The County Center and Plan Hillsborough offices are closed to the public in response to the COVID-19 pandemic. Members of the public may still access this meeting and participate by phoning in or using the GoToWebinar link below. The agenda packet and presentation slides are available for download by visiting the Plan Hillsborough website. To prevent disruptions to the meeting, all attendees will be muted upon joining and must follow the procedures listed below to provide public comment. For technical support during the meeting, please contact Lionel Fuentes at (813) 273-3774 ext. 326

VIRTUAL Hearing of the Independent Oversight Committee for the Transportation Sales Surtax

AGENDA
Monday, October 26, 2020, 6:00 p with soundcheck beginning at 5:30 p

To view presentations and participate in the meeting via your computer, tablet or smartphone, click on the link below:
https://attendee.gotowebinar.com/register/8662530257225889548

To call in and LISTEN ONLY, dial: 1-(914)-614-3221 and use Access Code: 907-197-313

Watch the HTV live-stream. Send comments in advance on facebook.

I. Committee Soundcheck 30 minutes prior to hearing

II. Call Public Hearing to Order

III. Pledge of Allegiance

IV. Roll Call and Quorum Declaration (Clerk)

V. Approval of Minutes – April 27, 2020

VI. Presentations of Audit and Annual Report

A. Results and Findings of the Surtax Annual Audit Report (Cherry Bekaert, LLP, CPAs & Advisors)

B. IOC Annual Report (Johnny Wong, IOC Support Staff)

VII. Public Comments – please limit to 3 minutes per speaker

   i. Public comments are welcome, and may be provided in real-time during this virtual hearing by clicking the “raise hand” button on the control panel or by phoning into the hearing at (813) 273-3774 ext. 600
Advance comments may also be provided up until noon on the day of the hearing by leaving a voice message at (813) 273-3774 ext. 369 or by email to mpo@plancom.org or by posting to the facebook event. Comments will be verbally summarized & provided in full to committee members.

Citizen Project Submission Forms Received

VIII. Committee Discussion and Actions

A. Proposed Action - Review the audit results and make findings as to whether the Clerk and each Agency have complied with the provisions of governing law, including a determination of whether the distribution and expenditure of Surtax Proceeds during the Fiscal Year ending September 30, 2019 were in compliance with the governing law.


C. Proposed Action – Direct staff to forward projects proposed by citizens to the appropriate Agency for consideration.

IX. Status Reports

A. Transportation Surtax Project Plans for CY2021
   i. HART
   ii. Hillsborough County
   iii. City of Tampa
   iv. City of Temple Terrace
   v. City of Plant City

X. Members’ Interest

XI. Old Business & New Business

A. Next Meeting TBD

XII. Adjournment

XIII. Addendum

The full agenda packet is available on the web at www.independentoversight.org, or by calling the Hillsborough MPO office at (813) 272-5940.

Public comments are welcome, and may be given via e-mail to mpo@plancom.org, or by visiting the event posted on the Facebook page, until noon on the day of the hearing. Written comments will be provided in full to the committee members and summarized.
Administrative support for the Independent Oversight Committee is provided by the Hillsborough MPO.

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

Persons needing interpreter services or accommodations for a disability in order to participate in this meeting, free of charge, are encouraged to contact Johnny Wong, 813-273-3774 ext. 370 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 wongj@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.

In accordance with Title 17 U.S.C. Section 107, materials attached are for research and educational purposes, and are distributed without profit to MPO Board members, MPO staff, or related committees or subcommittees the MPO supports. The MPO has no affiliation whatsoever with the originator of attached articles nor is the MPO endorsed or sponsored by the originator. Persons wishing to use copyrighted material for purposes of their own that go beyond ‘fair use’ must first obtain permission from the copyright owner.

If a person decides to appeal any decision made by the committee, 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 Independent Oversight Committee (IOC) for the Transportation Sales Surtax, Hillsborough County, Florida, met in Regular Meeting, scheduled for Monday, April 27, 2020, at 6:00 p.m., held telephonically.

The following members were present:

Sean Shaw, Chairman  
Dan Aprile  
Ray Chiaramonte (arrived at 6:06 p.m.)  
Ricardo Fernandez  
Chip Fletcher  
Robert Hunter  
Arthenia Joyner  
Vanetta Kilpatrick  
Dustin Lemke  
Manuel Menendez  
Audrey Sullivan Moore  
Dan Raulerson

The following member was absent:

Jay Hollenkamp

I. CALL TO ORDER AND INSTRUCTIONS FOR PROVIDING PUBLIC COMMENT

Chairman Shaw called the meeting to order at 6:00 p.m. The Deputy Clerk called the roll and noted a quorum was present. Dr. Johnny Wong, Metropolitan Planning Organization (MPO), explained the public comment procedure for the meeting.

II. PUBLIC COMMENT – None.

III. MEMBERS’ INTERESTS

Chairman Shaw inquired about the status of the transportation surtax lawsuit. Attorney Fernandez questioned the meeting notice and wanted to examine what would happen to the collected surtax funds should the Florida Supreme Court overturn the referendum. Following discussion on telecommunication features and resolution of technical difficulties, Ms. Beth Alden, MPO Executive Director, introduced Chief Assistant County Attorney Samuel Hamilton, who gave an update on litigation regarding the lawsuit and addressed member concerns. Attorney Fernandez queried if there was a scenario where the collected surtax funds would be orphaned and used by the Board of County Commissioners (BOCC) and wondered why the money could not be spent before the lawsuit was resolved. Dialogue ensued. Chairman Shaw sought clarity on the recent BOCC decision to postpone placing a new surtax referendum on the ballot in 2020, which Dr. Wong addressed.
MONDAY, APRIL 27, 2020

IV. APPROVAL OF MINUTES – JANUARY 27, 2020

Chairman Shaw called for a motion to approve the minutes. Mr. Hunter so moved, seconded by Attorney Fernandez. Upon roll call vote, the motion carried unanimously by members present. (Attorney Hollenkamp was absent.)

V. STATUS UPDATES

A. 2019 IOC ANNUAL REPORT DRAFT

Dr. Wong shared a presentation. Ms. Moore asked about publishing the report in community newspapers. Attorney Joyner suggested sending the report to the chairs of neighborhood associations and community groups. Mr. Hunter inquired on posting the report on the IOC website.

B. IOC MEDIA PLAN

Ms. Lynn Merenda, Planning Commission, expounded on a presentation. Ms. Moore was concerned the public would not associate the term “surtax” with the one-cent sales tax. Attorney Fernandez asked how the “How We Move” virtual gallery exhibit could bring attention to the IOC. Mr. Lemke sought clarification on the provision of talking points for members during media outreach/appearances. Attorney Fernandez wanted a legally sound answer about the fate of the surtax funds in the event the referendum was overturned.

Chairman Shaw requested drafts of social media posts be provided to members. Attorney Joyner expounded on IOC talking points/consistency. Chairman Shaw asserted all member comments to the public should be reviewed by staff.

VI. OLD AND NEW BUSINESS

A. Public Hearing Tentatively Rescheduled to August 2020 due to COVID-19 Concerns

Chairman Shaw and Dr. Wong touched on the item. Following verification of members present, Ms. Kilpatrick requested information on HART ridership changes at the next IOC meeting.
VII. ADJOURNMENT

There being no further business, the meeting was adjourned at 7:09 p.m.

READ AND APPROVED: ______________________________

CHAIRMAN

ATTEST:
PAT FRANK, CLERK

By: _______________________
   Deputy Clerk

ag
Independent Oversight Committee Agenda Item

Agenda Item

Results and Findings of the Surtax Annual Audit Report

Presenter

Cherry Bekaert, LLP, CPAs & Advisors

Summary

Each year, the Clerk of Court & Comptroller of Hillsborough County must engage an independent accounting firm to conduct an annual, independent audit of the distribution and expenditure of all Surtax Proceeds, which shall be completed within six (6) months after the end of the fiscal year being audited, for the purpose of determining the Clerk’s and each Agency’s compliance with the provisions of governing law relating to the distribution and expenditure of Surtax Proceeds during such fiscal year.

A representative from the independent accounting firm will present the results and findings of the annual audit report, including the statement of surtax revenues, expenses, and changes in net position.

Recommended Action

Review the audit results and make findings as to whether the Clerk and each Agency have complied with the provisions of governing law, including a determination of whether the distribution and expenditure of Surtax Proceeds during the Fiscal Year ending September 30, 2019 were in compliance with the governing law.

Prepared By

Johnny Wong, PhD

Attachments

Statement of Transportation Improvement Surtax Revenues, Expenses, and Changes in Net Position As of and for the Year Ended September 30, 2019 And Report of Independent Accountant
CLERK OF COURT AND COMPTROLLER OF HILLSBOROUGH COUNTY, FLORIDA

STATEMENT OF TRANSPORTATION IMPROVEMENT SURTAX REVENUES, EXPENSES, AND CHANGES IN NET POSITION

As of and for the Year Ended September 30, 2019

And Report of Independent Accountant
TABLE OF CONTENTS

REPORT OF INDEPENDENT ACCOUNTANT ................................................................. 1

STATEMENT

Statement of Transportation Improvement Surtax Revenues,
Expenses, and Changes in Net Position .............................................................. 2
Notes to the Statement of Transportation Improvement Surtax Revenues,
Expenses, and Changes in Net Position .......................................................... 3-5
Clerk of Court and Comptroller of Hillsborough County, Florida
Hillsborough County, Florida

We have examined the accompanying Statement of Transportation Improvement Surtax Revenues, Expenses, and Changes in Net Position of the Clerk of Court and Comptroller of Hillsborough County, Florida (the “Clerk”) as of and for the year ended September 30, 2019, and the related notes. The Clerk’s management is responsible for presenting the Statement of Transportation Improvement Surtax Revenues, Expenses, and Changes in Net Position in accordance with the measurement and disclosure criteria set forth in Note 1, and the compliance requirements set forth in Notes 3 and 4. Our responsibility is to express an opinion on the Statement of Transportation Improvement Surtax Revenues, Expenses, and Changes in Net Position based on our examination.

Our examination was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants. Those standards require that we plan and perform the examination to obtain reasonable assurance about whether the Statement of Transportation Improvement Surtax Revenues, Expenses, and Changes in Net Position is in accordance with the criteria and that the Clerk complied, in all material respects, with the specific requirement referred to above. An examination involves performing procedures to obtain evidence about the Statement of Transportation Improvement Surtax Revenues, Expenses, and Changes in Net Position and that the Clerk complied with the specific requirements. The nature, timing, and extent of the procedures selected depend on our judgment, including an assessment of the risks of material misstatement of the Statement of Transportation Improvement Surtax Revenues, Expenses, and Changes in Net Position on material noncompliance, whether due to fraud or error. We believe that the evidence we obtained is sufficient and appropriate to provide a reasonable basis for our opinion.

Our examination does not provide a legal determination of the Clerk’s compliance with the specified requirements.

In our opinion, the Statement of Transportation Improvement Surtax Revenues, Expenses, and Changes in Net Position of the Clerk is presented in accordance with the requirements set forth in Note 1, and the Clerk complied with the compliance requirements set forth in Notes 3 and 4 in all material respects, as of and for the year ended September 30, 2019.

Restriction on Use

This report is intended solely for the information and use of the Clerk, management of the Clerk of Court and Comptroller of Hillsborough County, Florida, the Independent Oversight Committee, Hillsborough Metropolitan Planning Organization, Hillsborough County, Florida Board of County Commissioners, Hillsborough Area Regional Transit Authority (“HART”), City of Tampa, City of Plant City, City of Temple Terrace and is not intended to be, and should not be, used by anyone other than these specified parties.

Tampa, Florida
March 30, 2020
CLERK OF COURT AND COMPTROLLER OF HILLSBOROUGH COUNTY, FLORIDA
STATEMENT OF TRANSPORTATION IMPROVEMENT SURTAX REVENUES, EXPENSES, AND CHANGES IN NET POSITION

AS OF AND FOR THE YEAR ENDED SEPTEMBER 30, 2019

<table>
<thead>
<tr>
<th>Hillsborough County Reporting Entity</th>
<th>Clerk</th>
<th>BOCC</th>
<th>MPO</th>
<th>HART</th>
<th>City of Tampa</th>
<th>City of Plant City</th>
<th>City of Temple Terrace</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation Improvement Surtax Revenue</td>
<td>$ 187,277,337</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>Interest Revenue</td>
<td>54,848</td>
<td>325,038</td>
<td>8,022</td>
<td>287,731</td>
<td>58,773</td>
<td>17,493</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Total Revenue</td>
<td>187,332,185</td>
<td>325,038</td>
<td>8,022</td>
<td>287,731</td>
<td>58,773</td>
<td>17,493</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Expenses of Transportation Improvement Surtax Revenue</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Excess of Revenues over Expenses</td>
<td>187,332,185</td>
<td>325,038</td>
<td>8,022</td>
<td>287,731</td>
<td>58,773</td>
<td>17,493</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Transfers of Surtax Revenue and Interest</td>
<td>(187,332,185)</td>
<td>74,713,014</td>
<td>1,873,321</td>
<td>84,299,484</td>
<td>22,534,715</td>
<td>2,317,844</td>
<td>1,593,807</td>
<td>-</td>
</tr>
<tr>
<td>Total Change in Net Position - Transportation Improvement Surtax</td>
<td>-</td>
<td>75,038,052</td>
<td>1,881,343</td>
<td>84,587,215</td>
<td>22,593,488</td>
<td>2,335,337</td>
<td>1,593,807</td>
<td>188,029,242</td>
</tr>
<tr>
<td>Transportation Improvement Surtax, Beginning Net Position</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Transportation Improvement Surtax, Ending Net Position</td>
<td>$ -</td>
<td>$ 75,038,052</td>
<td>$ 1,881,343</td>
<td>$ 84,587,215</td>
<td>$ 22,593,488</td>
<td>$ 2,335,337</td>
<td>$ 1,593,807</td>
<td>$ 188,029,242</td>
</tr>
</tbody>
</table>

See accompanying Notes to the Statement of Transportation Improvement Surtax Revenues, Expenses, and Changes in Net Position.
CLERK OF COURT AND COMPTROLLER OF HILLSBOROUGH COUNTY, FLORIDA

NOTES TO THE STATEMENT OF TRANSPORTATION IMPROVEMENT SURTAX REVENUES, EXPENSES, AND CHANGES IN NET POSITION

AS OF AND FOR THE YEAR ENDED SEPTEMBER 30, 2019

Note 1—Reporting entity

The Hillsborough County, Florida, Clerk of the Circuit Court and Comptroller (the “Clerk”) is an officer of the Court and is responsible for the clerical and administrative functions of the Circuit and County Courts. The Clerk is responsible for the preparation of the Statement of Transportation Improvement Surtax Revenues, Expenses, and Changes in Net Position (the “Statement”). The following Agencies are included in the Statement:

- Hillsborough County Clerk and Comptroller (“Clerk”)
- Hillsborough Metropolitan Planning Organization (“MPO”)
- Hillsborough County, Florida Board of County Commissioners (“BOCC”)
- Hillsborough Area Regional Transit Authority (“HART”)
- City of Tampa
- City of Plant City
- City of Temple Terrace

On November 6, 2018, the voters initiated and approved a ballot measure to amend the Hillsborough County Charter which levies a 1% discretionary sales surtax for transportation improvement as authorized by Sections 212.054 and 212.055, Florida Statutes. This new County Charter Amendment required an annual audit to be performed by an independent auditor.

Since then, a lawsuit was filed challenging the constitutionality of the new sales surtax. Subsequently, the BOCC entered into an inter-local agreement between BOCC and HART, the MPO, City of Tampa, City of Plant City, and City of Temple Terrace. Later, the Circuit Court of the 13th Judicial Circuit, upon the complaint for bond validation, ruled that the Transportation Improvement Surtax is lawful and valid, but also held that certain of the provisions in the County Charter Amendment providing for the use, allocation, and distribution of the Transportation Improvement Surtax are unconstitutional and, therefore, severed and struck such provisions from the County Charter Amendment. The Circuit Court determined that the State Surtax Law provides that the BOCC is responsible for determining which uses the Transportation Surtax Proceeds should be allocated to as well as the amount to be distributed to each use. This Circuit Court ruling was appealed. Pursuant to the Circuit Court’s ruling, the BOCC enacted County Ordinance 19-20 on September 18, 2019, providing for the use, allocation, and distribution of the proceeds of the Transportation Improvement Surtax in the manner consistent with the will of the voters as expressed by their approval of the County Charter Amendment. Hillsborough County (the “County”) and the governmental Agencies involved with this Transportation Improvement Surtax are awaiting a ruling from the Florida Supreme Court.

As a result, Transportation Improvement Surtax requirements, including audit requirements, are currently found through the following (collectively known as the “requirements”):

- The new County Charter Amendment (Section XI);
- Summary Judgment and Order to Amend County Charter by Circuit Court; and
- County Ordinance 19-20 Related to the One Percent Transportation Improvement Surtax Levied Pursuant to Article 11 of the Hillsborough County Charter.

The Statement is prepared by the Clerk of Court and Comptroller of Hillsborough County, Florida in accordance with the requirements.

The Statement, therefore, only contains the revenues and expenses of the Transportation Improvement Surtax activities as required in the requirements and is not intended to present the results of operations of any Agencies listed above as of or for the year ended September 30, 2019, in accordance with accounting principles generally accepted in the United States of America (“U.S. GAAP”).
Note 2—Significant accounting policies

The accompanying Statement is presented using the accrual basis of accounting. Under the accrual basis, revenues are recognized when they become measurable and earned for use during the year. Transportation Improvement Surtax and investment earnings associated with the current fiscal period are all considered susceptible to accrual and have been recognized as revenue in the current fiscal period. Further, the revenue from the Transportation Improvement Surtax is recognized in the fiscal period for which the taxes are originally incurred and collected. Expenses are recognized when incurred. Transfers out to the Agencies include all revenue recognized during the current fiscal period as defined above, including disbursements of revenue not yet provided.

The presentation of the Statement is based on instructions provided by the requirements.

These instructions specify that the Statement include each total revenues and expenses of Transportation Improvement Surtax, provided by each of the Agencies listed.

The preparation of the Statement in accordance with U.S. GAAP requires management to make estimates and assumptions that affect the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

Note 3—Allocation and disbursement of revenue

The Clerk is responsible for allocating the total amount of Transportation Improvement Surtax revenues to the various Agencies within the County. The County Charter Amendment (Section XI) provides:

1. **General Purpose Portion** – Fifty-four percent (54%) of the Transportation Surtax Proceeds (the “General Purpose Portion”) shall be distributed to the County and to each Municipality in accordance with their relative populations as calculated utilizing the statutory formula provided in F.S. Section 218.62 (the “Distribution Formula”) and be expended by the County and each Municipality in accordance with Section 11.07. The County and each Municipality may elect to bond or otherwise encumber their respective distribution of the Transportation Surtax Proceeds allocated pursuant to this Section 11.05(1), and shall provide notice of such election to the other recipients of the General Purpose Portion at least ninety (90) days prior to issuing bonds.

2. **Transit Restricted Portion** – Forty-five percent (45%) of the Transportation Surtax Proceeds (the “Transit Restricted Portion”) shall be distributed to HART and be expended by HART in accordance with Section 11.08. Subject to compliance with applicable law and the charter of HART, HART may elect to directly, or through the County, bond or otherwise encumber the Transit Restricted Portion.

3. **Planning and Development Portion** – One percent (1%) of the Transportation Surtax Proceeds (the “Planning and Development Portion”) shall be distributed to the MPO described in F.S. Section 339.175 whose jurisdiction includes the County. The Planning and Development Portion shall be expended by the MPO on alarming and development purposes, including data collection, analysis, planning, and grant funding to assist the Agencies and the Independent Oversight Committee in carrying out the purpose set forth in Section 11.01.
CLERK OF COURT AND COMPTROLLER OF HILLSBOROUGH COUNTY, FLORIDA
NOTES TO THE STATEMENT OF TRANSPORTATION IMPROVEMENT SURTAX REVENUES, EXPENSES, AND CHANGES IN NET POSITION

AS OF AND FOR THE YEAR ENDED SEPTEMBER 30, 2019

Note 3—Allocation and disbursement of revenue (continued)

Disbursements of the Transportation Surtax Proceeds in accordance with the distribution allocations provided in Section 11.05 shall be made to the Agencies by the Clerk within five (5) business days of the Clerk’s receipt of Transportation Surtax Proceeds from the Florida Department of Revenue. Proceeds were distributed within 5 business days except in certain cases where, due to the Requirements, the ability to make distributions within five business days was prevented.

Although Transportation Surtax Proceeds started being received, an interlocal agreement signed by all Agencies was an essential element of the Requirements, a necessary prerequisite before distribution of Transportation Surtax Proceeds to the Agencies could start. The interlocal agreement represented the agreement between the City of Tampa, City of Temple Terrace, City of Plant City, Hillsborough Transit Authority, Hillsborough Metropolitan Organization, and Hillsborough County with respect to the Transportation Improvement Surtax and each Agency’s responsibilities regarding the use the Transportation Surtax Proceeds and its use. The draft interlocal agreement went to the BOCC for approval at the April 3, 2019 meeting. Then the agreement was sent to each Agency for approval and signature. All signatures were received by April 15, 2019, the date the interlocal agreement was filed with the Clerk of Circuit Court. The first distribution occurred on April 17, 2019.

Note 4—Expenses

Transportation Improvement Surtax requirements, including the requirements of expenses, are currently found through the following (collectively known as the “requirements”):

- The new County Charter Amendment (Section XI);
- Summary Judgment and Order to Amend County Charter by Circuit Court; and
- County Ordinance 19-20 Related to the One Percent Transportation Improvement Surtax Levied Pursuant to Article 11 of the Hillsborough County Charter.

No later than September 30th of each year, each Agency shall deliver to the Independent Oversight Committee a plan (“Project Plan”) setting forth the projects, including reasonable detail for each, on which such Agency will expend their distribution of the Transportation Surtax Proceeds for the following calendar year in accordance with the uses mandated by Sections 2.04 and 2.05 of the Ordinance. Each Project Plan must be approved by the governing body of the applicable Agency. No Agency may expend Transportation Surtax Proceeds for any purpose other than implementation of each of the projects set forth in such Agency’s Project Plan, and each Agency shall diligently and prudently pursue implementation of each of the projects set forth in such Agency’s Project Plan.

For any Agency that the Clerk reasonably estimates will receive five percent (5%) or more of the Transportation Surtax Proceeds in a given calendar year, such Agency’s share of the General Purpose Portion shall be expended by the Agencies for the planning, development, construction, operation, and maintenance of roads, bridges, sidewalks, intersections, and public transportation (which may include any technological innovations such as autonomous vehicles and related infrastructure), to the extent permitted by F.S. Section 212.055(1), and include expenditures in prescribed categories.

There were no expenses for the year ended September 30, 2019.
Independent Oversight Committee Agenda Item

Agenda Item
2019 IOC Annual Report

Presenter
Johnny Wong, PhD, IOC Support Staff

Summary
The Independent Oversight Committee is charged with preparing an annual report to the Clerk and each Agency, presenting the results of the annual audit process and any findings made.

At the October 26, 2020 Public Hearing, the IOC will be presented with the results and findings of the FY2019 audit. To complement this information, the 2019 IOC Annual Report includes an overview of the sales tax; role and responsibilities of the IOC; and, project highlights from the CY2020 plans.

Upon finalizing the annual report, the IOC shall publish a summary of the report in a local newspaper, make the report and audit available online, and deliver a copy to every library located within the County for public review.

Recommended Action
Approve the 2019 IOC Annual Report

Prepared By
Johnny Wong, PhD

Attachments
2019 IOC Annual Report
Annual Report

Independent Oversight Committee

2019
Message from the Chair

Hillsborough County is gaining in both people & jobs and seems destined to emerge as the next major metropolis of the southeast. As anyone who lives here knows, however, transportation improvements are sorely needed. Less than 30% of our population currently has access to acceptable bus service. Some of our roads have not been repaved in 80 years. 14% of our bridges are classified as obsolete or deficient. Congestion on major roads is estimated to cost Hillsborough County nearly $2 billion per year in lost productivity. Worst of all, we continue to rank among the most dangerous counties in the nation for drivers, cyclists, and pedestrians.

On November 6, 2018, Hillsborough County voters made a commitment to fund transportation improvements by voting for a one-cent sales tax for transportation.

This past year, the Hillsborough Area Regional Transit Authority (HART), Hillsborough County, and the cities of Tampa, Temple Terrace, and Plant City, developed detailed project plans outlining how they plan to use these funds to rebuild critical transportation infrastructure, improve public transportation, provide more mobility options, manage traffic congestion, and improve safety for all users. Over time, these investments will make the transportation network more safe, convenient, and comfortable for all of Hillsborough County’s communities.

Oversight is critically important to ensuring that the surtax funds are invested in the approved manner. To achieve this, the Independent Oversight Committee (IOC) was created to monitor and oversee the expenditure of the revenue raised by Hillsborough County’s transportation surtax.

The IOC is entrusted with reviewing each project plan for compliance with governing law. To determine whether the Clerk and agencies are complying with the provisions of Hillsborough County Charter Amendment XI, County Ordinance 17-20, and other requirements.

Sincerely,

The Honorable Sean Shaw, IOC Chair

Summary of findings from the 2019 Audit

During fiscal year 2019, a total of $187,277,337 of Transportation Improvement Surtax revenue was recorded by applicable governments. None of this money was spent during fiscal year 2019 due to pending litigation.

In our opinion, the Statement of Transportation Improvement Surtax Revenues, Expenses, and Changes in Net Position is presented in accordance with the requirements set forth in Note 1, and the Clerk complied with the requirements set forth in Notes 3 and 4 in all material respects, as of and for the year ended September 30, 2019.

See the Transportation Improvement Surtax audit report for more information. bit.ly/IOCFinancialAudits

<table>
<thead>
<tr>
<th>Clerk</th>
<th>BOC</th>
<th>MPO</th>
<th>HART</th>
<th>City of Tampa</th>
<th>City of Plant City</th>
<th>City of Temple Terrace</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>$187,277,337</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>$187,277,337</td>
</tr>
<tr>
<td>$54,848</td>
<td>$325,038</td>
<td>$8,022</td>
<td>$287,731</td>
<td>$58,773</td>
<td>$17,460</td>
<td>-</td>
<td>$187,731,337</td>
</tr>
<tr>
<td>$187,332,185</td>
<td>$325,038</td>
<td>$8,022</td>
<td>$287,731</td>
<td>$58,773</td>
<td>$17,460</td>
<td>-</td>
<td>$187,731,337</td>
</tr>
<tr>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>$187,332,185</td>
<td>$325,038</td>
<td>$8,022</td>
<td>$287,731</td>
<td>$58,773</td>
<td>$17,460</td>
<td>-</td>
<td>$187,731,337</td>
</tr>
<tr>
<td>$74,713,014</td>
<td>$1,873,321</td>
<td>$4,409,494</td>
<td>$219,383</td>
<td>$58,773</td>
<td>$17,460</td>
<td>-</td>
<td>$187,731,337</td>
</tr>
<tr>
<td>$1,593,807</td>
<td>$1,593,807</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>$1,593,807</td>
</tr>
<tr>
<td>$17,493</td>
<td>$17,493</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>$17,493</td>
</tr>
<tr>
<td>$2,317,844</td>
<td>$2,317,844</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>$2,317,844</td>
</tr>
<tr>
<td>$22,534,715</td>
<td>$22,534,715</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>$22,534,715</td>
</tr>
<tr>
<td>$22,593,488</td>
<td>$22,593,488</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>$22,593,488</td>
</tr>
<tr>
<td>$1,550,807</td>
<td>$1,550,807</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>$1,550,807</td>
</tr>
<tr>
<td>$188,029,242</td>
<td>$188,029,242</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>$188,029,242</td>
</tr>
<tr>
<td>$188,029,242</td>
<td>$188,029,242</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>$188,029,242</td>
</tr>
<tr>
<td>$188,029,242</td>
<td>$188,029,242</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>$188,029,242</td>
</tr>
<tr>
<td>$188,029,242</td>
<td>$188,029,242</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>$188,029,242</td>
</tr>
<tr>
<td>$188,029,242</td>
<td>$188,029,242</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>$188,029,242</td>
</tr>
</tbody>
</table>

The table below shows Transportation Improvement Surtax Revenues, Expenses, and Changes in Net Position for the year ended September 30, 2019.
The governing law states that 54% of the surtax proceeds (the “general purpose” portion) shall be distributed to the county and to each municipality in accordance with their relative populations. Because the distribution is based on population, it is subject to change based on future growth patterns. As of 2020, the general purpose portion is distributed accordingly: Hillsborough County receiving 40% of the surtax proceeds, City of Tampa 12%, Plant City 1.2%, and Temple Terrace 0.8%.

Because Temple Terrace and Plant City are both defined as a Small Agency based on population, they may use their distribution of the funds on any transportation improvements, including road and bridge improvements; expansion of public transit options; fixing potholes; enhancing bus service; relieving rush hour bottlenecks; improving intersections; and making walking and biking safer.

Hillsborough County and the City of Tampa will each receive more than 5% of the local government share in a given year, and thus their portion of the general purpose funds must be invested according to the following formula.

- 54% for General Purpose
- 15% for Roadways
- 12% for Bicycle Trails, Sidewalks, or Safety Projects
- 26% for Improvements to Reduce Traffic
- 20% for Repaving roads, bridge maintenance, or stormwater upgrades

- Any remaining funds may be spent on permissible transportation projects

The sections below and on the next page show how the surtax revenue will be divided among the agencies in Hillsborough County.

The surtax allows Hillsborough County, the cities, and HART to make progress on key performance metrics. Looking at the future 25 years from now, the Metropolitan Planning Organization forecasts that with the surtax, we can:

- Minimize potholes by resurfacing “all” roads on time (vs. 60% resurfaced on time without the surtax)
- Improve traffic flow, reducing delay from future growth 44% (vs. a 28% reduction without the surtax)
- Reduce fatal and injury crashes by 35% (vs a 15% reduction without the surtax)
- Expand bus service and run it more often on 800 miles of roads (vs. 300 miles without the surtax)
- Install “complete streets” treatments on 350 miles of high-crash roads, streetsights on 500 miles of unit roads, and Ni 1400 miles of sidewalk gaps (vs. 150 miles of “complete streets” treatments without the surtax)
- Build 150 miles of trails (vs. 50 miles without the surtax)
- Rehabilitate 14 bridges per year (vs. 2 per year without the surtax)
- Rehabilitate 14 bridges per year (vs. 2 per year without the surtax)
Highlights from the Calendar Year 2020 Surtax Project Plans

Before any of the agencies spend surtax money on projects, agency project plans must be approved by their governing body and certified by a professional engineer or procurement professional that the plans comply with the law. If those criteria are met, the surtax plans are then submitted to the IOC for review. These checks ensure a transparent process in which agencies are accountable to taxpayers. On November 21, 2019, after thoroughly reviewing all agency project plans, the IOC certified that the surtax plans submitted by the local governments and HART comply with governing law. The following sections describe some highlights of each plan. To see a full list of projects for each agency, please visit our web page bit.ly/HillsboroughIOC.

Hillsborough County

Home to about 1 million people, Hillsborough County is a large jurisdiction. Because it has such an immense population, it is required to allocate a percentage of its surtax revenue toward specific project categories. The county owns more than 7,000 miles of pavement and more than 250 bridges, and in this first year, will invest $30 million to maintain and rehabilitate these critical structures.

Safety is a major concern for county residents, as Hillsborough has consistently ranked toward the top of most dangerous metro areas in the nation. To address this issue, the Vision Zero movement resolves to create a future with zero serious injuries and fatalities on our roadways. To begin making progress toward Vision Zero, nearly $60 million will be invested to improve safety at intersections, near schools, and do Complete Streets treatments on 17 corridors. 25 intersections will be improved with enhancements like turn lanes, medians, signals, and bike/pedestrian treatments. This, along with a total expansion of the Traffic Management Center, will reduce traffic jams and lead to marked improvements in travel time reliability. Last but not least, the County will begin work on 11 trail projects to promote recreation and commuting.

City of Tampa

The City of Tampa will commit to spending more than $15 million to rehabilitate the Bermuda Blvd. seawall and the Borein and Cass St. bridges, as well as resurface pavements in five neighborhoods across the city. This amount far exceeds the minimum required percentage for spending in this category and signals the City's commitment to properly maintaining its existing assets.

Traffic is a real problem in the urban core, and the City of Tampa will invest $13 million to alleviate congestion on some of the worst offending roads. Ybor City, for example, will receive 15 upgraded traffic signals to improve traffic flow through the neighborhood, and extension of the streetcar will allow some travelers to get out of the car and onto a modern transit vehicle.

15 city streets will be enhanced with Complete Streets treatments, including things like roundabouts, sidewalks, bike facilities, crosswalks, or other safety enhancements.

City of Plant City

Plant City will use its share of the surtax to repave 10 miles of neighborhood streets to reduce potholes and improve driving safety across 40 neighborhoods.

City of Temple Terrace

Temple Terrace will invest more than $4 million in several pavement rehabilitation projects to prevent further deterioration of local roads. Nearly $300,000 will be invested in bicycle and pedestrian improvements to help create a safe walking environment along 122nd and 127th Avenues, and for students at Woodmont Charter and Temple Terrace Elementary schools. Finally, pavement markings and signage replacements will promote safety and placemaking.

Portion of General Purpose | 40%

City of Plant City

Portion of General Purpose | 1.2%

City of Temple Terrace

Portion of General Purpose | 0.8%

We want to hear from you!

While these surtax plans have been created by the local governments, in coordination with the public, we invite all Hillsborough County residents to submit their ideas for new projects. If you have a good idea, please visit bit.ly/IOCprojectrequest to submit it to us, or pitch the idea in-person at the annual public hearing, which is typically held in the month of April or May each year.
Fixed guideway projects, such as a commuter rail or streetcar, will likely represent the largest investments funded with the surtax revenues. These modes will become the centerpieces of Hillsborough County’s revitalized transportation system. In 2020, HART will take the first steps toward overhauling the system by extending and modernizing Tampa’s historic streetcar to make it a truly viable transportation option for those in downtown Tampa, Ybor City, the Channel District, and surrounding neighborhoods.

The rest of the Bus Services portion will improve the rider experience and buy 16 new Compressed Natural Gas buses, ten of which will be dedicated paratransit vehicles. Looking toward the future, HART will purchase 10 new battery-electric buses to continue express route service while also reducing vehicular emissions. Several capital projects will also be advanced, including a new maintenance facility capable of servicing the expanded fleet, and improvements to bus shelters and stops.

$81 million of the $88 million available in the Public Transit Options portion will be held in reserve to spend in future years.
The Independent Oversight Committee (IOC) was created by the same governing law which enacted the one-cent transportation sales surtax. The IOC consists of Hillsborough County residents who are appointed by a governing or administrative body. Members serve at the pleasure of the appointing body on a voluntary basis, without compensation, for up to three years. There are 13 members of the IOC, two of whom are experts in either transportation, planning, sustainability, engineering or construction; one of whom is an attorney and member of the Florida Bar; one of whom is a land use or real estate expert; and, one of whom is a certified public accountant.

The primary charge of the IOC is to review spending of the transportation surtax and certify compliance of projects identified in each Agency’s Project Plans. This is accomplished by ensuring a transparent process of reviewing an annual audit of the surtax proceeds; certifying that Agency Project Plans comply with governing law; preparing an annual report summarizing the results of the annual audit; and, reviewing projects proposed by citizens.

The IOC is proud of the work its inaugural members have done over the past year. Each has devoted many hours to preparing for, and attending, meetings; overseeing project plan compliance; and, diligently disclosing findings to the public.
IOC Committee Members

Chair Sean Shaw, appointed by HART Board of Directors

Vice Chair Chip Fletcher, appointed by Hillsborough County Board of County Commissioners (BOCC)

Vanetta Kilpatrick, appointed by Hillsborough County BOCC

Audrey Sullivan Moore, appointed by Hillsborough County BOCC

Robert Hunter, appointed by Hillsborough County BOCC

Arthenia Joyner, appointed by Mayor, City of Tampa

Rick Fernandez, appointed by Tampa City Council

Jay Hollenkamp, appointed by Mayor, City of Plant City

Dan Aprile, appointed by Mayor, City of Temple Terrace

Dustin Lemke, appointed by HART Board of Directors

Manuel Menendez, appointed by Hillsborough County Clerk of Circuit Court

Ray Chiaramonte, appointed by Hillsborough County Property Appraiser

Dan Raulerson, appointed by Hillsborough County Tax Collector

IOC staff support provided by Hillsborough MPO
Contact: Johnny Wong
wongj@plancom.org
813-273-3774 ext. 370
Independent Oversight Committee Agenda Item

**Agenda Item**
Citizen Project Submission Forms Received

**Presenter**
Beth Alden, AICP, MPO Executive Director

**Summary**
In September of 2019, the IOC approved a process allowing for citizens to propose transportation projects using an electronic submission form available on the IOC website. Several electronic submissions have been received over the past year and are presented here to the IOC members for review. The public will also have an opportunity to present project ideas to the IOC at the appropriate time during the virtual public hearing.

Upon review by the IOC, the committee may direct staff to transmit citizen-initiated projects to the appropriate agency for consideration in each agency's upcoming project planning cycle.

**Recommended Action**
Direct staff to forward projects proposed by citizens to the appropriate Agency for consideration.

**Prepared By**
Johnny Wong, PhD

**Attachments**
Project proposals submitted via electronic form.
1. Name: Jay Highsmith
2. Email: jbhighsmith@gmail.com
3. Phone: 8139666105
4. Which of the following categories best describes the proposed project?: Transportation Safety Improvements: projects that improve safety on existing streets, roads and bridges
4. What is the proposed location of the project? Please be as specific as possible: Meridian Ave from Channelside Dr to the express ramp
5. In a few words, please explain why this project will improve transportation in Hillsborough County: Please consider traffic calming through this area. Currently speed limit is 40 which seems high, many go 50mph+. Also 3 lanes of traffic through this area seems VERY excessive. Maybe look at incorporating one lane each direction as street parking. Also, this is a heavy pedestrian area which is increasing in ped activity everyday, safety improvements would be much welcomed as I’ve seen many “close calls” with careless vehicles. Thanks!

---

Date: October 26, 2019
Time: 10:05 am
Page URL: http://www.planhillsborough.org/project-request-form-for-citizens/
User Agent: Mozilla/5.0 (Macintosh; Intel Mac OS X 10_14_6) AppleWebKit/605.1.15 (KHTML, like Gecko) Version/13.0.2 Safari/605.1.15
Remote IP: 47.200.183.156
1. Name: Christopher Vela
2. Email: cmvela311@Gmail.com
3. Phone: 813-508-2010
4. Which of the following categories best describes the proposed project?: Other: any other project not described above, which improves transportation to the extent permitted by governing law
4. What is the proposed location of the project? Please be as specific as possible: Within the limits of the City of Tampa
5. In a few words, please explain why this project will improve transportation in Hillsborough County: This request is for the MPO to perform an impact analysis study, to examine and measure impacts to all non-interstate surface roads and land uses within the City of Tampa caused by interstate vehicle traffic volume (exiting the interstate, and impacting all city streets).
This study shall be inclusive of the following: impacts to current and future land use, current and future transit projects, current and future bike/ped/complete street projects, impacts to safe connectivity and operation of established historic grid streets, socioeconomic and health impacts. Additionally, the study should include and seek to identify loss of local street access caused by operation and presence of Interstates I-275 & I-4 and their capacity impact to local neighborhoods.
This study is intended to also examine and extrapolate upon the assumptions present in the LRTP 2045 and Tampa Bay Next plans, and all other related impacts to Health and Vision Zero Goals as established by the City and partnering jurisdictions.
Ideally, examples of impacts shall include:
- Examining vehicle emissions, carbon, particulate (brake dust, tire particulate, any debris generated from interstate use) footprints, including impacts to waterways and impact based on volume accessing to and from the interstate.
- Examine all crash data on roads directly servicing interstate access.
- Identify access and operational conflicts to complete street projects, including all road safety, bike, pedestrian projects.
- Identifying access and operational conflicts to current and future transit projects
- Identifying impacts on all limited east-west and north-south surface road access due to existing interstate presence and future plans (ex: dead-ends caused by the interstate, bifurcation caused by the interstate).
- Identifying pedestrian access and operation conflicts to significant places (parks, schools or other civic assets)
- Identifying impacts to ridership on current transit serving the City of Tampa.
- Determine economic losses (inclusive of Historical Value, use of land, social and cultural value, local access, tax revenue, etc.) on properties abutting the interstate using an approximate baseline had the interstates never existed.
- Determine wear and tear to roads and bridges that manage/service interstate access and use.
- Determine an approximate VMT from interstate traffic managed by local roads and other non-interstate facilities.

The report shall summarize an approximate value (US Dollars) on all current and LRTP 2045 interstate impacts in the City of Tampa, as noted above.
This study is to be performed by the Hillsborough MPO and ideally would be shared with and work in conjunction with all applicable non-profits, jurisdictions, committees and institutions. This study shall serve as a baseline state of conditions, costs, impacts and provide local governments with a metric upon which to judge current and future interstate plans.

---

Date: October 25, 2019
Time: 9:08 pm
Page URL: http://www.planhillsborough.org/project-request-form-for-citizens/
User Agent: Mozilla/5.0 (Macintosh; Intel Mac OS X 10_14_6) AppleWebKit/605.1.15 (KHTML, like Gecko) Version/13.0.1 Safari/605.1.15
1. Name: Tom Floyd
2. Email: tom@lightfocusshoot.com
3. Phone: 813-520-1331
4. Which of the following categories best describes the proposed project?: Congestion Reduction: projects that relieve rush hour bottlenecks and improve the flow of traffic on existing roads and streets and through intersections
5. What is the proposed location of the project? Please be as specific as possible: Valrico / Dover - add lanes and extend Valrico Rd. or Dover Rd. from Brandon Blvd. (US 60) to interstate 4
6. In a few words, please explain why this project will improve transportation in Hillsborough County: Val rico Rd. is the only direct road from I-4 into Valrico and East Brandon. Traffic congestion is much heavier than this narrow road can handle. Residents in neighborhoods along Valrico Rd. struggle to get onto Val rico Rd. during rush hour. Residents struggle to turn into their neighborhoods against oncoming traffic during rush hour.

---

Date: July 20, 2020
Time: 8:54 pm
Page URL: http://www.planhillsborough.org/project-request-form-for-citizens/
User Agent: Mozilla/5.0 (Windows NT 10.0; Win64; x64) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/84.0.4147.89 Safari/537.36 Edg/84.0.522.40
Remote IP: 47.196.105.35
1. Name: Tom Floyd
2. Email: tom@lightfocussheer.com
3. Phone: 813-520-1331
4. Which of the following categories best describes the proposed project?: Transportation Safety Improvements: projects that improve safety on existing streets, roads and bridges
4. What is the proposed location of the project? Please be as specific as possible: Valrico Rd. from Brandon Blvd. (US 60) to Interstate 4
5. In a few words, please explain why this project will improve transportation in Hillsborough County: Besides heavy congestion, the traffic along Valrico RD. creates a safety hazard with limited sidewalks and limited controlled intersections. Along with added home construction, traffic has increased as the only main corridor from Brandon/Valrico to I-4.

---

Date: July 20, 2020
Time: 8:43 pm
User Agent: Mozilla/5.0 (Windows NT 10.0; Win64; x64) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/84.0.4147.89 Safari/537.36 Edg/84.0.522.40
Remote IP: 47.196.105.35
1. Name: Sam Owens
2. Email: sowen737@yahoo.com
3. Phone:
4. Which of the following categories best describes the proposed project?: Maintenance and Vulnerability Reduction: projects that improve, repair and maintain existing streets, roads, and bridges, including fixing potholes, or reducing congestion and transportation vulnerabilities
4. What is the proposed location of the project? Please be as specific as possible: Good afternoon. There are several projects I would like to propose, not sure if several sent at once is allowed but I will include details. Gandy Blvd from S Dale Mabry Hwy to Bayshore Blvs resurfacing. County stated it will be well over a year before resurfacing is complete there, roadway is continuing to decline in condition, you drive into several large depressions which will jolt your vehicle into the curb or other lane if not aware, not safe. Next, Interbay Blvd from Bayshore Blvd to S Himes Ave, in need of resurfacing as more and more people are moving south of Gandy and more traffic has impacted all of these streets and side streets around the Interbay/S MacDill Ave area. Third, S MacDill Ave from Gandy Blvd north, another one of many south Tampa roads years behind when they should have been resurfaced. Dips, holes, depressions, all along here...saw they resurfaced S MacDill Ave south of Gandy luckily a few months back but did not do intersection or north.
5. In a few words, please explain why this project will improve transportation in Hillsborough County: Safety, period! Driving on these roads with all of the uneven surfaces and issues causes vehicles to dodge the dangerous spots if they even see them in time. These roads currently and can add to the assistance of allowing extra traffic to safely and efficiently utilize these streets to help alleviate the other larger roads that are heavily congested. The Crosstown Gandy Flyover project has completely messed up the streets in that construction zone and that excess traffic has had a wear on these streets for sure. SOG/South of Gandy has come a long way from the old stereo type and we would like to keep moving in the right direction with resurfaced roads, additional street lighting, fixed sidewalks, improved drainage and a safer commute for residents, Air Force personnel who drive these roads daily, visitors and future residents and drivers.

---

Date: January 14, 2020
Time: 12:39 pm
Page URL: http://www.planhillsborough.org/project-request-form-for-citizens/
User Agent: Mozilla/5.0 (Windows NT 10.0; Win64; x64) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/79.0.3945.117 Safari/537.36
Remote IP: 172.16.12.83
Independent Oversight Committee Agenda Item

Agenda Item
HART Transportation Surtax Project Plan for CY2021

Presenter
HART Representative

Summary
The Hillsborough Area Regional Transit Authority will be presenting its Transportation Surtax Project Plan for CY2021, which was transmitted to the IOC for review on September 24, 2020. The Project Plan includes funding from Fiscal Years 2019-21 for administrative, infrastructural, service, maintenance, real estate, planning and real estate projects and funds encumbered for future years totaling $323,112,141.

Each expenditure is categorized into one or more of the three expenditure categories provided for and described under County Ordinance #19-20 Section 2.05(1) through (3). This section requires HART to expend the Transit Restricted Portion of the Surtax Proceeds in the following categories:

1. No less than 45% on Enhancing Bus Services
2. No less than 35% on Expanding Public Transit Options
3. Any Remaining Funds may be spent on permissible projects.

A review conducted by MPO staff concluded that the Project Plan was:

- Transmitted before the September 30th deadline
- Approved by the governing body of HART
- Certified for compliance by a Procurement Professional; and that,
- Expenditures in each category meet or exceed the required percentages
- There are no expenditures impermissible under Governing Law.

Recommended Action
Certify, today or at a future meeting of the IOC, that HART’s Project Plan for CY2021 complies with governing law.

Prepared By
Johnny Wong, PhD

**Attachments**

[HART Transportation Surtax Project Plan for CY2021]
Independent Oversight Committee Agenda Item

Agenda Item
Hillsborough County Transportation Surtax Project Plan for CY2021

Presenter
Hillsborough County Representative

Summary
Hillsborough County will be presenting its Transportation Surtax Project Plan for CY2021, which was transmitted to the IOC for review on September 29, 2020. The Project Plan includes maintenance, vulnerability and asset preservation; congestion, safety and network; capacity; and, program and project delivery expenses totaling $88,374,000.

Each expenditure is categorized into one or more of the five expenditure categories provided for and described under County Ordinance #19-20 Section 2.04(1) through (5). This section requires Agencies receiving more than 5% of the Surtax Proceeds in a given year to expend their share of the General Purpose Portion in the following categories:

1. At least 20% on Maintenance & Vulnerability Reduction
2. At least 26% on Congestion Reduction
3. At least 27% on Transportation Safety Improvements
4. At least 12% on Transportation Network Improvements (bicycle or pedestrian infrastructure and related improvements that make walking and biking safer)
5. Any Remaining Funds may be spent on permissible projects.

A review conducted by MPO staff concluded that the Project Plan was:

- Transmitted before the September 30th deadline
- Approved by the governing body of Hillsborough County
- Certified for compliance by a Professional Engineer; and that,
- Expenditures in each category meet or exceed the required percentages
- There are no expenditures impermissible under Governing Law.
**Recommended Action**

Certify, today or at a future meeting of the IOC, that Hillsborough County’s Project Plan for CY2021 complies with governing law.

**Prepared By**

Johnny Wong, PhD

**Attachments**

[Hillsborough County Transportation Surtax Project Plan for CY2021](#)
Independent Oversight Committee Agenda Item

Agenda Item
City of Tampa Transportation Surtax Project Plan for CY2021

Presenter
Vik Bhide (City of Tampa)

Summary
The City of Tampa will be presenting its Transportation Surtax Project Plan for CY2021, which was transmitted to the IOC for review on September 24, 2020. The Project Plan includes capital projects, citywide programs, and operating expenses totaling $29,500,000.

Each expenditure is categorized into one or more of the five expenditure categories provided for and described under County Ordinance #19-20 Section 2.04(1) through (5). This section requires Agencies receiving more than 5% of the Surtax Proceeds in a given year to expend their share of the General Purpose Portion in the following categories:

1. At least 20% on Maintenance & Vulnerability Reduction
2. At least 26% on Congestion Reduction
3. At least 27% on Transportation Safety Improvements
4. At least 12% on Transportation Network Improvements (bicycle or pedestrian infrastructure and related improvements that make walking and biking safer)
5. Any Remaining Funds may be spent on permissible projects.

A review conducted by MPO staff concluded that the Project Plan was:

- Transmitted before the September 30th deadline
- Approved by the governing body of the City of Tampa
- Certified for compliance by a Professional Engineer; and that,
- Expenditures in each category meet or exceed the required percentages
- There are no expenditures impermissible under Governing Law.

Recommended Action
Certify, today or at a future meeting of the IOC, that the City of Tampa’s Project Plan for CY2021 complies with governing law.

**Prepared By**

Johnny Wong, PhD

**Attachments**

[City of Tampa Transportation Surtax Project Plan for CY2021](#)
Independent Oversight Committee Agenda Item

Agenda Item
City of Temple Terrace Transportation Surtax Project Plan for CY2021

Presenter
Troy Tinch, City of Temple Terrace

Summary
Temple Terrace will be presenting its Transportation Surtax Project Plan for CY2021, which was transmitted to the IOC for review on September 18, 2020. The Project Plan includes pavement improvements, bicycle enhancements/improvements, and trail planning expenses totaling $2,103,000.

Temple Terrace will receive 5% or less of the Surtax Proceeds in CY2021 and is, therefore, not required to expend its share of the General Purpose Portion on the categories set forth under County Ordinance #19-20 Section 2.04(1) through (5). As a Small Agency, Temple Terrace shall instead expend its distribution on any purpose consistent with Section 11.01 of the Charter Amendment and permitted by Section 212.055(1), Florida Statutes.

A review conducted by MPO staff concluded that the Project Plan was:

- Transmitted before the September 30th deadline
- Approved by the governing body of the City of Temple Terrace
- Certified for compliance by a Professional Engineer; and that,
- There are no expenditures impermissible under Governing Law.

Recommended Action
Certify, today or at a future meeting of the IOC, that the City of Temple Terrace’s Project Plan for CY2021 complies with governing law.

Prepared By
Johnny Wong, PhD

Attachments
City of Temple Terrace Transportation Surtax Project Plan for CY2021
Independent Oversight Committee Agenda Item

Agenda Item
City of Plant City Transportation Surtax Project Plan for CY2021

Presenter
Frank Coughenour, City of Plant City

Summary
Plant City will be presenting its Transportation Surtax Project Plan for CY2021, which was transmitted to the IOC for review on September 30, 2020. The Project Plan includes roadway pavement and sidewalk improvement expenses totaling $2,600,000.

Plant City will receive 5% or less of the Surtax Proceeds in CY2021 and is, therefore, not required to expend its share of the General Purpose Portion on the categories set forth under County Ordinance #19-20 Section 2.04(1) through (5). As a Small Agency, Plant City shall instead expend its distribution on any purpose consistent with Section 11.01 of the Charter Amendment and permitted by Section 212.055(1), Florida Statutes.

A review conducted by MPO staff concluded that the Project Plan was:

- Transmitted before the September 30th deadline
- Approved by the governing body of the City of Plant City
- Certified for compliance by a Professional Engineer; and that,
- There are no expenditures impermissible under Governing Law.

Recommended Action
Certify, today or at a future meeting of the IOC, that the City of Plant City’s Project Plan for CY2021 complies with governing law.

Prepared By
Johnny Wong, PhD

Attachments
Plant City Transportation Surtax Project Plan for CY2021