>3,863</td>
<td>697</td>
</tr>
<tr>
<td>Total</td>
<td>310,707</td>
<td>121,303</td>
</tr>
</tbody>
</table>

*Source: American Community Survey 2010-2014.*
Interpreter services are made available free of charge courtesy of Hillsborough County Communications & Digital Media Services. Interpretation services are available in 30 different languages upon request, which must be made at least 10 business days prior to MPO Board and committee meetings, workshops, forums or events. The Hillsborough County MPO will make every effort to provide these services. Other special accommodations, including transportation to MPO meetings and events, are offered for those who qualify as transportation disadvantaged. Arrangements can be made by calling Johnny Wong at (813) 273-3774, ext. 370 or by emailing wongj@plancom.org at least three business days in advance.

Appendix E in this document contains a portion of the Title VI Nondiscrimination Plan pertaining to Limited English Proficiency populations. In order to minimize costs, Hillsborough MPO staff and services provided by Hillsborough County, the local jurisdictions or other agencies will be used whenever possible. Some resources outside the Hillsborough MPO staff include but are not limited to:

<table>
<thead>
<tr>
<th>Hillsborough County Citizens Action Center</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Multi-lingual “Language Line” assistance for telephone customers)</td>
</tr>
<tr>
<td>Phone: (813) 272-5900</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Hillsborough County Communications &amp; Digital Media Services</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phone: (813) 272-5314</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Hillsborough County Communications Department – Language Services</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contact: Luis Lopez Phone: (813) 307-8377</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Communication Access Real Time Translation (Speech to Text)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contact: Michele Ogilvie Phone: (813) 273-3774, ext. 317</td>
</tr>
</tbody>
</table>

Figure 3 on page 20 shows the location of high concentrations of LEP households in Hillsborough County. The Hillsborough MPO uses this data to notify LEP persons for whom it proactively provides language services of the availability of these services. Example notifications include signage, presentations at schools and/or faith-based organizations and working with community-based organizations and other stakeholders to inform LEP individuals of the MPO’s services and the availability of language assistance. This data is also used to identify community organizing agencies and advocacy groups that represent LEP populations as a means to invite them to participate in the transportation planning process.
Figure 3: High Concentrations of Limited English Proficiency Households by Block Group
Public Records and Open Meetings

In Florida, every person has been granted the constitutional right to inspect or copy any public record, with some exceptions, at both the state and local levels. Almost all written communication, including e-mails and messages posted to the MPO’s social networking sites, fall under the definition of public records. Notices will be placed on these media so that the public is aware that their communications to the MPO are subject to disclosure. All meetings of the MPO Board, advisory committees and subcommittees are governed by the Sunshine Law. This assures accountability and a transportation planning process that is transparent and fully accessible. Excerpts from the Government-in-the-Sunshine Manual are available in Appendix D - Section 3, of this document. For more information, visit: http://myfloridalegal.com/sunshine.

Accessibility for Persons with Disabilities

The Hillsborough MPO recognizes and values the diversity within our county. We also recognize the importance of including those individuals and groups who have been traditionally underserved. Workshops and forums will occur at various locations and times throughout the county in order to give people a variety of participation opportunities. All MPO public meetings and formal events will be held in facilities that are accessible to persons with disabilities.

Upon request, MPO plans and documents will be produced in large type or other formats for the visually impaired. MPO websites will conform to the WAI-AA and US Section 508, making use of World Wide Web Consortium standards, including XHTML and CSS. In addition, MPO audio-visual productions will provide for closed-captioning for the hearing impaired.

Our Commitment to Diversity & Civil Rights

The MPO does not discriminate in any of its programs or services. The MPO has adopted a policy that:

…no person shall on the basis of race, color, national origin, sex, age, disability, family or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987 and the Florida Civil Rights Act of 1992 be excluded from participation in, be denied benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity.
As part of the Unified Planning Work Program (UPWP), this policy statement is reaffirmed annually to fulfill the MPO’s responsibilities under Title VI of the Civil Rights Act of 1964 and associated federal and state laws.

It is critical that the MPO communicate this commitment to nondiscrimination in plain language. Consequently, the following language shall appear on all MPO documents, plans and studies made available to the public:

The MPO does not discriminate in any of its programs or services. Public participation is solicited by the MPO without regard to race, color, national origin, sex, age, disability, family or religious status. To learn more about our commitment to nondiscrimination, visit www.planhillsborough.org/non-discrimination-commitment/.

The MPO updated its Title VI/Nondiscrimination Plan in early 2018. This plan identifies the location of Communities of Concern and engagement protocols, lists ways the MPO determines plan equity, and states how the MPO evaluates effectiveness. The Title VI/Nondiscrimination Plan can be found on the web at http://www.planhillsborough.org/wp-content/uploads/2018/03/2018-Title-VI_Nondiscrimination-Plan_Final.pdf.

The MPO has designated a Title VI Coordinator who reports directly to the MPO Executive Director on nondiscrimination matters and responds to any complaints of discrimination filed by the public. That role is currently filled by Johnny Wong, who can be contacted at (813) 273-3774, ext. 370, or wongj@plancom.org.

For further information regarding other statutes, please see Appendices C and D for requirements, related statutes and rules.
CHAPTER 5: Public Notices

MPO & Committee Meetings

According to the MPO By-Laws:

The Executive Director is responsible for providing written public notice of all MPO 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 this Public Participation Plan.

2045 Long Range Transportation Plan

The Hillsborough MPO began its 2045 Long Range Transportation Plan (LRTP) update in late 2017. The LRTP identifies and prioritizes major transportation projects for funding under scenarios and trends that will shape Tampa Bay in the future.

The 2045 LRTP is being coordinated across county boundaries and will contain a chapter dedicated to regional priority projects. The Hillsborough MPO is coordinating with the MPOs of Pasco and Pinellas Counties to identify travel needs that span the three-county region.

More information about the 2045 LRTP can be accessed online at http://www.planhillsborough.org/2045-lrtp/
The MPO manages its notifications with an email database software called Constant Contact®. MPO staff complies with the requirements by posting agendas for all MPO meetings and public hearings on PlanHillsborough.org and ensuring that all board and committee members, the media and other interested parties are on the MPO’s Constant Contact® mailing list to receive notices of all MPO and committee meetings. Any member of the public can register to receive notifications by visiting http://www.planhillsborough.org/ and clicking “Join our Mailing Lists” under “Be Involved.”

**Required Public Review**

The Hillsborough County MPO is obligated and will ensure reasonable time for public review and comment at key decision points on major documents and plans. These include, but are not limited to, the PPP, Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP) and Unified Planning Work Program (UPWP). The following table highlights requirements for public review periods and notices. The MPO’s practice is to meet or exceed these minimum requirements.

<table>
<thead>
<tr>
<th>Plan or Program</th>
<th>Min. Review Period</th>
<th>Min. Public Notice/Ad</th>
<th>Min. Ad(s) Required</th>
<th>Public Hearing Required?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Participation Plan</td>
<td>45 days</td>
<td>45 days</td>
<td>1</td>
<td>No</td>
</tr>
<tr>
<td>LRTP Adoption</td>
<td>30 days</td>
<td>10 days</td>
<td>2</td>
<td>Yes</td>
</tr>
<tr>
<td>LRTP Amendment</td>
<td>15 days</td>
<td>15 days</td>
<td>1</td>
<td>Yes</td>
</tr>
<tr>
<td>TIP Priorities and Final Adoption</td>
<td>30 days</td>
<td>10 days</td>
<td>1</td>
<td>Yes</td>
</tr>
<tr>
<td>TIP Amendment</td>
<td>21 days</td>
<td>Not required</td>
<td>None</td>
<td>No</td>
</tr>
<tr>
<td>UPWP Adoption</td>
<td>30 days</td>
<td>Not required</td>
<td>None</td>
<td>No</td>
</tr>
</tbody>
</table>

**Notifications and Advertisements**

Public notices and/or advertisements are placed in accordance with the above table. At least one newspaper ad will be placed not less than 10 calendar days in advance of all MPO Public Hearings.

Monthly MPO Board and committee meetings and agendas are posted on the main page of PlanHillsborough.org. Regular MPO committee meetings are posted online at least 30 days in advance. Additional notices and schedule changes are promptly noted. Agendas for meetings are emailed and/or mailed out and are available on the MPO website normally seven days in advance. Draft meeting minutes are posted online in the agenda packet of the following month’s meeting.
MPO Board meetings are advertised, broadcast live and rebroadcast later in the month on Hillsborough County’s government television channel, HTV. These meetings are also available for streaming on the web at https://www.hillsboroughcounty.org/en/government/meeting-information/hillsborough-television/watch-live. In late 2017 the MPO began uploading recordings of all MPO Board meetings to its YouTube Channel, available at https://www.youtube.com/channel/UCsojHyZb_mkYIU3o32Tbg4w, although there is some lag in receiving and uploading these recordings. Starting in mid-2018, the MPO will also begin recording and uploading Transportation Management Area (TMA) Leadership Group meetings to its YouTube profile.

The MPO advertises public hearings in newspapers of general circulation such as the Tampa Bay Times, and *tbt. As appropriate and depending upon the project, the MPO may also place advertisements in newspapers with minority audiences, such as La Gaceta and the Florida Sentinel Bulletin, or in smaller community weeklies. The MPO may also provide information about MPO services and the availability of language services to LEP populations through non-English language radio and television advertisements.

Distinction Between Public Hearings and Public Meetings

<table>
<thead>
<tr>
<th>Plan or Program</th>
<th>Frequency of Public Hearing</th>
</tr>
</thead>
<tbody>
<tr>
<td>LRTP Adoption</td>
<td>At least once every five years</td>
</tr>
<tr>
<td>LRTP Amendment</td>
<td>As needed</td>
</tr>
<tr>
<td>TIP Priorities and Final Adoption</td>
<td>Yearly</td>
</tr>
</tbody>
</table>
Public hearings must be advertised, and the public must have a reasonable time to comment on the item under consideration at the hearing. Generally, the timeframe for public comment on items under consideration at a public hearing is longer than the timeframe at a public meeting. For instance, adoption of the TIP Priorities and TIP Final Program require a 30-day public review period, public advertisement, and a public hearing. TIP Amendments require a 21-day review period, no public advertisement, and are generally considered at a public meeting. Additionally, an official transcript or record of comments must be kept for a public hearing.

Public hearings and meetings require that anyone who wishes to speak has the opportunity to do so, although the time to speak may be limited and a request may be made that speakers with similar messages consolidate those messages.
CHAPTER 6: Public Participation Procedures

The MPO will adhere to the following procedures to ensure public participation in the transportation planning process.

Public Participation Plan

The MPO makes every attempt to coordinate its public participation process with state and local governments to enhance public consideration of the issues, plans and programs. A new or updated PPP will be produced at least once every two years so as to continuously improve our outreach strategies to encourage public participation.

Adopting or amending the PPP requires a 45-day public review and comment period and includes:

- A legal advertisement placed in the aforementioned media outlets, thereby initiating the 45-day public review period;
- Notice of the public review and comment period is posted on PlanHillsborough.org;
- The PPP Draft is made available on PlanHillsborough.org under “Current Projects and Drafts,” as well as in the Planning Commission Library during regular business hours, for at least 45 days prior to MPO consideration;
- A post is made to the Hillsborough MPO’s social media accounts with a link to the PPP Draft;
- Formal presentations are made to the MPO Advisory Committees (CAC, TAC and Policy at a minimum) as an Action Item on the Agenda for review and comment prior to MPO Board consideration;
- Public comments will be accepted at each MPO Board and Advisory Committee meeting, and forwarded to the Board prior to adoption;
- Reviews and comments will be solicited from FDOT and other interested partner agencies.

The PPP will be evaluated and reviewed at least once every two years by MPO staff, Advisory Committees and the MPO Board. This process assures that the process complies with all statutory requirements, encourages complete and continued participation from all interested parties, and that it adapts in response to changing technologies, outreach strategies, and effectiveness results. A PPP Measures of Effectiveness (MOE) report will be presented to the MPO and its CAC, TAC, Policy, and TDCB committees at least once every two years. The MOE will summarize the MPO’s participation activities, measure the effectiveness of the MPO’s public engagement over the past two years, and analyze the results to inform recommendations for continued improvement. Comments received will be reproduced in the MOE presentation to the MPO for consideration.
The PPP frames the MPO’s approach to involving the public in its decision-making. Specific public outreach strategies may be pursued for individual projects. Such strategies may be tailored to fit unique circumstances or project requirements, but will conform to the PPP.

**PPP Amendment**

For major amendments, updates, or new PPP documents, the procedures listed above will be followed. Minor changes and additions between LRTP update periods will be implemented through the advisory committee process. The appendices are provided for information and are not subject to amendment requirements. Public comment on the PPP will be taken at any time, considered, and implemented with the bi-annual review, as appropriate. Creative suggestions are encouraged throughout the process.

**Long Range Transportation Plan**

The LRTP identifies transportation improvements necessary to maintain adequate mobility and accommodate anticipated growth. The LRTP includes a comprehensive listing of highway, public transit, bicycle, pedestrian and freight movement needs, and identifies cost affordable projects through a 20-year horizon. Major public participation tools are noted in Appendix B of this document.

Federal legislation requires the LRTP development to incorporate consultation with state and federal environmental protection, tribal government, wildlife management, land management, and historic preservation agencies. The MPO accomplishes this through Florida’s Efficient Transportation Decision Making (ETDM) process, which uses a web-based tool to solicit comments and provide information and map data to affected agencies. Other procedures include:

- Coordination with FDOT, HART, the jurisdictions and other partner agencies throughout LRTP development;
- Extensive public involvement plan developed and executed to provide early and continuing opportunities to participate in the development of the LRTP;
- Coordination with American Indian entities such as the Seminole Tribe of Florida, through contacts furnished by tribal governments and FDOT (these are listed in Appendix G);
- Concerted efforts to identify and engage groups and areas which may have been under-represented in the past (e.g., low income, minority, LEP, and disabled populations);
- MPO newsletters, web posts, social media, direct mail, email blasts and ads in newspapers are used at various points to notify the public of participation opportunities;
- Key technical documents posted for public review and comment on PlanHillsborough.org;
- The Draft LRTP is posted on the PlanHillsborough.org and available in the Planning Commission Library for public review during regular business hours;
• A 30-day public review and comment period as required, followed by a Public Hearing for MPO adoption of the LRTP;

• A good faith effort is made by posting signs, direct mail, or other means to inform the affected areas and notify parties potentially affected by the proposed LRTP;

• Two newspaper advertisements placed:
  - The first announcing the 30-day public review period and announcing the upcoming Public Hearing,
  - The second for the 10-day notice of the upcoming Public Hearing;

• Notice of the public review period and Public Hearing posted on the PlanHillsborough.org website;

• Formal presentations made to the MPO advisory committees as an Action Item on the Agenda for review and comment before the MPO Board considers adoption;

• In-person, written and electronic public comments accepted at each MPO Board and advisory committee meeting;

• Soliciting review and comment by FDOT, HART, local jurisdictions, and other partner agencies;

• Adoption by a roll-call or hand-counted vote of the MPO.

LRTP Amendment

An amendment is a major revision to the LRTP, such as adding or deleting a project, a major change in project costs, initiation dates, and/or design concept and scope, such as changing project locations or the number of through traffic lanes. Changes to the LRTP on projects included only for illustrative purposes do not require an amendment.

An amendment requires public review and comment, demonstration that the project can be completed within expected funding, and where appropriate, a finding that the change is consistent with federal transportation air quality conformity mandates. The following outlines public participation procedures for an LRTP Amendment:

• A 15-day public review and comment period is required followed by a Public Hearing for an LRTP Amendment;
• One legal advertisement is placed announcing the 15-day review period, availability of the proposed LRTP Amendment on PlanHillsborough.org, and announcing the upcoming Public Hearing;

• Notice of the public review period and Public Hearing is posted on PlanHillsborough.org;

• The proposed LRTP Amendment is posted on PlanHillsborough.org and is available in the Planning Commission Library for public review during regular business hours for at least 15 days prior to MPO consideration;

• Formal presentations are made to the MPO advisory committees (CAC, TAC and Policy Committee at a minimum) as an Action Item on the Agenda for review and comment before the MPO Board considers adoption;

• In-person, written or electronic public comments are accepted at each MPO Board and advisory committee meeting;

• Evaluate and document whether any adverse social, economic, and environmental impacts to the community at large and to the underserved population, in particular, would result from implementation of the amended or updated plan;

• Review and comment by FDOT, HART, local jurisdictions, and other interested partner agencies is solicited.

**LRTP Administrative Modification**

An administrative modification is a revision to the LRTP for minor changes to a project including project phase costs, funding sources, and/or initiation dates.

An administrative modification requires neither public review and comment, demonstration that the project can be completed based within expected funding, nor a finding that the change is consistent with federal transportation requirements. LRTP administrative modifications are executed as follows:

• No public review requirement;

• Approved by the MPO Executive Director;

• LRTP document is modified and posted on PlanHillsborough.org.
Transportation Improvement Program

Revised annually to incorporate those projects in the LRTP having the highest priority and an ability to be funded, the TIP contains all transportation projects programmed for the upcoming five fiscal years. Projects are grouped by jurisdictional responsibility, which indicates the year, funding source and levels for each phase of the project. From a policy perspective, the TIP is particularly important in that it establishes the priorities for scheduling improvements to the Strategic Intermodal System (SIS), including freight and Intelligent Transportation System (ITS) strategies, federal Interstate highway system, local roadways and MPO priorities concerning transit, pedestrian- and bicycle-friendly environments, and transportation demand management programs. The MPO updates its priorities every year and includes them in the TIP document.

Federally funded projects and most state funded projects must be included in the TIP, and are subject to MPO approval. Locally funded projects are included for informational purposes and are not subject to MPO approval.

When an updated TIP and new priorities are proposed, a Public Hearing is held to adopt them. The new priorities are used by FDOT for programming the new fifth year to be integrated into FDOT’s Work Program. The MPO adopts the updated TIP at a Public Hearing held the following summer to meet the July 15th state deadline for submittal each year. Steps in the process include:

- Coordination with FDOT, HART, local jurisdictions, and other partner agencies throughout TIP development;
- A 30-day public review and comment period before the TIP Public Hearing;
- Newspaper advertisements are placed to provide a 10-day notice of the TIP Public Hearing,
- Notice of the Public Hearing is also posted on PlanHillsborough.org;
• The Draft TIP document is posted on PlanHillsborough.org and available in the Planning Commission Library for public review during regular business hours for at least 30 days prior to MPO consideration;

• A good faith effort is made by posting signs, direct mail, or other means to inform the affected areas and notify parties potentially affected by the proposed TIP;

• Formal presentations are made to the MPO advisory committees as an Action Item on the Agenda for review and comment before the MPO Board considers adoption of the TIP;

• In-person, written and electronic public comments are accepted at each MPO Board and advisory committee meeting;

• Review and comment by FDOT, HART, local jurisdictions, and other interested partner agencies are solicited;

• The TIP is published annually and posted on PlanHillsborough.org. In addition, the website features an interactive version of the TIP that allows users to search and map individual projects listed in the document.

TIP Amendment

A TIP Amendment is a major change to the TIP, including: adding or deleting a project; changes in project phase costs, initiation dates, and/or design concept and scope, such as changing project locations or the number of through traffic lanes; or a cost increase greater than 20% and $2 million. An amendment requires public review and comment and re-demonstration of fiscal constraint. The following outlines public participation procedures for a TIP Amendment:

• A public review and comment period will coincide with the formal presentations made to the MPO advisory committees (at a minimum CAC, TAC and Policy Committee) as an Action Item on the Agenda for review and comment before the MPO consideration, which includes posting
on PlanHillsborough.org one week prior to the CAC meeting (the first of these committee meetings each month, ordinarily occurring at least three weeks before the MPO meeting);

- In-person public comments are accepted at each MPO Board and advisory committee meeting;

- Review and comment by FDOT, HART, local jurisdictions, and other interested partner agencies are solicited, with public discussion opportunities among agencies at the TAC meeting;

- Approved by a roll call vote of the MPO Board;

- Amended TIP document is updated and posted on PlanHillsborough.org.

**TIP Administrative Modifications**

A TIP modification includes minor changes to an already adopted project’s costs or to the cost of a project phase; minor changes to funding sources; changes to the initiation dates within the same fiscal year; changes to projects that are not federally funded; changes to information and projects included for illustrative purposes only; changes to information outside of the TIP period or not required to be included in the TIP per federal regulations; or changes to correct simple or data entry errors. Administrative modifications are executed as follows:

- No public review;

- Approved by the MPO Executive Director¹;

- TIP document is modified and placed on the PlanHillsborough.org website.

**Annual Listing of Obligated Projects**

To make the project funding process as transparent as possible, no later than 90 days after the end of the program year (i.e., the fiscal year ending September 30th), in combination with FDOT, HART and other public transportation operators, the MPO develops a list of projects in

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¹ Federal Aid Technical Bulletin 10-03 from FDOT’s Federal Aid Office
Hillsborough County – including bicycle and pedestrian projects – for which federal transportation funds were obligated (i.e., funds contractually committed to a project) in the previous program year. Based on the TIP, the list describes the project by name, to/from limits, type, funding source, and amounts obligated to specific project phases. The MPO posts this information each year on PlanHillsborough.org.

**Air Quality Conformity Determination**

Hillsborough County has attained air quality standards for ozone (a contributor to smog), and therefore, is not required to determine whether its Plan will have an adverse impact on air quality, an analysis known as a conformity determination.

**Unified Planning Work Program**

The UPWP defines the transportation planning activities and products to be developed by the MPO and other transportation planning agencies for a two-year period. Updated bi-annually, it is the basis for allocating federal, state, and local funds for transportation planning activities.

UPWP public participation opportunities are included in the process as follows:

- The UPWP requires a 30-day public review and comment period;
- A UPWP Draft will be available by March 15th for transmittal to FDOT and federal agencies;
- Notice of the public review period to be posted on PlanHillsborough.org;
- The UPWP Draft is posted on PlanHillsborough.org under “Draft Publications” at least 30 days prior to MPO consideration;
- Formal presentations to the MPO advisory committees (CAC, TAC and Policy Committee at a minimum) as an Action Item on the Agenda for review and comment before the MPO Board considers adoption;
- In-person, written or electronic public comment is accepted at each MPO Board and advisory committee meeting.

**UPWP Revisions**

Revisions to the UPWP involving FHWA and FTA funds fall into two categories:

1. **Modifications**: do not change the FHWA approved FHWA and FTA budget or scope of the FHWA funded work tasks.
2. **Amendments**: change the FHWA approved budget, change the scope of the FHWA funded work tasks, or add or delete a work task.

UPWP Modifications are executed as follows:
• Notify the District MPO Liaison and the FHWA within the consultation process prior to its execution by the MPO (no approval is required);
• No public review requirement;
• Approved by the MPO Executive Director;
• The revised UPWP is posted on PlanHillsborough.org.

UPWP Amendments must be approved by the FHWA. Since the UPWP is updated bi-annually, there is likely to be at least one amendment when state and federal budgets are approved each year. The Hillsborough MPO will provide opportunities for public review and comment of UPWP amendments as follows:

• Draft UPWP Amendment is posted on PlanHillsborough.org with the meeting packets at least seven days prior to each meeting;
• Formal presentation to the Policy Committee for recommendation to the MPO Board;
• In-person, written or electronic public comment to be accepted at each MPO Board and advisory committee meeting;
• Final approval by the MPO Board.

Transportation Disadvantaged Program

Established by the Hillsborough MPO in 1990, the Transportation Disadvantaged Coordinating Board (TDCB) serves as the Local Coordinating Board (LCB) for Hillsborough County in order to guide and coordinate transportation services with the goal of improving quality of life for:

• Children who are at high risk;
• The elderly;
• Those who have physical or mental disabilities; and
• Low income or economically disadvantaged.
Public participation is a priority as outreach is targeted to people in our community most in need of services. Created by the TDCB's Outreach & Awareness subcommittee, the *Ride Guide* is a great example of outreach material consolidating relevant information for the transportation disadvantaged in Pasco, Pinellas, and Hillsborough Counties. An annual evaluation of the Sunshine Line (paratransit service) is conducted by the TDCB, including a direct-mail survey of more than 8,000 customers of the service. Other forums and public engagement opportunities are used to continue public involvement throughout the year.

In consultation with the Sunshine Line, our Community Transportation Coordinator (CTC) and TDCB, the MPO develops and annually updates a Transportation Disadvantaged Service Plan. The TDSP is developed in a manner that assures the local planning agencies responsible for preparing comprehensive plans have the opportunity to review and comment on it. The TDSP must be consistent with applicable local government comprehensive plans, the Long Range Transportation Plan, transit development plans, and other local, regional and state transportation plans. The TDCB’s Planning subcommittee, which includes representatives from HART and FDOT, provide input throughout the plan’s development. The Planning Commission is also given the opportunity to review and provide comments. Once the TDCB approves the plan, the MPO Board reviews and approves the Plan before it is forwarded to the Florida Commission for the Transportation Disadvantaged (CTD) for certification.

According to the CTD Handbook, the TDSP planning process must allow representatives of public, private and non-profit transportation; human services providers; and the public to participate.
Stakeholders may include:

- **Transportation planners and providers** – area transportation planning agencies; public transit and ADA transit providers; and private transportation providers such as brokers, taxi operators, vanpool providers, ride-share providers and intercity bus operators.

- **Passengers and advocates** – existing and potential riders; protection and advocacy organizations; representatives from independent living centers; advocacy organizations working on behalf of targeted populations.

- **Human service partners** – agencies that administer health, employment or other support programs for targeted populations; job training and placement agencies; housing agencies; health care facilities; and mental health providers.

- **Others** – emergency and security management agencies; tribes and tribal representatives; economic development organizations, faith-based and community based organizations; representatives of the business community (employers); appropriate local or state officials and elected officials; and school districts.

**Title VI Checklist**

The MPO is in the process of developing a checklist for interacting with Communities of Concern. This internal process is intended to identify Communities of Concern surrounding project areas, and proposes different steps depending on the demographics of the area for how meetings should be conducted. For instance, a Community of Concern that contains low-income populations may more easily access a meeting held after business hours.

**Other MPO Plans & Studies**

The MPO often prepares plans and studies focusing on particular sub-areas, corridors or specific project areas. These may be carried out by staff and/or consultants, and the scope and level of detail of such products can vary greatly, as can the level of public involvement and engagement technique. There are no set requirements but the MPO makes a practice of engaging the community in such plans and studies early and continuously. The MPO strives to identify affected parties and invite them to collaborate as stakeholders.

Ideally, constituents will be invited to participate throughout the process and help shape the plan or study by:

- Identifying the issues or problem statement;
- Defining goals, objectives and prioritization factors;
- Developing alternative solutions;
• Reaching a consensus on the preferred alternative; and
• Reviewing and commenting on draft plans and studies.
• At a minimum, the MPO will provide timely notification of all such plans or studies as they develop in draft form, and allow the public ample opportunity to review and comment on them before being adopted or approved by the MPO. Staff will forward all relevant comments to the MPO board prior to acting, along with a synopsis and response to all pertinent issues.
CHAPTER 7: Strategies

Beyond meeting state and federal requirements, the PPP outlines strategies employed by the Hillsborough County MPO to further encourage public participation and be responsive to the unique needs of the community. Given that the specific needs of the community are prone to changing rapidly, the MPO exercises discretion in implementing the strategies outlined below on an as-needed basis.

Telling Our Story

Telling our story in a language and manner that is both understandable and meaningful to the public is a necessary strategy, given the diversity of the community being served. Framing our story from the perspective of the audience makes MPO plans and programs more relevant to people and greatly encourages their participation. For example, ‘traffic’ is a relatable concept for many people, whereas ‘congestion management process’ may not be readily understood by the general public. Explaining technical and complex transportation concepts in understandable and relatable terms has been, and continues to be, a point of emphasis for the Hillsborough County MPO.
Being Cooperative and Creative

Using pictures and other visual aids to tell our story is an excellent way to make planning more relatable. Creative marketing approaches for advertisements and collateral pieces helps us to effectively communicate messages to those affected by planning projects. Advanced techniques, such as still-photography or animated simulations, make it easy for citizens to visualize future transportation projects and imagine how they may be affected.

Involving the Community

Public participation is a mission, not simply a requirement. The MPO supports the following public participation goals in order to encourage community involvement:

Visibility

Raise the awareness of the MPO as a leader in transportation planning for Tampa, Temple Terrace, Plant City and Hillsborough County.

Engagement

Involve the public in every phase of the transportation planning process.

Notification

Notify the public when key decisions are being made and provide opportunities for comment.

Responsiveness

Ensure that issues raised by the public are explicitly considered and that a timely and appropriate response is provided.

Communication

Ensure that all communication media and MPO plans are presented in a format understood by partner agencies and the public.

Resourcefulness

Be creative - optimize and effectively use resources dedicated to public participation.
User-Friendliness

Provide user-friendly collateral materials, and communicate in a clear, credible, concise and consistent manner. Where appropriate, use visualization techniques to describe plans consistent with a citizen’s perspective.

Ease

Make it easy for all citizens to get involved and be heard.

Access

Proactively reach out to inform and engage populations that have been under-represented in transportation decision-making.

Compliance

Meet or exceed the spirit, intent and requirements of local, state and federal statutes and regulations.

Capturing All Input

Public commentary comes from myriad sources, including e-mail correspondence, both scientific and informal polls, remarks offered at community meetings, or statements entered into the record at advertised public hearings.

MPO planners, therefore, must ensure that all such comments are captured and that no input is ignored. Staff and consultants will make concerted efforts to document and synthesize all comments, regardless of source, so that the MPO board can give full consideration to all issues raised by the public, and respond appropriately.

MPO staff and consultants employ tools and standard procedures to retain and manage public commentary, including:

- Minutes and summaries of all regular MPO and committee meetings to keep track of public speakers and record comments;
- Annual logs to document all MPO public outreach events and meetings, documenting the date, location, number of participants, any issues raised, and whether the event was held in an Environmental Justice area;
- Annual logs of MPO publications and brochures, showing the number of copies produced and their distribution;
- All e-mails sent to mpo@plancom.org are forwarded to the appropriate staff for a response, and are copied to a digital folder to facilitate their compilation and synthesis;
• Public comment compilers are used to log and transcribe comments and attachments, such as scanned letters; track major topics addressed by the commenter, such as mode of transportation, and whether the commenter favors or doesn’t favor investing in that mode; and produce standard reports;

• Social media and networking sources are increasingly popular forms of communication. Input received through such sources may be compiled through the use of archiving software to facilitate records retention and searches for particular people, topics or conversational threads across different platforms. The MPO has a policy governing the appropriate use of such social networking/media, included as Appendix H; and

• Virtually every plan or study initiated by the MPO has a public engagement component. The specific techniques will vary, but MPO staff and/or consultants are tasked with compiling public comments and documenting how collected input affected the outcome of the particular plan or study. All major plans, studies and reports should feature a section entitled “What We Heard” from the public and how that affected the outcome. Appendix F provides sample language for scopes of work to capture public input, as well as to document an explicit MPO response.

Members of the public are consulted in the development of the Public Participation Plan. The draft of the document is posted on PlanHillsborough.org for 45 days, and linked on the agency’s social media and Current Projects & Drafts website sidebar. A review copy is placed in the library, and the document is revised per comments from MPO committees. Beginning in 2018, the agency is also providing review copies to non-transportation planning professionals for review. This is to ensure that the document is accessible to a range of individuals interested in the public participation component of transportation planning.

Written comments and correspondence are treated as public records and are subject to disclosure under Florida’s Sunshine Laws. They are archived and kept for a number of years per Florida’s public records retention requirements.
Collaborating with Partners

Public outreach can often be a time-intensive, costly endeavor. The MPO, therefore, strives to reduce redundancies and ensure cost-effectiveness by collaborating with other entities to expand its outreach efforts and effectively engage the public. For example, MPO workshops are frequently joint efforts held in collaboration with other public agencies and non-governmental organizations. Economies can be achieved through joint promotion and cost-sharing agreements to facilitate the process of hosting workshops, meetings and public events. Some strategies utilized to improve cooperation and coordination with our agency partners are included below:

- Collaborating more closely with agency partners on documents, such as the LRTP, TIP, and FDOT District 7 Work Program;
- Ensuring consistency between FDOT District 7 design plans and MPO-adopted or proposed LRTPs, TIPs, etc.;
- Requesting complete information from FDOT on projects included in the TIP;
- Designing educational materials with input from the public regarding the best methods for explaining project development processes in plain English; and
- Updating collateral public message materials as they become available.

Making Use of Technology

Internet access and the use of social networks to communicate are increasingly prevalent. The MPO has taken advantage of technology to inform the public about our plans and programs. New forms of communication technology allow the MPO and the public to engage in a two-way dialogue. “Crowdsourcing” or Web 2.0 technology will enable the MPO to fashion plans in an even more collaborative, rather than reactive, manner. Crowdsourcing platforms allow for communal problem-solving in real time, where users may interact both with the MPO and with each other. Other internet-based tools, such as wikis, webcasts, photo inventories and online dialogues, also allow users to develop documents collaboratively. These can be used, for example, to draft corridor plans with direct input from community representatives.

Mobile devices, such as smartphones and tablets, are also increasingly prevalent hardware. Such technology will enable the MPO to continue delivering its messages directly to interested parties and obtain immediate feedback. These forms of communication, however, are not
without their nuances. One unique caveat to using these new forms of communication is that all messages sent or received are considered public records, and are thus subject to Sunshine Law requirements governing retention and disclosure. Moreover, board and committee members are cautioned against using these new media to communicate among themselves on topics likely to be discuss in public meetings. (See Appendix D for excerpts from Florida Attorney General’s Advisory Opinion AGO 2009-19).

In response to a recommendation made by the Department of Transportation in the MPO’s 2017 Federal Certification Review, the MPO has launched an online guide of common transportation acronyms. The Transportation Acronym Guide (TAG) is available online at http://www.planhillsborough.org/mpo_glossary/. This guide is also available in document form and attached to this document as Appendix A. To promote this product, the MPO posted it under its Current Projects & Drafts list on PlanHillsborough.org and made an announcement on social media.

Involving Diverse Constituencies

The public comprises a wide array of people with different interests, backgrounds, and mobility options. The Hillsborough MPO recognizes that not everyone has the time, ability, or motivation to directly participate in transportation planning. In what follows, some constituencies are identified which may pose, or endure, significant challenges to participating in public outreach efforts. Each is listed and specific strategies are discussed which may address those challenges.

- **Private sector transportation providers and freight stakeholders** have limited time when it comes to transportation planning. They seek immediate relief to problems that directly affect their drivers and impose costs on their operations. Slow-downs caused by bottlenecks, turn-movement restrictions, or other problems amenable to relatively short-term, low-cost solutions are “low-hanging fruit” that can attract the interest of freight stakeholders. Umbrella groups, such as the Florida Trucking Association, and proxies, such as Port Tampa Bay, can sometimes represent these interests. Inviting freight stakeholders and private transportation providers to annual summits and/or regional meetings to enlist their help in identifying freight and goods movement problems and solutions may be preferred in lieu of monthly meetings. Telephone interviews are another way to obtain their input on specific issues or plans.

- **Persons with mobility impairments** often have difficulty traveling to meeting locations. Specialized transportation such as wheelchair lift-equipped vans, provided by the Sunshine Line, may have to be scheduled to pick them up and return them home. Another option is to attend events where there are likely to be a large number of disabled persons in attendance, and/or organized by groups that speak for the disabled.
• **Children and students** make up a significant portion of the non-driving public. Consequently, they are major users of bicycle and pedestrian networks. Getting involved with Boys and Girls Clubs, scouts, school and PTA activities such as “teach-in” events is one way to get input from them and their parents or teachers.

• **Low income individuals and minorities** often have limited involvement in transportation planning. They may not have access to a vehicle, not be aware, or not have time to go to a meeting about transportation. Outreach can be extended to these groups through gatekeepers, including churches, neighborhood groups or community fairs, and has proven to be effective in obtaining input from these constituents.

• **The MPO maintains a growing inventory of community groups which represent or work with protected or vulnerable populations.** The inventory indicates whether the group or organization represents the perspective of one or more of the six demographic criteria used to identify Communities of Concern. The MPO will use the inventory for the 2045 Long Range Transportation Plan, among other plans and projects, to ensure adequate involvement of these communities in the planning process. The inventory is updated regularly and is included in this document as **Appendix J**.
CHAPTER 8: Evaluation

Measures of Effectiveness

Evaluation is necessary to determine the effectiveness of the PPP. Being responsive to the public raises questions, such as: To what degree is the community participating in public involvement opportunities? Are we reaching our target audience and key constituencies? and, Are MPO documents effective and informative tools for public awareness? Answers to these questions can be determined through an analytical evaluation process. New and improved strategies and techniques can be developed to improve the overall performance of the public involvement process. The following are Measures of Effectiveness (MOEs) considered in the bi-annual evaluation of the PPP. Several new evaluation criteria have recently been added to the existing measures – these new measures appear in blue.

Measuring Visibility & Productivity

- Number of MPO publications produced;
- Number of MPO newsletters and brochures distributed, such as Bicycle Suitability Maps, Ride Guides and Citizens Guide to Transportation Planning, etc.;
- Number of newspaper advertisements and public notices placed in publications with minority audiences;
- Media inventory of newspaper articles, television and radio coverage;
- Number of CCC brochures distributed;
- Number of TMO sponsored maps distributed, as well as any other sponsorship or advertisement opportunity;
- Number of meetings broadcast on Hillsborough County Television; and
- Number of publications available on PlanHillsborough.org, at a minimum to include the LRTP, TIP, and an annual list of obligated projects.

Measuring Participation Opportunities

- Number of MPO public forums, workshops and community meetings at which displays, presentations, discussions and feedback occurred;
• Number and origin of participants at such public forums, workshops and community meetings;

• **Number of persons invited to attend meetings**;

• Number of participants at public forums, workshops and community meetings held in historically underserved areas or with such populations;

• Number of participation opportunities offered to American Indian entities, such as the Seminole Tribe of Florida;

• Number and origin of participants at monthly MPO and committee meetings;

• Number of persons on the MPO mailing list receiving regular agendas; and

• Number of draft plans, reports, other preliminary documents or surveys posted to [PlanHillsborough.org](http://PlanHillsborough.org) for public comment.

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**Increasing Public Participation Efforts with Minorities, Low-Income Individuals, & the Transportation Disadvantaged**

• Ensuring the PPP report details representative public engagement;

• Developing maps with updated, community-specific demographic and socioeconomic data within the MPO’s geographic boundaries at the census tract, block group or zip code level; and

• Listing all MPO committee members’ demographic data, including race, ethnicity, age, and whether or not they are disabled.
Measuring Public Interest & Feedback

- Number of returned electronic comment forms provided to members of the public after receiving staff assistance;
- Total number of interactions at public outreach events and meetings;
- Number of verbal comments received at open forum discussions, public hearings and at any other opportunities for public interaction;
- Number of phone, fax, mail and email inquiries or comments cards received;
- Number of visitors to PlanHillsborough.org;
- Types of tools and technologies employed at public outreach events and meetings; and
- Seeking feedback that is immediate and project specific.

Measuring Input Results

- Number of issues identified through public input and responded to by the MPO; and
- Documented revisions to plans based on citizen input.

Refining PPP Process

- Periodic reviews of whether PPP presentations and documents are accessible to the public;
- Update the PPP in conjunction with, and at the outset of, each LRTP update; and
- Recommendations to enhance the PPP.

Using these measures, the PPP MOE is akin to a report card on the MPO’s Public Participation Plan. The report is presented to the MPO Board every other year, posted on the MPO website, and lays the groundwork for continuous improvement to the MPO’s public outreach and engagement.
**Board & Committee Agenda Item**

**Agenda Item**  
Tampa Bay Regional Planning Council Interlocal Agreement

**Presenter**  
Allison Yeh, MPO Staff

**Summary**  
The Hillsborough MPO, in collaboration with the Pinellas MPO, Pasco MPO, Tampa Bay Regional Planning Council, and the Florida Department of Transportation District 7 was selected for the Federal Highway Administration’s Resilience and Durability Pilot Program. The project will be done in support of the 2045 Long Range Plan (LRTP) updates for all three MPO as well as the regional LRTP.

The MPO plans on leveraging the expertise of the Tampa Bay Regional Planning Council (TBRPC) for technical and planning services in support of this project. The TBRPC is the regional expert on weather and socio-economic datasets, inundation modeling, and econometric analysis.

The attached Interlocal agreement details the scope of work and deliverables which will be utilized by MPO staff and consultants to complete the FHWA pilot project. The project is anticipated to begin in June 2018 and be completed in 18-24 months.

**Recommended Action**  
Approve the Tampa Bay Regional Planning Council Interlocal Agreement

**Prepared By**  
Allison Yeh, AICP, LEED GA

**Attachments**  
TBRPC Technical and Planning Services Agreement
INTERLOCAL AGREEMENT

TECHNICAL AND PLANNING SERVICES IN ASSISTANCE FOR THE TAMPA BAY TRANSPORTATION MANAGEMENT AREA (TMA) LEADERSHIP GROUP FEDERAL HIGHWAY ADMINISTRATION (FHWA) RESILIENCE & DURABILITY TO EXTREME WEATHER PILOT PROGRAM PROJECT

THIS AGREEMENT is made as of _________________ by and between the Hillsborough MPO (hereinafter “MPO”), whose address is 601 E Kennedy Blvd, 18th Floor, Tampa, Florida, 33602 and the Tampa Bay Regional Planning Council (hereinafter “TBRPC”), whose address is 4000 Gateway Centre Boulevard Suite 100, Pinellas Park, FL 33782.

WHEREAS, the MPO is a member of the Tampa Bay Transportation Management Area Leadership Group (hereinafter “TMA”) and serves as the lead agency on the TMA Resiliency & Durability to Extreme Weather Pilot Program Project; and

WHEREAS, TBRPC is also a member of the TMA; and

WHEREAS, the MPO and TBRPC desire to cooperate with each other on a basis of mutual advantage and thereby to provide technical and planning services in support of the TMA Resiliency & Durability to Extreme Weather Pilot Program Project; and

WHEREAS, it is advantageous for the MPO to engage TBRPC, in that there will be a single point of contact for the project of the TMA and improved continuity in organizing activities; and

WHEREAS, TBRPC has experience and resources through its staff and/or contractors to assist the MPO with this work in a cost-effective manner; and

WHEREAS, the MPO is willing to compensate TBRPC for its assistance therewith;

NOW, THEREFORE, IN CONSIDERATION of the above premises, the mutual covenants and agreements contained herein, the parties agree as follows:

I. Purpose. The purpose of this Interlocal Agreement is to specify the responsibilities of the MPO and TBRPC with respect to the provisions of support for the TMA Resiliency & Durability to Extreme Weather Pilot Program Project, as outlined in the scope of work (Exhibit A).

II. Scope of Services. TBRPC will provide the services specified in Exhibit A attached hereto and by reference made a part hereof.

III. Considerations and Payments.
   a. The MPO shall pay TBRPC a total fee as shown in Exhibit A, attached hereto and by reference made a part hereof.
   b. No other costs or expense incurred by TBRPC or on its behalf shall be chargeable to the MPO unless specifically authorized by this Agreement.
c. TBRPC shall prepare and submit invoices to the MPO representing the services completed to date of invoice.

d.

e. The MPO staff shall render approval or disapproval of work performed within ten (10) working days of the delivery of an invoice for such services. Within thirty (30) days after completion of the services described in Exhibit A, TBRPC shall render a final and completed statement to the MPO of all charges for services not previously invoiced.

f. Upon completion of 50% of the service described in Exhibit A, and at other times at the discretion of the MPO, TBRPC and the MPO shall review the expenditures to date. Adjustments to the scope or the total fee may be made by a fully executed Addendum to this agreement.

IV. **Term.** This agreement shall be effective upon final execution and continue for a period of twenty-four months or until completion of services as described in Exhibit A with consent of the MPO Executive Director.

V. **Termination.** Either party may give ninety (90) days written notice of intent to cancel or terminate this Agreement. In the event this Agreement is terminated, TBRPC shall cease work and shall deliver to the MPO all documents prepared or obtained by TBRPC in connection with its services under this agreement. The MPO, upon delivery of said documents, shall pay TBRPC, and TBRPC shall accept as full payment for its services, a percentage of the sum of money as agreed upon in this Agreement that is proportional to the percentage of the total services specified in Exhibit A completed.

VI. **Liability.** Each party shall be solely responsible for its performance under this Agreement and no liability shall inure to the other party for such performance or lack of performance. This provision shall not be construed as any waiver of sovereign immunity by either of the parties.

VII. **Indemnification.** To the limits set forth in section 768.28, Florida Statutes and without otherwise waiving sovereign immunity, TBRPC shall indemnify, defend, and hold harmless the MPO and all of its officers, agents, and employees from any claim, loss, damages, cost, charge, or expense arising out of any act, error, omission, or negligent act by TBRPC, its agents, or employees, during the performance of the Agreement, except that neither TBRPC, its agents, or its employees will be liable under this paragraph for any claim, loss, damage, cost, charge, or expense arising out of any act, error, omission, or negligent act by the MPO or any of its officers, agents, contractors, or employees during the performance of the Agreement.

VIII. **Third Party Beneficiary.** With the exception of the TMA, which is hereby expressly made a third party beneficiary of this Agreement; this agreement is solely for the benefit of TBRPC and the MPO and no right or cause of action shall accrue upon or by reason hereof, to or for the benefit of any third party. Nothing in this Agreement, either expressed or implied, is intended or shall be construed to confer upon or give any person, corporation, or governmental entity or agency, other than the parties hereto,
any right, remedy, or claim under or by reason of this Agreement or any provisions or conditions hereof.

IX. **Severability.** A finding that any term or provision of this Agreement is invalid and unenforceable shall not affect the validity or enforceability of the remainder of this Agreement.

X. **Governing Law: Venue.** The agreement shall be governed by and construed in accordance with the laws of the State of Florida, and venue for any action arising out of or related to this Agreement shall be in Hillsborough County, Florida.

XI. **Headings.** The headings or captions of sections or paragraphs used in this Agreement are for convenience of reference only and are not intended to define or limit their contents, nor are they to affect the construction of or be taken into consideration in interpreting the Agreement.

XII. **Amendment and Waiver.** Neither this agreement nor any portion of it may be modified or waived orally. The provisions hereof may be amended or waived only pursuant to an instrument in writing, executed by the MPO and TBRPC.

“EXHIBIT A”

SCOPE OF SERVICES
Technical and Planning Services in Support of the Resilient Tampa Bay:
Transportation Pilot Program Project (Transportation Management Area (TMA)
Leadership Group Resiliency & Durability to Extreme Weather)

Scope of Work

Introduction

This SCOPE OF WORK describes work to be performed for Hillsborough County Metropolitan Planning Organization, hereinafter referred to as “MPO” by the Tampa Bay Regional Planning Council, and hereinafter referred to as “TBRPC”. The Hillsborough MPO has agreed to administer the interlocal contract for two calendar years beginning on June 1, 2018.

Task and Deliverables

Tasks:

Task 1. – Data Gathering and Coordination
TBRPC, while working with the 3 MPOs and county governments and consultant, will identify, gather, and process relevant base and functional data sets to provide analysis involving climate and socio-economic subject matter. The type of data include (but are not limited to) high resolution digital elevation, hydrologically connected water data, and soil data. The source agencies include (but not limited to) Hillsborough County, Pasco County, Pinellas County, FDOT, NOAA, USACE, USGS, FEMA, U.S. Census, BEBR, and BTS. In many cases, data sets will have to be processed, synthesized, or modeled by TBRPC to prepare the proper input for analysis.

Task 2. – Inundation Modeling
TBRPC staff will provide SLOSH-based Surge model outputs and other Sea Level Rise (SLR) data to support the TMA’s project. TBRPC will provide guidance to the MPO Staff and the Consultant PM for integrating the analysis into the Study with baseline plus two horizon years to be determined by the MPO Staff. TBRPC will also provide inland flooding data using FEMA data and latest county recurring flooding data, as well as output from Rain Event model.
Task 3. – Economic Impact Analysis:

TBRPC will conduct an economic impact analysis using Regional Economic Models, Inc. (REMI) products. The study will study the impact of sea level rise (SLR), storm surge, and flooding events in the TMA region. The study will focus on horizon years determined by the MPO. The study will address but not necessarily be limited to items such as, depending on scenarios and data availability, the following economic effects:

- a. storm clean-up
- b. temporary business closures
- c. business failures
- d. reconstruction
- e. mitigation measures
- f. economic migration
- g. costs of delay

TBRPC will conduct the study utilizing its custom version of Policy Insight and TranSight produced by Regional Economic Models, Inc. (REMI) as well as other analytical tools as needed, such as IMPLAN. With input data provided by the consultant, TBRPC will provide data that quantifies the economic impact of system-wide travel delay in the region’s transportation network, by county. Specific data elements and their format will be determined jointly by TBRPC and the MPO. TBRPC will also employ the use of REMI TranSight analysis application.

TranSight can report out the same outputs as REMI PI+:

- Direct and indirect employment
- Personal Income
- Output
- Gross Domestic Product

In addition, TranSight outputs may include:

- Cost/Benefit analyses of mitigation measures
Task 4. – **Stakeholder Engagement, Research and Coordination**
TBRPC staff will research and coordinate with county and regional stakeholders, as well engage with stakeholders and Local Mitigation Strategy Workgroups of the counties. TBRPC will act as a liaison and convener of the 3 counties involved in this project along with the consultant, for the duration of project. TBRPC has polling tools available for group engagement if deemed necessary for meeting feedback. TBRPC staff will make “formal” presentations of the study findings to boards and committees as needed. Additional presentations may be made at the discretion of TBRPC staff.

**Deliverables:**
- Primary and supporting data files for Climatological and Socio-Economic Analysis in GDB format
- Memorandum describing Surge, SLR, and Inland Flooding methodology and associated output data files in GDB format
- Consultation (meetings, phone/video conference) on Inundation models
- Memorandum describing economic analysis methodology and associated output data files in Excel or CSV format
- Scheduled meetings of TMA area Local Mitigation Strategy Working Groups and One Bay Resilient Communities Committee and sign-in sheets
- Attendance at meetings of the Hillsborough MPO and partner county advisory groups as needed.
- Formal presentations of the study findings to boards and committees as needed. Presentation files in PPTX format.

**Schedule of Work**
It is anticipated that all tasks and deliverables described above will be completed by January 31, 2020.

**Project Cost**

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<th>Task</th>
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<td>Task 1:</td>
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**Total:** $45,586
Board & Committee Agenda Item

Agenda Item
Regional Coordination & Best Practices Research

Presenter
Michael Case, TBARTA Principal Planner

Summary
The Tampa Bay Area Regional Transit Authority (TBARTA) is managing a project known as the MPO Regional Coordination and Best Practices Research study. The project aims to provide a single preferred option for improving coordination and cooperation among MPOs, FDOT districts, local and county governments, and regional transportation entities, including TBARTA and the TBARTA MPOs Chairs' Coordinating Committee (CCC). The study builds on the May 2017 Collaborative Labs workshop on regional transportation planning that was sponsored by the Hillsborough, Pinellas and Pasco MPOs.

The status of the study effort is:

- Existing Conditions Technical Memo is complete;
- Peer Region Case Studies Technical Memo is underway;
- A public workshop has been scheduled for broad discussion of what we can learn from the peer regions (please see attached flyer).

The project is scheduled for completion in December 2018, and will provide information to elected officials to assist in making decisions on improving the regional planning process and outcomes for Tampa Bay. In addition, the study will examine the feasibility of merging the Hillsborough, Pinellas and Pasco MPOs into a single regional MPO. Ultimately, any changes in MPO Board composition or geographic area are up to each respective MPO Board to decide, and to reach agreement with the Governor.

A study management team has been assembled as a non-voting, advisory group to help guide the study, ensure the right questions are considered, and relevant data collected. The team includes the MPO directors, and representatives from TBARTA, the Urban Land Institute, Tampa Bay Partnership, and Tampa Bay Regional Planning Council. Meetings of the group are held monthly, and are open to the public.

Recommended Action
No action necessary

Prepared By
Beth Alden

Attachments
Link to project page
Announcement: Regional Transportation Leadership Workshop #2
Regional Transportation Leadership Workshop #2

We need your Input!
June 1, 2018 – 10:00 am

Join the Conversation!

How we plan for and deliver transportation projects now will define how our region will grow.

Metropolitan Planning Organizations (MPOs) influence every state and federal transportation project and dollar in your community.

The Tampa Region MPOs are examining ways that they can improve the delivery of their transportation services and products right now.

Register by May 18, 2018
Event Registration:
https://mporegionalworkshop2018.eventbrite.com

Collaborative Labs @
St. Petersburg College
13805 58th Street North
Clearwater, FL 33760
Doors open 9:00 am
Workshop 10:00 am – 4:00 pm
Board & Committee Agenda Item

**Agenda Item**
Plan Hillsborough Boards Retreat: Strategic Directions

**Presenter**
Beth Alden, MPO Director

**Summary**
On March 23, 2018, the Planning Commission, Metropolitan Planning Organization, and Hillsborough River Board held a joint retreat with the purpose of providing input into an updated Strategic Plan for the agency. Following that retreat, the Plan Hillsborough staff held a retreat on March 29, 2018, to further refine the ideas generated by the boards and provide additional input into the Strategic Plan.

Attached is a draft of the results of those efforts. The purpose of the presentation is to get input on further refinements and ideas to be incorporated into the Strategic Plan.

**Recommended Action**
No action necessary

**Prepared By**
Beth Alden, AICP

**Attachments**
Plan Hillsborough Strategic Plan DRAFT
In what ways can we use robust technology for innovative planning?

“Use Technology to Educate” – Use technology to educate stakeholders to understand policy and need – so that emotions do not control

- Train staff on all available technological solutions and enhance internal communication regarding changes to technology.
- Increase opportunities for staff feedback to ensure technological solutions are useful, efficient and meeting staff needs.
- Integrate technology into the staff on-boarding process so they are aware of all the tools available.
- Publicize the tools available on our website; provide opportunities for the public learn about them and to provide feedback on what would be helpful.

“Policy Vetted by Data” – Acquire “big data” and develop tools that are used to answer pertinent questions and aid in vetting policies

- Focus first on the desired outcome; what do we want to understand and how do we want to use the data to inform and shape the planning policies we create.
- Develop a pilot project of how the data can be effectively utilized – either a smaller geography, narrower topic area, etc.
- Develop methodologies to process the huge volumes of data efficiently; integrate data into existing processes.
- Work with local and regional partners to assemble publicly available data sources and develop a data-sharing portal to enable professionals, researchers and the public to access data.

In what ways can we engage citizens to gain the biggest impact on initiatives?

“I-Scream-Social” – Use social media to publicize and promote planning initiatives, answer questions from citizens, social media town halls

- Expand our social media presence through more frequent utilization of our existing pages.
- Explore new social media platforms and forums to introduce our agency, promote our successes, and increase branding.
- Increase staff and project visibility on both our website and social media.
- Explore the creation of a Plan Hillsborough mobile phone “app” or making the Plan Hillsborough website mobile phone compatible.

“Reaching the Masses” – Utilize traditional (mass) media – newspapers, billboards, radio, earned media and public service announcements

- Media open houses or regular coffees with staff to talk about key projects.
- Increase frequency of staff pitches to media and consider additional opportunities for “earned media”.

Plan Hillsborough Strategic Plan
DRAFT

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Plan Hillsborough Strategic Plan
DRAFT
• Increase frequency of website homepage updates.

“Data Bytes” – Provide planning data in smaller, easy to understand, visually pleasing ways – reduces intimidation and simplifies the process

• Design infographics to highlight important project concepts.
• Explore utilization of other multimedia presentation platforms (e.g. Prezi, GIS Story Maps).
• Create a Frequently Asked Questions component to accompany complex projects.
• Explore ways to simplify communication – e.g. list planning terminology, acronyms and definitions on website.

Breaking Down Entrenched Positions

• Explore additional opportunities for interagency collaboration.
• Develop relationships with nonprofits, faith-based groups, and other community organizations.
• Hold regular listening sessions to hear ideas from the community – particularly in areas where we haven’t had a strong presence in the past.
• Tailor our message depending on the community.

“Go to Where the People Are” – Get a local team of champions, present at schools, churches, HOAs, etc. – meet the people in their community

• Give more “real world” examples of planning project implementation (Bullard Parkway, parklets, etc.) at events.
• Invite community members to do lunch and learns, celebrate Community Planning Month, and have planning-related discussions.
• Hold regular town halls in the community, increase attendance at community events, and consider community service projects in different parts of our County.

Whom might we partner with to enhance planning projects, and why would certain partnerships make the most sense?

In the end we all “win-win-win” – Build partnerships with local and regional corporations, universities, financial institutions, private sector, HOAs, business associations. Gets citizens involved, gets buy in and adds brain power

• Explore additional opportunities to gain participation from underrepresented groups.
• Foster “partner ambassadors” with different organizations – continue outreach to additional organizations to expand influence.
• Continue Vision Zero speakers’ bureau efforts and expand that concept to other planning topics and initiatives.
• Create toolkits to both distribute information as well as gather input to serve particular groups.
• Develop service projects with community groups to demonstrate and address planning topics while also engaging and educating the community; example: Garden Steps.
How might we better link land use and transportation to tackle big issues like redevelopment and Urban Service Area expansion?

Promote different types of centers as a more sustainable growth model

- Similar to our work in the Brandon Corridor study, work with the four jurisdictions on revisions to Comprehensive Plan policies to support focus on centers and corridors as areas for future growth. Assist the jurisdictions in implementation tools and plans.

Encourage/pursue more public/private partnerships and identify proven market-driven approaches for redevelopment

- Continue the use of real estate market analyses in our planning processes and studies to write better plan policy and produce plan amendments grounded in market realities.
- Bring this same type of market driven analysis into smaller scale planning projects.
- Work with developers through focus groups or other mechanisms to continue the dialogue and build understanding of the market as it relates to different topics such as redevelopment, transit-oriented development, public private partnerships.

“Pairings” – Create paired land use and transportation/mobility options

- Proactively bring forward land use map amendments based on corridor/small area studies to address trends and changes in conditions, particularly transportation-related changes.
- Continue to study roadway corridors contemporaneously from a transportation and land use perspective.
- Consistently have transportation and land use staff integrated on project teams.
- Pursue implementation of FDOT’s context sensitive roadway design based on the future land use context along roadways. Consider freight context as well.
- Study the land use implications of different transit modes and refine TOD policies based on future transit plans.

Maximize the potential of economic development in all transportation and land use decisions

- Get input from economic development professionals on areas to develop/need to be studied.
- Bring economic development professionals into comprehensive planning and transportation planning processes.
- Incorporate economic and fiscal analysis into plan amendment reviews as well as longer range projects and studies.
- Develop staff skill sets in the economic and financial implications of planning decisions.

Incentivize infill and redevelopment within the Urban Service Area

- Research innovative ways the Comprehensive Plans can support further incentives for infill and redevelopment.
- Further policy language regarding established areas vs. areas of change as depicted on the vision map.
- Proactively change the Future Land Use Map in areas that might support redevelopment and infill to higher density/intensity land use categories.
• Consider how density and intensity bonuses might be better used in the Urban Service Area – looking at existing bonuses as well as new ones.

**Integrate big data, costs assumptions and incremental decisions into a more strategic redevelopment strategy**

• Continue to hone the type of data we collect and analyze to make sure it is relevant to the recommendations we are making.
• Study trends and emerging issues and best practices in addressing them so elected and appointed officials and staff have good information for decision making.
  - Issues might include affordable housing, aging population, technology changes, etc.
• Incorporate cost analysis and fiscal impact analysis into the planning and review processes.
• Continue to develop online tools to help speed analysis of data as well as transparently share information with the community; examples might include an online tool tracking building permit and development activity trends such as the amount of density/intensity built in areas.

**How might we create more transportation choices for our citizens?**

*“Make Better Use of What We Have”* – Reconfigure and enhance existing transportation resources. Find cost-effective and early wins that build on and enhance our existing resources. **Build alternative modes into reconstruction and preservation projects.**

• Identify incremental steps towards improving the grid system across all four local governments.
  - Look for opportunities to create the grid system in new growth areas.
  - Look for places where connectivity could be restored.
  - Improve policies and work with jurisdictions on their Land Development Code to make it more challenging to remove connections.
  - Work with local governments on updates to Corridor Preservation policies and maps.
• Work with local governments on tools such as:
  - Elimination of sidewalk waivers, particularly in the urban and suburban areas.
  - Access management.
  - Context sensitive roadway design.
• Improve policies to focus growth where infrastructure already exists including providing meaningful incentives
• Continue to focus on and implement Vision Zero as a means of improving safety on our existing roadways and transportation system.

*“Show Me the Money/Mode”* – Create new capacity/modes and find the funding to pay for it. **Capture the value of new or redeveloped property around new transit stations and interchanges. Build new modes. Find private sector partnerships**

• Continue to study the various options for revenue to support multi-modal transportation.
• Support and research innovative approaches to implementing transportation improvements such as value capture, public-private partnerships and special districts.
• Continue to explore emerging technologies – Autonomous, Connected, Electric and Share Use as well as others that might emerge – for implications for the future of surface transportation.
• Explore new TIGER Grants and other grant opportunities.

In what ways can we explore regionalism … what issues do we face at regional levels and how can we better address them?

“Wishing Well” – Transportation Funding – Collaborative agreement on a package that benefits the region and has the highest probability of initial funding and matching funds. Create leverage through a united front; seek matching funds and common goods (quid pro quo); address concerns and innovate.

“A Symphony of Solutions/Come Together” – Commit to develop a clear message that addresses local and regional concerns via greater outreach and agreement among appointed boards and elected officials. Agree on common ground and create clear, concise and sculpted messages.

• Work with neighboring counties on regional efforts to coordinate long-range planning for transportation and land use such as the 2045 Growth Scenarios.
• Continue to develop and implement joint regional studies and work products such as the Tampa Bay TMA Resiliency and Durability to Extreme Weather Pilot Program Project.
• Study the use of technology and how advances can be used from a regional perspective.
• Continue to support joint forums for collaboration on planning issues.
• Establish clear regional priorities and understanding of how they benefit the entire region; provide messaging to all partners that is consistent.

Address Feedback from 2018 Plan Hillsborough Staff Climate Survey

Another area of strategic focus will be to address feedback received from staff on internal areas of opportunity for Plan Hillsborough. The agency will be developing initiatives that address the following general themes:

• Agency Internal Communication.
• Career Advancement and Professional Growth Opportunities.
• Goal-Setting, Feedback, Coaching and Training Received from Supervisors/Team Leaders.
• Accountability (Workload, Performance Management and Performance Improvement).
• Cooperation and Teamwork (Proactive Thinking, Taking Initiative to Support Others, Willingness to Take on New Tasks).
• Organizational Acceptance of Change.
• Staff Compensation.
• Connection and Trust Between Staff and Management/Supervisors.
CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

Chairman Les Miller called the meeting to order at 9:00 a.m. Commissioner Stacy White led the pledge of allegiance and gave the invocation. The meeting was convened on the 26th floor of the County Center.

Commissioner Miller read, for the record, a memo from Councilman Luis Viera informing the Board that he was unable to attend.

PUBLIC COMMENT

Mr. Rick Fernandez, the President of the Tampa Heights Civic Association and Citizens Advisory Committee member commented on Action Item VII. D. Letter of Comment on the Regional Transit Feasibility Plan. Mr. Fernandez was surprised that the Board directed staff to reframe comments more positively, and expressed concerns of the CAC being disrespected when they are asked for input on items brought before the MPO Board and then their comments are not utilized in the final product.

Mr. Gary Cloyd, transit advocate, spoke regarding the criticism that has been going on and how to move forward following the Regional Transit Feasibility Plan.

Ms. Nicole Rice, Citizens Advisory Committee member, voiced concerns regarding public trust and stated that the letter of Comment on the Regional Transit Feasibility Plan in the agenda does not include items discussed and agreed upon at the committee meeting.

Mr. Chris Vela, resident, expressed concerns about prioritizing regional needs over local, appropriate representation of the urban core and undervaluing of the CAC volunteers serving the MPO Board.

Ms. Kimberly Overman, Citizen Advisory Committee member, reiterated everything that other CAC members stated. She urged the MPO Board to reject approval of the letter.

Mr. Taylor Ralph, resident, spoke in opposition of Bus Rapid Transit on the interstate and recommended the board take a look at the numbers and facts on ridership.

COMMITTEE REPORTS, ONLINE COMMENTS

Ms. Gena Torres, MPO staff, read the various MPO Committee reports. Committees approved and forwarded items on the Consent Agenda. She shared online comments received from: Mr. Dale Tindall regarding delays on I-275; Mr. Robert Sawallesh regarding concerns of the intersection near Bruce B. Downs Blvd. and the VA Hospital; Ms. Bardine Hicks about Garden Steps at Williams Park Senior Program providing fresh vegetables; Susan regarding Vision Zero presentation in Seminole Heights. Staff received seven Facebook comments from Ingrid Jacoba, Jason Ball, Michelle Cookson, Amanda Brown, Jim Shirk, Lauren Adriaansen, and Rochell Reebok regarding transit options and the feasibility plan comment letter.
CONSENT AGENDA

A. Approval of Minutes – April 3, 2018
B. Committee Appointments
D. FY17-FY18 Unified Planning Work Program Amendment for Funding Deobligation and FHWA Resilience & Durability Grant

A motion was made by Commissioner Stacy White to remove item IV. C. Health in All Policies Resolution for a separate discussion and vote. The motion was seconded by Councilman Harry Cohen and carried unanimously.

A motion was made by Commissioner Sandra Murman to approve the Consent Agenda. The motion was seconded by Councilman Cohen and carried unanimously.

ROLL-CALL VOTE: TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT FOR FHWA RESILIENCE & DURABILITY GRANT

A motion was made by Commissioner Murman to approve the Resilience and Durability Pilot Project Grant for inclusion in the TIP. The motion was seconded by Councilman Cohen. Following a rollcall vote, the motion passed unanimously. (Note: Councilman Maniscalco, Councilman Viera, Mr. David Mechanik, and Ms. Cindy Stuart were absent)

GUEST SPEAKER, FDOT DISTRICT 7 SECRETARY DAVID GWYNN: QUARTERLY UPDATE

Secretary David Gwynn provided an update on Tampa Bay Next. It has been one year since the process began, and there have been eighty-three community events, twenty community working groups/open houses, seventy-six presentations, and five newsletters with 3,880 active subscribers. Information has been generated based on community input and stakeholders. With the input received, they have removed express lanes from being considered on I-275 north of Downtown, and moved the express lane corridor to I-75. They also have reduced the potential right-of-way impacts of the downtown interchange reconstruction from 170-190 parcels being affected to as few as 30.

On transit, FDOT is not pushing any particular transportation alternative but is awaiting direction from TBARTA, whose role is regional transit. Last year the Tampa Bay Transportation Management Area (TMA) Leadership Group tasked Jacobs Engineering to come up with a regional catalyst project that would be a good candidate for federal funds. FDOT too wants to ensure that any transit project is viable before moving forward with funding. If local support and local funding are present, they are ready to partner. With resolutions and prioritization from Pasco MPO, Pinellas MPO, and Hillsborough MPO, as well as the County Commissions, the region would be in a better position to compete for federal funds. If federal funding is not sought, then that will open other doors; however, that would increase the amount of money that the state and local governments would have to contribute.

FDOT is not opposed to approaching CSX, but they do not feel that it is not the right time for them to get involved in discussion. If there was a project and a funding plan in place, then they would be ready.

Following the update, members inquired about the I-275/SR 60 interchange bottleneck “punch-through” project’s effect on the airport (response: a lot of traffic should be freed up); reinforcing the shoulders of the interstate (response: willing to look at this, even though it is not funded through the statewide emergency evacuation plan); interchange at Big Bend Road - ramp improvements (response: new ramp improvements are a high priority); whether or not transit “spine” projects are part of the regional plan or a local project (response: if it connects, it’s part of the regional system); and a problem with items falling off of trucks on I-75 (response: working with Florida Highway Patrol for increased maintenance).
ACTION ITEMS

A. Bicycle/Pedestrian Advisory Committee (BPAC) Request to Board

Mr. Patrick Thorpe, Chair of the BPAC, presented a request from the committee to meet with two volunteer MPO Board members, once annually in a workshop format during a regular BPAC meeting in order to develop and inform a continuing narrative that can become actionable items on the MPO agenda to improve the health, safety & welfare of the community, provide real choices when not driving, and prevent inequity in mobility options across our region. The annual workshop is usually held in July. There were no questions following the presentation.

A motion was made by Commissioner Murman for designation of MPO Board members to attend the annual BPAC workshop. The motion was seconded by Mayor Mel Jurado and passed unanimously.

B. FY19-FY20 Unified Planning Work Program Draft

Ms. Allison Yeh highlighted information on the biennial update and discussed what has taken place the last two years. A major focus in the next two years is updating the Long Range Transportation Plan, along with assisting some governments and agencies with planning studies they have requested. Another required activity is to coordinate regional performance measure target-setting.

A motion was made by Commissioner Murman to approve the FY19-FY20 UPWP document. The motion was seconded by Commissioner Kemp and passed unanimously.

C. MPO/FDOT Joint Certification

Mr. Rich Clarendon, MPO Assistant Executive Director, summarized notable achievements and recommendations of the annual review, in which the MPO’s planning process is certified as following federal and state rules through a cooperative review conducted by the FDOT District 7 office and MPO staff. There were no corrective actions noted.

A motion was made by Commissioner Murman to support re-certification of the MPO and authorization for the MPO Chairman to sign the Joint Certification Statement. The motion was seconded by Commissioner Kemp and passed unanimously.

D. Letter of Comment on Regional Transit Feasibility Plan

Ms. Beth Alden, MPO Executive Director, presented the letter of Comment on the Regional Transit Feasibility Plan. The Plan is currently in a public comment phase.

Commissioner White stated that he is not opposed to sending the letter but feels that some of the issues posed in the letter are premature. On April 18th, the BOCC requested County staff to work with CUTR to convene a panel of experts to review the Plan. He sees value in postponing the letter until substantial information has been received from the panel; which will be early August.

Commissioner White made a motion to postpone action on the letter of comment on the Regional Transit Feasibility Plan until the August MPO Board meeting, or such time as the information from the panel would be available. The motion was seconded by Commissioner Murman. Following the discussion described below, the motion passed unanimously.

Commissioner Kemp stated she supports the motion and finds the letter disturbing. She has written her own letter and provided copies to board members.
Commissioner Murman stated she brought up the peer review panel under future issues at the Board of County Commissioners’ meeting. Since the review has not taken place, she feels the letter is premature. She suggested staff have TBARTA present information on their role to the MPO Board.

Councilman Cohen stated he supports the motion, however, he is concerned that waiting until August may be too long. He also stated that the group needs to work together and figure out what should be communicated to the TMA, since that group is awaiting a response from Hillsborough County to determine how to move forward. He stated that comments from Secretary Gwynn this morning regarding the express lanes being removed from the I-275 section, between Downtown and USF, show that public comment on major transportation issues is being heard and reacted to.

Mayor Lott was prepared to vote no on the letter, for reasons expressed at the last meeting, but supports the motion. For anything to happen in Hillsborough County, the BOCC must take a leadership role. He respects the County Commission and they work well with the community, but he is ready for them to step up and bring forward a plan to vote on and take action.

Commissioner Kemp spoke regarding opposition that she has heard to interstate BRT. She distributed information to members, and stated that she feels like none of her questions have been answered at any of the forums where she has been. She also stated that the letter should be addressed to Mr. Jeff Seward since Scott Pringle is no longer with Jacobs Engineering.

Commissioner Kemp made a motion to have a presentation at a MPO Board meeting on the market study for the region of the top commuter routes, which has been done at the expense of taxpayers. The motion was seconded by Commissioners White and Murman. Following discussion, the motion was passed unanimously.

Commissioner Kemp suggested the ridership expert from MPO staff present the requested presentation.

Commissioner White stated that MPO staff should decide the appropriate person to make the presentation.

**IV. C. Health in All Policies Resolution**

This item was pulled from the Consent Agenda by Commissioner White for separate discussion. He voiced concerns about potential impacts on local governments’ capital needs and operations. He would like to see Hillsborough County Administration, administration from the three municipalities, and the Planning Commission review the resolution and share their thoughts. He would like the information to come back to the MPO Board in the form of a report.

A motion was made by Commissioner White to send the resolution to the Hillsborough County Administration, administration from the three municipalities, and the Planning Commission to look at the land use and transportation linkage for potential impacts of costs, growth, and any other implications, and have the resolution come back accompanied by a report on the review for the MPO Board’s consideration. The motion was seconded by Commissioner Kemp and Mr. Joe Waggoner and passed unanimously.

**STATUS REPORT**

**A. Vision Zero Update – Top 20 Corridors Community Engagement & Quarterly Report**

Ms. Gena Torres introduced Alana Brasier with Renaissance Planning who provided a quarterly overview of many local activities to move the Hillsborough community towards its goal of zero traffic deaths. A written
summary was provided. In addition, two of the high-crash roadways were chosen as a pilot to see what a coalition of residents, businesses, and others around a corridor could do when they take ownership and work to reduce the alarming numbers of severe crashes. 15th Street (Fowler to Fletcher) and 56th Street (Slight to Busch) are the focus of the current Corridor Community Engagement project. A community event is being organized on each corridor.

**EXECUTIVE DIRECTOR’S REPORT**

A. Tampa Bay TMA Leadership Group: May 11, 9:30 a.m., Pasco County Utilities Building, 19420 Central boulevard, Land O’ Lakes

Ms. Alden provided information on upcoming events:

- May 2nd Tampa Bay Smart Cities Alliance Workshop at Collaborative Labs to discuss big data solution
- May 17th Civic and Stakeholder group discussion on growth scenarios
- May 20th Vision Zero Top 20 – Focus on 15th Street
- June 1st – Regional Transportation Leadership Workshop #2
- July 20th – Regional Transit Forum

She also advised members of the MPO’s quarterly report that was provided in their board folders.

The next MPO Board meeting is scheduled for Tuesday, June 12, 2018 at 6:00 p.m. on the 2nd Floor of the County Center.

**OLD BUSINESS & NEW BUSINESS**

There was no old or new business.

**ADJOURNMENT**

A quorum was maintained for the duration of the meeting. There being no further business, the meeting adjourned at 10:45 a.m.
Committee Reports

Meeting of the Citizens Advisory Committee (CAC) on April 11

The committee approved and forwarded to the MPO Board:

- Nomination of Dayna Lazarus for the at-large seat for a person under age 30.
  - Dayna replaces Kevin O’Hare, who stepped down in March after serving for four years, starting when he was in high school!
- The FY19-FY20 Unified Planning Work Program (UPWP)
- An amendment to the FY17-FY18 UPWP
- An amendment to the Transportation Improvement Program (TIP) to include the FHWA Resiliency & Durability Grant
- The MPO/FDOT Joint Certification

The CAC was briefed on:

- Housing + Transportation Affordability Index – This online tool illustrating the costs of housing and transportation in map form sparked a vigorous discussion of the relationship between sprawl, transit, housing affordability.

Meeting of the Technical Advisory Committee (TAC) on April 16

The committee approved and forwarded to the MPO Board:

- The FY19-FY20 UPWP Draft
- An amendment to the FY17-FY18 UPWP
- An amendment to the TIP to include the FHWA Resiliency & Durability Pilot Project Grant
- The MPO/FDOT Joint Certification

The TAC was briefed on:

- Vision Zero – Corridor Community Engagement & Quarterly Report

Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on April 11

The committee approved and forwarded to the MPO Board:

- Nomination of Jamie Rubscha for an open at-large seat
- The FY19-FY20 UPWP Draft
- Health in All Policies Resolution Draft
- BPAC Position Statement, requesting MPO board participation in a once/year workshop with BPAC members

The BPAC was briefed on:

- I-75 “Diverging Diamond” Interchange
- Grace Street Trailhead
Meeting of the Intelligent Transportation Systems (ITS) Committee on April 12

The committee approved and forwarded to the MPO Board:
- The FY19-FY20 Unified Planning Work Program (UPWP)
- MPO/FDOT Joint Certification

The ITS committee also received presentations and status updates on:
- The St. Petersburg Central Avenue BRT Project, which is a catalyst transit project connecting downtown St. Petersburg to the beaches;
- Traffic system cybersecurity measures to guard against intrusions to the control network; and,
- The TBARTA Pik My Kid mobile app pilot, which is capable of notifying parents via their phones, of when their child is ready to be picked up from school to expedite and secure the dismissal process.

ITS welcomed two new members:
- Troy Tinch fills a vacancy representing the City of Temple Terrace; and,
- Brandon Campbell replaces Pete Brett as Tampa’s alternate member.

The committee discussed the potential for expanding the membership to make three additional seats: one additional seat each for Hillsborough County and City of Tampa, and a new seat for USF/CUTR.

Meeting of the Livable Roadways Committee (LRC) on April 18

The committee approved and forwarded to the MPO Board:
- The FY19-FY20 UPWP Draft
- An amendment to the FY17-FY18 UPWP
- An amendment to the TIP to include the FHWA Resiliency & Durability Pilot Project Grant
- Comments about considering lighting and context-appropriate light poles along Gandy Bridge, as part of the preliminary screening for potential environmental impacts of a future FDOT bridge project, through the Efficient Transportation Decision-Making process.

The LRC was briefed on:
- I-75 “Diverging Diamond” Interchange

Meeting of the Policy Committee on April 24

The committee approved and forwarded to the MPO Board:
- The FY19-FY20 UPWP Draft
- An amendment to the FY17-FY18 UPWP
- An amendment to the Transportation Improvement Program (TIP) to include the FHWA Resilience & Durability Grant
- A “Health in All Policies” Resolution

The committee supported moving the Letter of Comment on the Regional Transit Feasibility Plan to the board, with several edits which have been distributed to the board.

The committee lost a quorum at 9:45, but had no objections to the proposed Health in All Policies Resolution.
At the board’s request, the committee was briefed on School Hazardous Walking Conditions & Big Bend Road by staff of the Hillsborough County School District. The School District follows the state guidelines for determining hazardous walking conditions, and Big Bend Road currently does not qualify. Hillsborough County is also working on the problem of kids walking on a narrow unpaved shoulder near 45 mph traffic on Big Bend Rd.

Meeting of the School Transportation Working Group (STWG) on April 25
A verbal report will be given at the meeting. The committee is slated to review:
  o The draft recommendations of the School Transportation Safety Study

Meeting of the Transportation Disadvantaged Coordinating Board on April 27
A verbal report will be given at the meeting. The committee is slated to review:
  o FY19&FY20 UPWP Draft
  o Community Transportation Coordinator Services: Rates for 2018/2019
  o Community Coordination Contract Renewals

Meeting of the TBARTA MPO Directors on April 27
A verbal report will be given at the meeting. The committee is slated to review:
  o Annual updates of regional priorities for Multi-Use Trails and the Transportation Regional Incentive Program
  o The agenda for the July 13 joint meeting of the TBARTA MPO Chairs with the Central Florida MPO Alliance