Hybrid Virtual & In-Person Meeting of the MPO Board

Tuesday, December 1, 2020 @9:00am

The County Center and Plan Hillsborough offices continue to be closed to the public in response to the pandemic. A minimum number of board members will meet in person at the County Center, and all other participation will continue to be virtual.

This meeting may be viewed on Hillsborough Television (HTV) by visiting Spectrum: 637, Frontier: 22 or live stream from Hillsborough County's Live YouTube Channel or the County website's Live Meetings link, also found in the County Newsroom.

The agenda packet, presentations, and any supplemental materials are posted on the MPO's online meeting calendar.

Public comment opportunities:

To speak during the meeting - No later than 30 minutes before the meeting, please sign up here or phone 813-273-3774 ext. 600 for assistance. Provide the phone number you will call in from, so that we can recognize your call in the queue. You will receive an auto-reply confirming we received your request, along with instructions.

Comments may also be given up to 5pm the day before the meeting:
- by leaving a voice message at (813) 273-3774 ext. 369
- by e-mail to mpo@plancom.org

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

Agenda

I. Call to Order, Pledge of Allegiance & Invocation

II. Roll Call (Cheryl Wilkening, MPO Staff)

III. Confirm Quorum & Virtual Attendance (Cameron Clark, MPO Attorney)

IV. Approval of Minutes – November 4, 2020

V. Public Comment - 3 minutes per speaker, 30 minutes total. As needed, additional time may be provided later in the agenda. Staff will unmute you when the chair recognizes you.

VI. Committee Reports & Advance Comments (Bill Roberts, CAC Chair and Gena Torres, MPO Staff)

VII. Election of Officers (Cameron Clark, MPO Attorney)
VIII. Action Items

A. Committee Appointments (Rich Clarendon, MPO Staff)

B. 2021 Meeting Calendar (Beth Alden, MPO Director)

C. Transportation Improvement Program Amendment (Vishaka Shiva Raman, MPO Staff) – Roll call vote required.

D. Plant City Transit Plan (Vishaka Shiva Raman, MPO Staff)

IX. Status Reports

A. MPO Bylaws Amendment for TDCB (Joshua Barber, MPO Staff)

B. Non-Discrimination Plan Update (Joshua Barber, MPO Staff)

X. Executive Director’s Report

- CCC & TMA Leadership Meetings of November 20
- Legislative outreach for 2021
- Plan Hillsborough Strategic Plan initiatives

XI. Old Business & New Business

XII. Adjournment

XIII. Addendum

A. Announcements

- Florida Transportation Plan (FTP) Policy Element - Public Comment Period is Open

B. Project Fact Sheets & Other Status Reports

- Transit Funding Position Statement – TMA Leadership Group

C. Correspondence

- USF-MURP Support Letter
- CTEDD Support Letter

D. Articles Related to MPO Work

- Vision Zero promotes safe driving and honors lives lost | Fox 13’s Good Day, Tampa Bay | 11.16.20
- Sumner High cited for excellence in planning, design | The Observer News | 11.12.20
- Hillsborough Commission okays homes, minus stores, in planned neighborhood | Tampa Bay Times | 11.10.20
- 3rd Annual Gulf Coast Safe Streets Summit goes virtual | SRQ Magazine | 11.04.20
- Hybrid virtual and in-person meeting of the MPO Board | Fox 13 Tampa Bay Newswire | 10.29.20
- Planning Commission announces 38th Annual Planning & Design award winners | Tampa Bay Newswire | 10.29.20
- The City of Tampa receives four Planning Commission Planning and Design Awards | City of Tampa | 10.28.20
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 Joshua Barber, (813) 273-3774, ext. 313 or barberj@plancom.org, three business days in advance of the meeting. If you are only able to speak Spanish, please call the Spanish helpline at (813) 273-3774, ext. 211.

Si necesita servicios de traducción, el MPO ofrece por gratis. Para registrarse por estos servicios, por favor llame a Joshua Barber directamente al (813) 273-3774, ext. 313 con tres días antes, o barberj@plancom.org de cero 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.
MPO Board Meeting of Wednesday, November 4, 2020

CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

The MPO Vice Chairman, Commissioner Pat Kemp called the meeting to order at 9:10 a.m., led the pledge of allegiance. The regular monthly meeting was held in-person and virtual via Webex.

The following members were present in person:

Mayor Andrew Ross, Michael Maurino, Councilman Joseph Citro, Councilman John Dingfelder, Charles Klug, Cindy Stuart, Mayor Rick Lott, Melanie Williams, Bob Frey

Commissioner Les Miller, Commissioner Pat Kemp, Commissioner Kimberly Overman Commissioner Mariella Smith, Councilman Guido Maniscalco, Joseph Lopano and Gina Evans

A quorum was met in person.

APPROVAL OF MINUTES – August 31 and October 14

Vice Chair Commissioner Kemp sought a motion to approve the August 31, 2020 minutes. Commissioner Overman so moved; it was seconded by Councilman Maniscalco. Roll Call vote. 15-0. Motion passes.

Vice Chair Commissioner Kemp sought a motion to approve the October 14, 2020 minutes. Councilman Maniscalco so moved; it was seconded by Commissioner Smith. Roll Call vote. 13-0. Motion passes.

PUBLIC COMMENT

There a public comment by Chris Vela. Mr. Vela thanks Commissioner Miller for his service on the MPO Board and congratulated Commissioner Kemp for the re-elections. Mr. Vela commented on rail, autonomous vehicles and the Discrimination Plan and lastly thanked Ms. Alden for being accommodating, professional and supportive and hope for a good performance evaluation.

COMMITTEE REPORTS and Advance Comments

Bill Roberts, CAC Chair, presented an update from the CAC. The CAC met on September 9th and reviewed the re-evaluation of transit asset management, pavement, bridge and system performance targets. We voted to approve staff’s recommendation to correct the target for maintaining transit equipment in a state of good repair. We also were briefed on HART’s proposed service changes for 2021. CAC members wanted to know how they would impact communities of concern, how the All for Transportation surtax funding could affect these changes, if increasing HART’s millage rate was being considered, and how people could weigh in through HART’s online survey.
In lieu of our October meeting, we had a CAC workshop on managed lanes, which was held the evening before your workshop. Mr. Todd Litman of the Victoria Transport Policy Institute, who spoke at your workshop, was our featured speaker. We had a lengthy Q&A with Mr. Litman, during which members voiced concern about the State’s policy governing the use of toll revenues for transit, the impact of managed lanes on low-income individuals, establishing a cap on variable tolls, how BRT could operate in toll lanes, and the lack of a robust transit system with first and last mile connections that would provide a viable alternative for those who couldn’t afford variable tolls.

Wanda West, MPO Staff, presented an updated on all other committees. ITS approved the Reevaluation of Transit Asset Management, Pavement & Bridge, and System Performance Targets and Regional TSMO MOU. TAC status reports on last year’s legislative positions, ClearGuide, MPO Non-Discrimination Plan, and Fowler Avenue Multimodal Study. TDCB approved the CTC Annual Operating Report and the Plant City Transit Plan. LRC heard a status reports Overview of ClearGuide Data and Analysis Platform, the Nondiscrimination Plan Update and last year's Legislative Positions. During legislative review the Committee made a motion to change language referencing “inner city rail” to “fixed guideway” to allow bus rapid transit to be eligible for funding. BPAC heard status reports on Love to Rideout introductions, review last year’s legislative positions, Tampa activities Update and an overview of ClearGuide.

Wanda West reviewed the emails received. There was an email from Sheila McNamara thanking Allison Yeh for her work on the sustainability project team. Wade Reynolds responded to an email from Caitlin Johnston regarding the most dangerous roads. There was an email from Lena Young regarding the application for Culture of Health. Steven Hollenkamp requested a breakdown of MPO spending. Lastly, Gena Torres responded to all the Vision Zero Leadership summit audience questions.

There were no questions following the committee reports and online comments.

**ACTION ITEMS**

A. Committee Appointments

Rich Clarendon, MPO Staff, presented the committee appointments. The CAC nominated Alexis Boback, TDCB nominated Beth Pasek, TAC nominated Nicole Sutton and Grisel Cisneros, as alternate and ITS nominated Frank Coughenour.

Vice Chair Commissioner Kemp sought a motion to approve the Committee Appointments. Councilman Maniscalco so moved; it was seconded by Commissioner Overman. Roll Call vote. 14-0. Motion passes.

B. Reevaluation of Transit Asset Management, Pavement & Bridge, and System Performance Targets

Johnny Wong, MPO Staff, presented the reevaluation of Transit Asset Management, Pavement & Bridge and System Performance Targets. Johnny Wong, MPO Staff, provided the MAP-21 (2012) and the FAST Act (2015) which is to develop objectives relating to goal achievement, ensure measurability of goals by establishing achievable and data-driven targets and evaluating progress, foster coordination among stakeholders and use performance data to identify strategies of achieving goals and objectives. All of these rules originate from MAP-21 and the FAST Act, which emphasize performance-based planning and accountability related to seven national goals. The rules prescribe performance measures for DOTs and MPOs relating to those goals and requires us to establish achievable and data-driven targets to benchmark
and monitor progress. Mr. Wong reviewed the schedule for performance evaluations. The MPOs are required to coordinate asset condition performance targets with transit provider(s) and State DOTs once every 4 years and then report targets in Transportation Improvement Plans (TIPs) and Long Range Transportation Plan (LRTPs). The first rule is Transit Asset Management. Transit Asset Management or TAM is a process of creating an inventory of transit assets, assessing the condition, and establishing a process to fund maintenance of the assets at the appropriate time. The TMA rule applies to all transit providers receiving federal funding. Rather than asset values, MPOs are required to report the total number of assets in each of the four categories which are not in a State of Good Repair. The lower numbers mean assets are in better condition either based on mileage or age standards. The percent of rolling stock vehicles not in State of Good Repair is 40.56%. The total percent of equipment assets not in a state of good repair is 32.54%. The target needs to be updated to reflect that it is 19% of equipment assets not in a SGR. We incorrectly adopted a target of 81%. Mr. Wong reviewed the target condition for facilities assets and target condition for infrastructure assets. To improve the condition of transit assets, the MPO prioritized $4M every year, which about ¼ of our surface transportation program funds, to replace buses. We are working with HART leadership to prioritize $10M to replace the CAD/AVL system. The second rule is related to pavement and bridge condition. Under this rule, DOTs and MPOs are required to establish pavement and bridge targets for the National Highway System and report them in our TIPs and LRTPs. For bridge condition, we are proposing that we agree to support the statewide targets for this measure. The third and final rule is System Performance, which is measured in terms of travel time reliability. Travel time reliability measures the expected duration of your commute at different times of the day. Mr. Wong provided examples on how to interpret reliability. In November 2018, Hillsborough MPO agreed to support statewide targets. Level of travel time reliability (LOTTR) is reliability measure that compares travel time for days of moderate congestion to days of typical congestion. LOTTR score of 1.50 means that moderate congestion should only add 50% travel time. Truck Travel Time Reliability (TTTR) is measured according to an index from 1 and above. A score of 2.00 means that on the absolutely worst travel days, travel time should double. We can address low reliability by addressing bottlenecks, reduce crashes and other causes of non-recurring congestion and integrated corridor management (ICM). The recommended action is to approve a correction to the TAM targets by changing 81% equipment assets not in a SGR to 19% equipment assets not in a SGR.

Commissioner Smith commented adopted targets and Level of Travel Time Reliability (LOTTR). Commissioner Overman appreciated partnership with FEDS and FDOT but we have failed to hit any of our targets on how transit is getting people around and we miss all our benchmarks. Councilman Dingfelder questioned if it will be an open platform and LOTTR evaluation was it COVID adjusted. Melanie Williams questioned how targets are based and how do we know if we are successful. Bob Frey inquired how this matrix fit in with other tools that are out there.

**Commissioner Miller sought approval of the Reevaluation of Transit Asset Management, Pavement & Bridge, and System Performance Targets.** Councilman Maniscalco made the motion and it was seconded by Commissioner Kemp. Roll Call Vote 15-0. Motion passes.

**C. Regional TSMO MOU**

Johnny Wong, MPO Staff, explained Transportation Systems Management and Operations (TSMO) is an integrated set of strategies to optimize the performance of existing infrastructure through the implementation of multimodal and intermodal, cross-jurisdictional systems, services, and projects designed to preserve capacity and improve security, safety, and reliability of the transportation system. The reason for TSMO is limited funding, advances in technology, greater expectations from customers and better understanding of congestion. Mr. Wong provided a chart showing urban congestion perspective and rural congestion perspective. There are several TSMO strategies such as active transportation, congestion
pricing, freight management, integrated corridors and managed lanes. The goals of the coalition is to advance TSMO, identify and build champions, secure funding for deployments, harmonize operations across jurisdictions and formalize work that is already being done. The working group objectives are to secure the State Transportation Innovation Council (STIC) Incentive Program, memorandum of understanding, membership list and to obtain feedback. Mr. Wong reviewed the tasks, actions steps and responsible party/partner for the coalition plan. The next steps will be to have a working group meeting, action on MOUs and governance. The proposed action is to approve adoption of the Regional TSMO Memorandum of Understanding and forward to the Board for consideration.

Commissioner Smith commented on the managed lanes in the works for the I4 corridor. Bob Frey inquired how does District 5 DOT feel about it. Michael Maurino questioned would this working group play a role in maintaining the I4 right of way or jurisdictions. Commissioner Overman questioned how this formulated and is the desire to work through metro plan and if so, what happens if this grant expires.

Vice Chair Commissioner Kemp sought a motion to approve the Regional TSMO MOU. Mayor Lott so moved; it was seconded by Councilman Dingfelder. Roll Call Vote 12-0. Motion passes.

D. MPO Executive Director Performance Evaluation

Melissa Zornitta, Planning Commission Executive Director, presented the MPO Executive Director Performance Evaluation. MPO administered evaluation of Beth Alden with direction from MPO Attorney Cameron Clark. Ms. Alden’s salary is paid by federal grants and not affect the Planning Commission Operating Budget.

Commissioner Smith inquired if they could make the merit increase retroactive. Mayor Lott inquired if this is a merit increase or a one-time bonus. Councilman Dingfelder questioned the memo in the agenda packet that mentioned the merit increase and bonus and what does Commissioner Miller recommend. Melanie Williams asked again if this is a one-time bonus or merit increase and inquired what other staff received.

Commissioner Miller sought a motion make the merit increase retroactive to May 13, 2020. Commissioner Smith so moved; it was seconded by Commissioner Overman. Roll Call Vote 14-0. Motion passes.

Commissioner Miller sought a motion to approve a 4 percent merit increase based on Beth Alden’s performance evaluation for MPO Executive Director. Commissioner Kemp so moved; it was seconded by Commissioner Overman. Roll Call Vote 13-0. Motion passes.

STATUS REPORT

A. Non-Discrimination Plan Update

This status report will be moved to next meeting.

B. MPO Bylaws Amendment for TDCB

This status report will be moved to next meeting.

C. Review Last Year’s Legislative Positions and Suggest New Ones

Beth Alden, MPO Director, advised that she will bring a discussion to the Tri-County TMA Leadership Group Meeting on the 20th of November about the MPO position on Transit Funding and what to ask our
legislative delegation. There are a number of positions they have taken in the last two years and those letters are in the agenda packet. Ms. Alden shared one change which is a draft position statement about transit funding. When there is an earmark in the state budget for a transportation project, really of any kind, but this has become critical in the transit arena. It does not bring new money to this area but dollars that our DOT District 7 receives from the state must be used for the project that is listed in the earmark in previous years. Our District 7 Office has been able to cover these earmarks out of contingency funds. What we understand going forward is that those contingencies are mostly exhausted and is so that means that projects that have been priorities for some time and have been in que can get bumped when there are state budget earmarks. There are two examples in your agenda packet. Ms. Alden would like to bring these recommendations to the Tri-County Group on November 20th, and would like to seek guidance from the board today.

**Commissioner Miller sought a motion Amend the motion to delete the intercity rail and replace with fixed guideway.** Commissioner Kemp so moved; it was seconded by Commissioner Smith. Roll Call Vote 13-0. Motion passes.

**Commissioner Miller sought a motion to approve the draft position on transit funding.** Commissioner Overman so moved; it was seconded by Councilman Dingfelder. Roll Call Vote 13-0. Motion passes.

**Executive Director’s Report**

Beth Alden reviewed the 2021 MPO Board and Policy Committee Meeting Calendar and noted the virtual workshop of the MPO Chairs Coordinating Committee and TMA Leadership Group on November 20th at 8:30am and CCC at 10am.

**OLD & NEW BUSINESS**

Commission Miller noted that it was Cindy Stuarts and Michael Marino last meeting. It is also Commissioner Miller’s last meeting on the MPO. Mayor Lott and Beth Alden thanked Commissioner Miller for his service.

**ADJOURNMENT**

The meeting adjourned at 11:04 a.m.
Committee Reports

Meeting of the Citizens Advisory Committee (CAC) on November 18

Under Action items, the CAC approved and forwarded to the MPO Board:

✓ Transportation Improvement Program Amendments for HART’s FTA Discretionary Bus and Bus Facilities Program, FDOT’s Wrong-Way Driver Vehicle Detection System and Corridor Lighting projects
✓ Vision Zero Corridor Studies
✓ The CAC also concurred with its 2021 Meeting Calendar.

The CAC postponed approving the Plant City Transit Plan, pending more information on how it supports downtown development.

The committee heard a status report on the MPO Non Discrimination Plan. Several members asked to be included in the process.

Meeting of the Technical Advisory Committee (TAC) on November 23

Under Action items, the TAC approved and forwarded to the MPO Board:

✓ Transportation Improvement Program Amendments for HART’s FTA Discretionary Bus and Bus Facilities Program, FDOT’s Wrong-Way Driver Vehicle Detection System and Corridor Lighting projects
✓ Plant City Transit Plan
✓ Vision Zero Corridor Studies
✓ 2021 Meeting Calendar

The committee heard a status report on the TBARTA/NASA/MPO Vertiport Pilot Project.

Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on November 18

Under Discussion items, the BPAC approved and forwarded to the MPO Board:

✓ Plant City Transit Plan
✓ Vision Zero Corridor Studies
✓ 2021 Meeting Calendar

The committee heard status reports on the MPO Non Discrimination Plan and the Florida Bicycle Association Legislative Update.

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

Under Discussion Items, the LRC approved and forwarded to the MPO Board:

✓ Plant City Transit Plan
✓ Vision Zero Corridor Studies
✓ 2021 Meeting Calendar
Board & Committee Agenda Item

**Agenda Item**
2021 MPO Board Officers & Committee Representatives

**Presenter**
Cameron Clark, MPO Attorney

**Summary**

*MPO Chair and Vice Chair:*

The Chair and Vice Chair preside at all regular and special meetings of the MPO, and represent the MPO at meetings of the MPO Chairs Coordinating Committee (CCC) – typically biannually – and meetings of the Florida MPO Advisory Council (MPOAC) – typically quarterly.

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

New officers shall take office immediately upon the conclusion of the election of officers. Officers shall be voting members of the board, and shall hold office for one year or until a successor is elected.

*Policy Committee Members:*

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

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

The 2020 members were Commissioner Kemp, chair; Councilman Maniscalco, vice chair; Commissioner Smith; THEA CEO Waggoner; School Board Member Stuart; Commissioner Overman (alternate member) and PTB CEO Anderson (alternate member).
Tampa Bay Transportation Management Area (TMA) Leadership Group Members:

After the last Census, the Hillsborough, Pinellas and Pasco MPO Boards formed a new, joint advisory taskforce to focus on issues of tri-county significance. The TMA Leadership Group develops consensus priorities every year, focusing on major cross-county transportation markets and traffic movements and on helping the tri-county area speak with one voice in discussions of prioritization and financial resources, especially in the allocation of federal and state funds. It meets four times per year at a central location in the tri-county area, typically on the first Friday of a month at 8:30am.

Since 2014, each MPO Board has annually designated three of its members, and some alternates, to participate. Hillsborough’s 2020 members were Councilman Viera, Commissioner Overman, Commissioner Kemp, PTB CEO Anderson (alternate member) and HCAA CEO Lopano (alternate member).

Transportation Disadvantaged Coordinating Board (TDCB) Chair – By Florida administrative code, the TDCB chair must be an elected official who serves on the MPO. TDCB meetings are held every other month, typically on a Friday at 9:30 am. Commissioner Smith was the 2020 chair.

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

Livable Roadways Committee (LRC) Chair – Planning Commission Member Maurino served last year as the chair of this standing committee, which was originally created as a board-chaired taskforce in the 1990’s. Committee meetings are monthly, often the 3rd Wednesday at 9:00 am.

It is strongly encouraged for new officers to participate in the MPOAC Online Orientation for Elected Officials, it consists of 5 pre-recorded webinars and Q&A Sessions to complete at your own pace.

Recommended Actions

1. Nominate and vote on candidates for MPO Chair and Vice Chair.
2. Confirm that current Policy Committee and TMA members will continue to serve, and/or solicit and appoint new members. There is no limit on Policy Committee members.
3. Confirm that the TDCB chair and MPOAC Alternate Representative will continue to serve, and/or solicit and appoint new designees.
4. Designate a new LRC chair to replace Planning Commissioner Maurino.

Prepared By: Cheryl Wilkening, MPO Staff

Attachments: Hillsborough MPO Bylaws
Agenda Item
Committee Appointments

Presenter
Rich Clarendon, MPO Staff

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

The following have been nominated to serve on the TAC representing the EPC:

- Michelle Jenkins (alternate)

Recommended Action
That the MPO confirm the above appointments

Prepared By
Cheryl Wilkening

Attachments
None
Board & Committee Agenda Item

**Agenda Item**
2021 Meeting Calendar

**Presenter**
Committee Liaison

**Summary**
Staff has prepared a calendar of meetings for 2021. We ask that each MPO advisory committee review and approve its meeting dates. Upon approval by the MPO Board, this calendar will be published and posted online to provide the public with ample notice of meeting schedules.

**Recommended Action**
Review and approve the 2021 MPO and Committees Meeting Calendar

**Prepared By**
Johnny Wong, PhD

**Attachments**
MPO Meeting Calendar
## 2021 Schedule of Monthly Meetings

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### Acronyms
- **BPAC**: Bicycle - Pedestrian Advisory Committee of the MPO Board
- **CAC**: Citizens Advisory Committee of the MPO Board
- **CCC**: TBARTA MPO Chairs Coordinating Committee
- **ITS**: Intelligent Transportation Systems Committee of the MPO Board
- **MPO**: Metropolitan Planning Organization Board
- **POLICY**: Policy Committee of the MPO Board
- **TAC**: Technical Advisory Committee of the MPO Board
- **TDCB**: Transportation Disadvantaged Coordinating Board
- **LRC**: Livable Roadways Committee of the MPO Board
- **TMA**: Tampa Bay Transportation Management Area Leadership Group
- **IOC**: Independent Oversight Committee

### Meeting Locations
- **BOCC Chambers**: County Center, 601 East Kennedy Blvd., 2nd Floor
- **Plan Hillsborough**: Committee Room, County Center, 601 East Kennedy Blvd., 18th Floor
- **26th Floor**: Rooms A&B, County Center Building, 601 E. Kennedy Blvd.
- **Call**: (813) 282-8200 or [www.tbarta.com](http://www.tbarta.com) for meeting location - TBARTA Office, 4350 W. Cypress St. #700, Tampa
- **Planning Commission Boardroom**: County Center, 601 East Kennedy Blvd., 18th Floor

Revised 11-30-20
Agenda Item
Transportation Improvement Program (TIP) Amendments

Presenter
Vishaka Shiva Raman, MPO Staff

Summary
Hillsborough MPO received three amendment requests from FDOT for the Transportation Improvement Program (TIP) FY 2020/21 through 2024/25. The TIP Amendments included for this month are as follows:

Amendment #15 - HART FTA Discretionary Bus and Bus Facilities Program will add US DOT Revitalize American Bus Infrastructure Grant Funding towards HART’s discretionary bus and bus facilities program. HART was one of the 96 recipients to receive funding to purchase new electric buses and charging infrastructure. The project will allow HART to improve access, mobility, and service reliability for residents of Tampa and Hillsborough County. This amendment will add $5,485,350 as Capital funds to the project.

Amendment #16 - I-275, I-75, I-4 Wrong Way Drive Vehicle Detective System at Various Locations in Hillsborough County is a countermeasure implementation plan to install Wrong Way Drive Vehicle Detective System at the entrance and exit ramps at various locations across Hillsborough County. This amendment adds $1,194,789 towards the construction funds.

Amendment #17 - Corridor Lighting at various locations is a project to expedite the retrofit the existing FDOT owned light poles. The existing High Pressure Sodium (HPS) lamps will be replaced with Light-Emitting Diode (LED) lamps is to improve safety and reduce significant nighttime crashes at the most critical top 12 corridors in Hillsborough County identified by FDOT. An amount of $1,835,884 will be added to this project with this amendment.

Recommended Action
Recommend approval of Amendments 15, 16 and 17.

Prepared By
Vishaka Shiva Raman, MPO Staff

Attachments
Comparative Report for TIP amendments 15, 16 and 17.

Factsheet for Amendments 15, 16 and 17.
Comparative Reports for Amendments 15, 16 and 17

Transportation Improvement Program (TIP)
FY2020/21 through 2024/25
**FDOT**

**5 Year TIP**

Hillsborough County, District 7

**FLP: TRANSIT**

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**FDOT**

**5 Year TIP**

**Hillsborough County, District 7**

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Amendment 15
448139-1 HART FTA DISCRETIONARY BUS AND BUS FACILITIES PROGRAM

The amendment adds US DOT Revitalize American's Bus Infrastructure grant funding for HART's discretionary bus and bus facilities. HART was 1 of 96 recipients who received funding to purchase new electric buses and charging infrastructure. This project will allow HART to improve access, mobility and service reliability for residents of Tampa and Hillsborough County.

Amendment 16
445507-2: I-275, I-75, I-4 WWVDS AT VARIOUS LOCATIONS HILLSBOROUGH COUNTY

The project will install Wrong Way Drive Vehicle Detection System on the entrance / exit ramps at the following locations:
- I-4 @ Columbus Dr;
- I-4 @ US 41/50th St;
- I-75 @ Fowler;
- I-275 @ Bird St;
- I-275 @ Busch Blvd;
- I-275 @ Scott St;
- I-275 @ Ashley Dr

The map showing the locations is also attached.

Amendment 17
439829-9: CORRIDOR LIGHTING - HILLSBOROUGH COUNTY VARIOUS LOCATIONS

Funding to expedite the retrofit of existing FDOT owned light poles. By replacing deficient High Pressure Sodium (HPS) lamps with Light-Emitting Diode (LED) lamps, the purpose is to improve safety by enhancing roadway illumination and visibility of vehicle, pedestrians and bicycles traveling at night on the State Highway System. FDOT has identified the most critical top 12 corridors in District 7 that have significant nighttime crashes resulting in pedestrian or bike fatalities and/or severe injuries. This project has identified 5 corridors in Hillsborough County eligible for lighting retrofit of existing FDOT owned poles.
- W Hillsborough Ave from Dale Mabry to I-275
- US 301 from Balm Rd to Bloomingdale Ave
- SR 674 / College Ave from US 41 to 30th St SE
- SR 60 / Brandon Blvd from Falkenburg Rd to S of Rolling Hills Blvd
- US 301 from S of Crescent Park Dr to S of E Broadway Ave
Board & Committee Agenda Item

**Agenda Item**
Plant City Transit Study

**Presenter**
Vishaka Shiva Raman, MPO Staff

**Summary**
The Hillsborough MPO, in collaboration with the Hillsborough Area Regional Transit Authority (HART), is conducting a transit study to evaluate the feasibility of implementing transit services to Plant City to provide access to jobs, recreation and medical needs of the residents. Plant City was served by a local circulator called Strawberry Connector (from 2001 to 2008) and an express route called Route 28X operated by HART (from 2010 to 2017). Currently, there is no transit serving Plant City.

This study focuses on evaluating the feasibility of re-initiating a circulator service within downtown Plant City. It also evaluates the feasibility of providing a commuter service to connect to downtown Tampa and to Lakeland in the future. Through a series of public outreach including two stakeholder focus group meetings and a virtual public open house, staff has developed three alternatives for a local commuter service and five alternatives for an express route to connect Tampa to Plant City. The planning-level cost estimates for capital and operating costs for the different alternatives have also been evaluated and compared to help Plant City and HART determine the most feasible option for the future.

The study identified three alternative goals based on stakeholder input and public feedback. They are listed as follows:

1. To implement useful and reliable service for people who need it the most,
2. Use transit to incentivize downtown development and
3. Connect Plant City to Tampa and Lakeland/ Polk County with transit.

The CAC requested additional information on the ways in which these goals will be fulfilled, particularly regarding downtown development. Text is being added to the report to better describe the City’s downtown plans, which will be supported by these routes.

**Recommended Action**
Approve the report and transmit to HART and Plant City for their use.

**Prepared By**
Vishaka Shiva Raman, MPO Staff

**Attachments**
- Plant City Transit Study Final Report
- Plant City Transit Study Presentation
Board & Committee Agenda Item

Agenda Item
MPO Bylaws Amendment for Transportation Disadvantaged Coordinating Board (TDCB)

Presenter
Joshua Barber

Summary
As a result of the non-renewal of the governor’s order suspending the requirement for a quorum to be present in person at public meetings, the TDCB has moved to request the MPO Board amend the bylaws for the TDCB, lowering its quorum to five (5) persons. In addition, the TDCB requests language be added that in order for the TDCB to take action, a simple majority of TDCB members needs to be present either in person, online, or on the phone.

The TDCB, which represents many vulnerable groups, makes this request to ensure the safety, health, and overall well-being of TDCB members and the public, and to ensure that the MPO and TDCB are able to continue to conduct business and meet the requirements of the Florida Commission for the Transportation Disadvantaged Planning Grant.

Recommended Action
No action this month; bylaws amendments require two readings

Prepared By
Joshua Barber, MPO Staff

Attachments
MPO Bylaws with two proposed changes highlighted
BY-LAWS OF
THE HILLSBOROUGH COUNTY
METROPOLITAN PLANNING ORGANIZATION
AND ITS COMMITTEES
Amended October 23, 2020

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

2.0 DEFINITIONS:

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

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

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

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

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

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

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

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

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

3.1 **TENURE:** All officers shall hold office for one (1) year or until a successor is elected. However, any officer may be removed by a majority of the total members.

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

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

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

3.4.1 **CHAIR:** The Chair shall:

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

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

4.0 **COMMITTEES:**
4.1 AD HOC COMMITTEES:

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

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

4.2 STANDING COMMITTEES:

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

4.2.2 Termination of Committee Membership: Any member of any committee may resign at any time by notice in writing to the Chair. Unless otherwise specified in such notice, such resignation shall take effect upon receipt thereof by the Chair. Each member of each committee is expected to demonstrate his/her interest in the committee’s activities through attendance of the scheduled meetings, except for reasons of an unavoidable nature. In each instance of an unavoidable absence, the absent member should ensure that his/her alternate will attend. The MPO may review, and consider rescinding, the appointment of any member of any committee who fails to attend three (3) consecutive meetings. In each case, the MPO will warn the member in writing, and if applicable the member’s nominating organization, thirty days in advance of an action to rescind membership. The MPO Chair may immediately terminate the membership of any committee member for violations of standards of conduct, defined as conduct inconsistent with Florida Senate Administrative Policies and Procedures. At a minimum, committee member attendance will be reviewed annually. In the case of members representing an organization on a committee as specified in the committee membership list, the individual’s membership may also be rescinded by the nominating organization, by letter to the Chair.
4.2.3 Officers of Standing Committees: The committee shall hold an organizational meeting each year for the purpose of electing a committee chair (unless designated by the MPO), a committee vice-chair, and, at the discretion of the committee chair, an officer-at-large. Officers shall be elected by a majority vote of a quorum of the members. Except as otherwise provided in these By-laws, officers shall serve a term of one year starting with the next meeting. The powers and duties of the committee chair shall be to preside at all meetings; to express the position of the committee as determined by vote or consensus of the committee; and to ensure that all actions of the committee are taken in accordance with the bylaws and applicable law. The committee vice chair shall have these same powers and responsibilities in the absence of the committee chair. The officer-at-large shall, during the absence of both the committee chair and the committee vice-chair or their inability to act, have these same duties and responsibilities, and in addition shall perform other duties as may from time to time be assigned by the committee chair.

4.2.4 Conduct of Committee Meetings: Sections 5 through 9, excluding Section 8.1, of these MPO By-laws shall be used for the conduct of all MPO committee meetings.

4.2.5 Standing Committee Sub-Committees: An MPO standing committee or the MPO may establish such sub-committees to a standing committee as deemed necessary to investigate and report on specific subject areas within the scope of the standing committee. Such sub-committees shall be of limited duration and shall dissolve at such time as designated at the time of establishment or upon completion of the task(s) specified at the time of establishment. These MPO By-laws shall be used for the conduct of such sub-committees meetings in the same manner as the MPO committees.

4.2.6 MPO Technical Advisory Committee (TAC): Established pursuant to Section 339.175, Florida Statutes, the TAC shall be responsible for considering safe access to schools in the review of transportation project priorities, long-range transportation plans and transportation improvement programs and shall advise the MPO on such matters. In addition, the TAC shall be responsible for assisting in the development of transportation planning work programs; coordinating transportation planning and programming; review of all transportation studies, reports, plans and/or programs, and making recommendations to the MPO that are pertinent to the subject documents based upon the technical sufficiency, accuracy, and completeness of and the needs as determined by the studies, plans and/or programs. The TAC shall coordinate its actions with the School Board of Hillsborough County and other local programs and organizations within Hillsborough County that participate in school safety activities and shall also coordinate its actions with the
appropriate representatives of the Florida Department of Transportation.

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

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

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

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

CAC Membership: The CAC shall be composed of appointed citizens (transportation agency staff are not eligible) who together shall represent a broad spectrum of social and economic backgrounds and who have an interest in the development of an efficient, safe and cost-effective transportation system. Minorities, the elderly and persons with disabilities must be adequately represented on the CAC.

All members must be residents of Hillsborough County. Membership will be as follows: one (1) member nominated by each member of the Board of County Commissioners serving on the MPO, one (1) member nominated by each member from the City of Tampa serving
on the MPO, one (1) member from the City of Temple Terrace nominated by the Mayor of the City of Temple Terrace, one (1) member from the City of Plant City nominated by the Mayor of the City of Plant City, one (1) member nominated by each respective Chairperson of the Hillsborough County Aviation, Tampa-Hillsborough Expressway, Tampa Port and Hillsborough Area Regional Transit Authorities, one (1) member representing the transportation disadvantaged nominated by the Chairman of the Transportation Disadvantaged Coordinating Board, one (1) member nominated by the Chairperson of the Hillsborough County City-County Planning Commission and one (1) member nominated by the School Board member serving on the MPO. In addition, there shall be six (6) at-large members nominated by local organizations representing the following constituencies or through application directly to the CAC as provided in Section 4.2.1. These shall comprise one (1) person of Hispanic ethnicity, one (1) person of African-American descent, one (1) person under the age of 30, one (1) woman, one (1) person to represent neighborhoods, and one (1) person to represent the business community.

Terms of appointment shall be for a two-year period with an opportunity for reappointment thereafter, unless the official who appointed the member leaves office or the MPO board during the term of the member’s appointment. In that case, the member shall be deemed to have resigned from the CAC and the new official shall have the right to appoint a new member or reappoint the same member. A member of the committee whose term has expired shall continue to serve until they are reappointed or replaced. The terms of appointment notwithstanding, CAC members shall serve at the pleasure of the MPO.

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

Membership: The Policy Committee shall be composed of at least five (5) members of the MPO who shall serve on a voluntary basis. Volunteers for membership will be solicited at the MPO meeting at which the Chair is elected and at any MPO meeting thereafter if the total membership of the Policy Committee falls below five (5). Those MPO members requesting to be made Policy Committee members in response to such solicitation or upon the initiative of an individual MPO member shall be so appointed by action of the MPO and shall serve terms that last until the next MPO meeting at which the Chair is elected.
4.2.9 **Transportation Disadvantaged Coordinating Board (TDCB):** The primary purpose of the TDCB is to assist the MPO in identifying local service needs and providing information, advice, and direction to the Community Transportation Coordinator (CTC) on the coordination of services to be provided to the transportation disadvantaged pursuant to Section 427.0157, Florida Statutes.

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

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

- A local representative of the Agency for Persons with Disabilities

TDCB Terms of Appointment. Except for the TDCB Chairperson, the members of the TDCB shall be appointed for three (3) year terms which shall be staggered equally among the membership. The TDCB Chairperson shall serve until elected term of office has expired or is otherwise replaced by the MPO.

TDCB Voting: In addition to the quorum requirements, no voting on action items shall take place unless there is a simple majority of voting members present either in-person, on the phone, or online.

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

a. Maintain official meeting minutes, including an attendance roster, reflecting official actions and provide a copy of same to the Commission for the Transportation Disadvantaged and the MPO Chairperson;

b. Review and approve the CTC’s memorandum of agreement and the transportation disadvantaged service plan;

c. On a continuing basis, evaluate services provided under the transportation disadvantaged service plan. Not less than annually provide the MPO with an evaluation of the CTC’s performance relative to the standards adopted by the Commission for the Transportation Disadvantaged and the MPO. Recommendations relative to performance and the renewal of the CTC’s memorandum of agreement with the Commission for the Transportation Disadvantaged shall be included in the report;

d. In cooperation with the CTC, review and provide recommendations to the Commission for the Transportation Disadvantaged and the MPO on all applications for local, state, or federal funds relating to transportation of the transportation disadvantaged in the county to ensure that any expenditures within the county are provided in the most cost effective and efficient manner;

e. Review coordination strategies for service provision to the transportation disadvantaged in the county to seek innovative ways to improve cost effectiveness, efficiency, safety, working hours, and types of service in an effort to increase ridership to a broader population. Such strategies should also encourage multi-county and regional transportation service agreements between area CTCs and consolidation of adjacent counties when it is appropriate and cost effective to do so;
f. Appoint a Grievance Subcommittee to process, investigate, resolve complaints, and make recommendations to the TDCB for improvement of service from agencies, users, or potential users, of the systems in the county. This Subcommittee shall meet as often as necessary to resolve complaints in a timely manner;

g. In coordination with the CTC, jointly develop applications for funds that may become available;

h. Prepare quarterly reports outlining the accomplishments and activities or other areas of interest to the Commission for the Transportation Disadvantaged and the MPO;

i. Consolidate the annual budget of local and federal government transportation disadvantaged funds estimates and forward them to the Commission for the Transportation Disadvantaged. A copy of the consolidated report shall also be used by the TDCB for planning purposes;

j. Develop and maintain a vehicle inventory and utilization plan of those vehicles purchased with transportation disadvantaged funds for inclusion in the transportation disadvantaged service plan for the Commission for the Transportation Disadvantaged;

k. Assist the MPO in preparing a Transportation Disadvantaged Element in their Transportation Improvement Program (TIP);

l. Assist the CTC in establishing eligibility guidelines and priorities with regard to the recipients of nonsponsored transportation disadvantaged services that are purchased with Transportation Disadvantaged Trust Fund moneys;

m. Work cooperatively with regional workforce boards established in Chapter 445, Florida Statutes, to provide assistance in the development of innovative transportation services for participants in the welfare transition program.

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

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

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

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

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

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

LRC Membership: The LRC shall be composed of representatives
of local government departments, transportation agencies and
other organizations. They may be elected officials, appointed
officials, organization members, designated representatives or
staff, but may not be staff to the MPO. Members will represent the
following: City of Plant City; City of Tampa Parks and Recreation
Department, Public Works, Transportation Division, or Urban
Development Department (up to two members); City of Temple
Terrace; Hillsborough County Planning and Infrastructure (up to two
members); Hillsborough Area Regional Transit; Hillsborough
County MPO Board Member (appointed by the MPO to serve as
chair of the committee); Hillsborough County City-County Planning
Commission; Tampa Hillsborough Expressway Authority and five
members from professional organizations whose mission is
consistent with the principles of Livable Roadways (such as
American Planning Association; American Society of Landscape
Architects; Urban Land Institute; Institute of Transportation
Engineers; Congress for New Urbanism and American Institute of
Architects); University of South Florida; New North Transportation
Alliance; Tampa Downtown Partnership; Westshore Alliance;
Person with disabilities; Neighborhood representative; Transit user
representative; Citizen advocate for livable communities and/or
multimodal transportation.

5 MEETINGS:

5.1 SCHEDULE OF MPO MEETINGS:

5.1.1 Regular Meetings: Regular meetings shall take place on the first
Tuesday of each month, unless otherwise decided by the MPO and
shall be held in the Chamber of the Hillsborough County Board of
County Commissioners or at another suitable location designated
by the Chair.

5.1.2 Special Meetings and Workshops: Special meetings and
workshops shall be held at the call of the Chair or majority of
officers. Special meetings and workshops shall convene at a time
designated by the Chair and shall be held in the Chambers of the
Hillsborough County Board of County Commissioners or at another
suitable location designated by the Chair.

5.1.3 Public Hearings: Public hearings of the MPO shall be held at a
time designated by the Chair. A public hearing can be continued
until a date and time certain, with due allowance of time for public
notice of the continuation of the public hearing. Public hearings
shall be held in the Chambers of the Hillsborough County Board of
County Commissioners or at another suitable location designated by the Chair.

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

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

5.4 **NOTICE OF MPO AND COMMITTEE MEETINGS:** The Executive Director of the MPO shall be 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 the MPO’s Public Participation Plan.

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

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

The agenda shall list the items in the order they are to be considered. For good cause stated in the record, items on the agenda may be considered out of order with the approval of the MPO Chair or the committee chair.
The agenda for any MPO or committee meeting shall be delivered to each member at least five (5) days prior to the meeting date and shall be mailed or delivered to interested persons at that time, except in case of an emergency meeting, where the agenda will be provided to members, and interested parties as far in advance of such meetings as practicable.

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

5.7 **QUORUM:** A simple majority of the total non-vacant membership of the MPO or MPO committee shall constitute a quorum for the transaction of business at all regular and special meetings and public hearings, except seven (7) members shall constitute a quorum for the CAC, and five (5) members shall constitute a quorum for the TDCB. Public hearings may be conducted with less than a quorum, but no action, other than as noted at the end of this section, shall be taken unless a quorum is present. When a quorum is present, a majority of those present may take action on matters properly presented at the meeting. Workshops may be conducted with less than a quorum, but no official action may be taken. A majority of the members present, whether or not a quorum exists, may adjourn any meeting or continue any public hearing to another time.

5.8 **CONDUCT OF MEETINGS:**

5.8.1 Chair Participation: The presiding MPO Chair, or committee chair, shall not be deprived of any rights and privileges by reason of being presiding Chair, but may move or second a motion only after the gavel has been passed to the Vice-Chair or another member.

5.8.2 Form of Address: Each member shall address only the presiding Chair for recognition; shall confine his/her remarks to the question under debate; and shall avoid personalities or indecorous language or behavior.

5.8.3 Public Participation: Any member of the public may address the MPO or MPO committee at a regular or special meeting, public hearing, or public participation type workshop, after signing in with the MPO Staff for a specific item. When recognized by the Chair, a member of the public shall state their name, address, the person on whose behalf they are appearing and the subject of their testimony. Each member of the public shall limit his or her presentation to three (3) minutes unless otherwise authorized by the Chair.

5.8.4 Limitation of Testimony: The Chair may rule testimony out of order if it is redundant, irrelevant, indecorous or untimely.

5.8.5 Motions: The Chair shall restate motions before a vote is taken and shall state the maker of the motion and the name of the supporter.
5.8.6 Voting: Voting shall be done by voice, as a group, but a member shall have his/her vote recorded in the minutes of the meeting if so desired. A roll call vote shall be taken if any member so requests. Any member may give a brief explanation of his/her vote. A tie vote shall result in failure of a motion.

5.8.7 Reconsideration: A motion to reconsider an item on which vote has been taken may be made only by a member who voted with the prevailing side. The motion to reconsider must be made on the day the vote to be reconsidered was taken, or at the next succeeding meeting of the same type of meeting at which the vote to be reconsidered was taken (i.e., at the next succeeding regular meeting if the vote to be reconsidered was taken at a regular meeting). To be in order, the motion to reconsider must be made under the consideration of old business. Adoption of a motion to reconsider requires the approval of at least a simple majority of the votes cast. If a motion to reconsider is adopted, the members shall consider the need for additional notice to interested persons before a vote subject to the motion for reconsideration was taken at a special meeting or a public hearing for which no subsequently scheduled meeting will provide an opportunity for reconsideration of the item, then the motion to reconsider may be made at the next regular meeting in the manner provided.

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

5.9.1 Regular MPO Meetings:

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

5.9.2 Special Meetings or Workshops
(a) Call to Order
(b) Consideration of individual agenda items
(c) Adjournment

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

(c) Adjournment

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

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

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

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

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

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

7.0 CODE OF ETHICS:

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

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

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

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

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

7.5 **STATEMENTS BY MEMBERS:** Members will from time to time be asked to give their opinions regarding matters which have been or will be considered by the MPO or one of its committees. No member shall be prohibited from stating his/her individual opinion on any matter; however, in doing so, each member shall take care to make clear that the opinion expressed is his/her own, and does not constitute the official position of the MPO or one of its committees.

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

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

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

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

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

9.1 The particular controls the general.

9.2 The word “shall” is mandatory and not discretionary. The word “may” is permissive.
9.3 Words used in the present tense include the future; words used in the singular number shall include the plural and the plural the singular unless the context indicates the contrary.

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

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

**Agenda Item**
Nondiscrimination Plan Update

**Presenter**
Joshua Barber, MPO Staff

**Summary**
Under federal law, the MPO is required to prepare a Title VI of the Civil Rights Act & Nondiscrimination Plan every 3 years to ensure nondiscrimination in the provision and execution of MPO activities. The Hillsborough MPO Title VI & Nondiscrimination Plan was adopted by the MPO Board in 2018, and an updated Title VI & Nondiscrimination Plan will need to be adopted in 2021.

This update will be guided by the Resolution on Racial Discrimination adopted by the MPO in August, which states that as “racial discrimination has been evident in transportation planning, transportation planning is one of those systems that must change.” This update will therefore include an examination of how planning has contributed to racial inequities in our area. This update also presents an opportunity to expand the Nondiscrimination Plan to address the work of the Hillsborough City-County Planning Commission. This proactive step would better ensure nondiscrimination in the provision and execution of land use and community planning activities, in coordination with transportation, and further the advancement of equitable processes and outcomes.

At this meeting staff will provide a presentation on the steps to be taken to collaboratively review, update, and expand the Title VI and Nondiscrimination Plan to better achieve equitable outcomes and processes throughout The Hillsborough MPO’s and City-County Planning Commission’s work.

**Recommended Action**
None – for information and discussion

**Prepared By**
Joshua Barber

**Attachments**
Presentation slides
2021 Nondiscrimination Plan

October 2020
Project Background

• Hillsborough MPO *Title VI and Nondiscrimination Plan* adopted by MPO on March 2018
  • Required by Federal Law
  • Must be updated every 3 years; next update due in 2021

• Nondiscrimination Plan covers:
  • Identifying underserved communities and where they are located
  • How we engage those communities in our work
  • How we evaluate the equity outcomes of our plans
  • How we integrated Title VI/Nondiscrimination in our primary program areas
  • Title VI complaint process, procedures, and staff liaison
  • Recommendations

• 2021 Plan will be expanded to include The Hillsborough City-County Planning Commission
What groups are covered?

Federal law requires agencies receiving federal funds to ensure nondiscrimination in the provision of agency activities. We should and must ensure nondiscrimination the basis of:

• **race, ethnicity, color, or national origin** including African-American, Latinx, Asian, and Native American
• **income**, including low-income populations
• **ability**, including those with physical and mental disabilities
• **sex, gender, and sexual orientation** including women and the LGBTQ population
• **age**, including youth and older adults
• **limited English proficiency (LEP)**
• **religion**
Context: Past Policies, Neighborhood Makeup, and Disparate Outcomes

1940s HOLC Map


Low Income Households (2018)
• **Home Ownership** - White (73.3%) versus Black (40.8%) = 32.5% gap

• **Air Quality** - Hillsborough County's adult asthma rate of 9.2% ranks the highest among large counties in Florida. 1/5th of us live within 300m of high-volume roadway, and the proportion is 13% higher if you’re a COC resident.

• **Transportation Safety** - If you are in a COC, you are 20% more likely to be in a severe crash.

• **Neighborhood Safety** - 1 in 5 parents with household income less than $25,000 report feeling unsafe in their neighborhood compared to less than 1 in 10 parents with household incomes of $50,000 or over.

How can we influence policy to have more equitable outcomes in the future?
Goals of an Agencywide Nondiscrimination Plan

• Meet Federal and State Requirements for Title VI, Environmental Justice, and Nondiscrimination

• Institutionalize Equity as a priority throughout the Hillsborough Metropolitan Organization, Hillsborough County City-County Planning Commission and Hillsborough River Board

• Update, improve, and expand data tracking and performance measurement of equity conditions and outcomes.

• Improve community engagement and empowerment processes, strategies, and data tracking.

• Improve community representation throughout the agency.
Scope of Work

• Task 1. Define Equity
• Task 2. History of Inequities from Planning Policy in our Community
• Task 3. Identify Communities of Concern
• Task 4. Review Existing Equity Work
• Task 5. Community Engagement
• Task 6. Recommendations
• Task 7. Writing the 2021 Nondiscrimination Plan
Task 1 – Defining Equity

• Major Components of Equity
  • Distribution – of benefits and burdens
  • Recognition – of historical and current inequity, and systems that uphold those inequities
  • Interaction – quality of interpersonal interactions and relationships
  • Care and Repair – Maintenance and upkeep of public spaces
  • Procedure – how decisions are made, who makes them, who is involved
Task 2 – History of Inequity in Planning in Hillsborough County

• Establishment of Hillsborough County
• Early Public Housing
• Early Zoning Codes and Comprehensive Plans
• HOLC
• Urban Renewal
• Highway Construction
• Segregated Neighborhoods
Task 3 - Community Mapping
Task 4 – Evaluation of Existing Work

- Planning Commission
  - Comprehensive Plans
  - Special Area Studies
  - Public Engagement

- MPO
  - LRTP
  - TIP
  - Complete Streets, Vision Zero
  - Resiliency, Health, TD
  - Public Engagement
  - Other Program Areas
Timeline and Outside Assistance

Timeline:

- Community Engagement: February and March 2021
- Drafting Recommendations: March - July 2021
- Plan Adoption: ~August 2021

Predominantly conducted by in-house staff with assistance from:

- Charles Brown, Ph.D. – Equitable Cities, LLC
- Danielle Jackson – TELL Public Relations
Questions and Comments

Joshua Barber, MPO Staff – Barberj@plancom.org
REAUTHORIZATION SIGN ON LETTER
Sign on to urge Congress to finally connect transportation funding to the outcomes Americans want.

Reauthorization Sign on Letter

5 Signatures

0% Goal: 10000

December XX, 2020
The Honorable Nancy Pelosi
Speaker
U.S. House of Representatives
H-232, The Capitol
Washington DC 20515

The Honorable Mitch McConnell
Majority Leader
United State Senate
S-230, The Capitol
Washington DC 20510

The Honorable Kevin McCarthy
Minority Leader
U.S. House of Representatives
H-204, The Capitol
Washington, D.C. 20515

The Honorable Chuck Schumer
Minority Leader
United States Senate
S-221, The Capitol
Washington DC 20510

Dear Speaker Pelosi, Majority Leader McConnell, Minority Leader McCarthy, and Minority Leader Schumer:

Transportation is the bedrock of our nation’s economy and recovery from COVID-19, yet America’s transportation system is in crisis—and more money alone cannot fix it. Despite billions spent every year, our roads, bridges, transit and rail systems are in disrepair; congestion has increased; pedestrian fatalities and emissions are the highest in decades and rising; and too many people lack safe, affordable, and convenient access to jobs and important services. We must reform the federal transportation program to solve these problems by prioritizing maintenance, designing for safety over speed and connecting people to jobs and services.

The COVID-19 crisis has exacerbated and placed a spotlight on the crisis plaguing our transportation system. With over 2.8 million essential workers relying on public transit everyday, it is clear that transit is essential for local economies, our pandemic response, and economic recovery. Yet too many of these workers count on underfunded systems that cannot provide reliable service. At the same time, our road network is often designed without consideration for pedestrians and cyclists, making travel outside of a car increasingly unsafe and inconvenient—explaining why the number of people killed while biking and walking has dramatically increased during the COVID-19 crisis despite fewer cars on the road.

Communities across the country have responded to these infrastructure failures by raising local revenue for transit, rail, and safety improvements; providing necessary roadway space for pedestrians and cyclists during this crisis; and fighting to
Transportation For America Reauthorization sign on letter - Transportati...

https://t4america.org/reauthorization-sign-on-letter/

preserve transit and rail service threatened by temporarily reduced ridership.

Yet history tells us that local communities cannot build a safe and connected transportation system alone. Under President Eisenhower, our country came together to build interstate connections between cities. Today we have that incredible legacy that brings with it a significant maintenance backlog. The lack of focus on other parts of our transportation system and its connection to development has increased emissions and congestion while undermining the economic mobility and health of our communities, particularly for low-income people and people of color—two of the hardest-hit demographics in the COVID-19 crisis. A federal transportation program that prioritizes highway construction above all else cannot provide communities with the safe and connected walking, cycling, transit, and rail infrastructure they desire.

Updating our transportation system for the needs of the 21st Century is necessary to reduce emissions that contribute to climate change and harm public health. Transportation is the single largest source of greenhouse gases (GHG), with the majority of these emissions from driving. While electric vehicles (EVs) and vehicle efficiency standards are essential, they are not sufficient to meet emissions reduction goals. Neither will these technologies improve access to jobs and services for those who cannot afford to own or operate a car, nor will they improve safety or reduce congestion.

To modernize our transportation system, Congress should make the following reforms:

Prioritize maintenance: Cut the road, bridge, transit and rail maintenance backlog in half
The next authorization should cut the maintenance backlog in half by dedicating formula highway funds to maintenance. In addition, when building new road capacity, agencies should be required to create a plan for maintaining both the new road and the rest of their system. This is common sense and is already required when building new transit projects. Roads should not be treated differently. On the highway side, it will be important to organize the program to better support repair. On the transit and rail side, the programs are organized well in terms of addressing maintenance but need more resources. With this approach, the federal government can halve the current backlog in six years under current funding levels. If funding is increased, we can do more.

Design for safety over speed: Save lives with slower, safer road design
Access to safe, convenient transportation is a fundamental right. Today, most Americans are denied this right because their roads—not just highways—are designed to move vehicles at the highest speeds possible, and not for people walking, biking, or taking transit. High speeds make sense on interstates and other highways, but people die when we bring that design to streets that are supposed to connect people and create value. COVID-19 has shone a spotlight on our dangerous street design, with pedestrian deaths sharply increasing as shutdowns reduced the number of cars on our roads. The federal program should require designs and approaches, including complete streets, that put safety first and slow speeds on local and arterial roads.

Roads surrounded by development and open to pedestrians should be designed to speeds that dramatically decrease the likelihood of fatalities in a crash (35mph or below). Creating safer communities will not only save lives, it makes walking, biking and riding transit a more viable and convenient option, providing people with affordable choices while reducing congestion and emissions.

Focus on improving access for people to jobs and services: Determine current connectivity and prioritize projects that will improve those connections.
The point of transportation is to get people where they need to go. Since the dawn of the modern highway era, we have used vehicle speed as a poor proxy for access to jobs and important services like healthcare, education, public services, and grocery stores, assuming if people can drive faster they arrive faster. However, this completely ignores access for those who do not or cannot drive and often places highways through communities in a way that speeds some people’s trips while lengthening or cutting off others’ all together.

New technologies can now help us measure success by the primary thing that matters to real people: the ease of arriving at your destination. Using this technology we can now consider access by driving as well as walking, biking and transit. Studies have shown that communities with better access to jobs and services have greater economic mobility and lower emissions from transportation because people have travel options, and do not need to drive as far, or at all, to get to jobs and other needs. Further, this data can help to address decades of disinvestment which have disconnected communities and worsened economic outcomes.

USDOT could collect the data necessary for a national assessment of access to jobs and services and set national goals for improvement. With these data, state departments of transportation (DOTs) and planning organizations can ensure their investments are effectively connecting people to economic opportunity. State DOTs and planning organizations should be held accountable by evaluating how well their investments help connect people to destinations.

Last year, the House of Representatives included all three of these reforms as part of the INVEST in America Act. This legislation starts the work of connecting transportation funding to the outcomes communities need from their transportation systems.

Thank you for considering fundamental reform in the next authorization. We stand ready to assist in setting a new vision for the federal transportation program.

Sincerely,
Email Address*

First Name*

Last Name*

Organization*

Job title*

City*

State*
Choose one...

Zip Code*

☐ I am an elected official

☐ I am authorized to sign on behalf of my organization

We will never share your email address. Ever.

Sign the Petition

Signatures

Name: Denny Doyle
LOCATION: BEAVERTON, OREGON

Name: Anonymous
LOCATION: URBANA, ILLINOIS

Name: Joe Pishlayer
LOCATION: SPRINGFIELD, OREGON

Name: Anonymous
LOCATION: RENO, NEVADA

Name: Anonymous
LOCATION: OKLAHOMA CITY, OKLAHOMA
We are excited to announce the public comment period for the Florida Transportation Plan (FTP) Policy Element is now open. The draft FTP Policy Element is posted and available for public comment through December 13, 2020.

Public comments may be submitted by:

- Visiting the FTP Virtual Room at [www.floridatransportationplan.com](http://www.floridatransportationplan.com) and entering comments at each station
- Reading the draft FTP Policy Element at [www.floridatransportationplan.com](http://www.floridatransportationplan.com) and completing the comment form or emailing comments to planning@dot.state.fl.us

Please share the public comment information with your peers, constituents, and members to ensure the plan for Florida's transportation future reflects the needs and values for all of Florida. Thank you for your support.

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Transit Funding Position Statement

The TMA Leadership Group supports the need to expand funding for the region's woefully underfunded transit agencies, rather than reallocating resources.

State legislative budget earmarks do not result in new funding for transit unless they are specifically funded through state general revenue.

Instead, budget earmarks shift limited dollars away from the essential transit services that are a high priority to HART, PSTA, PCPT, and TBARTA.

- A 2020 $1.5 million earmark for TBARTA operations required that work on HART's maintenance facility be postponed.
- A 2020 $1 million earmark for TBARTA to conduct studies of innovative transit solutions took funds assigned to improve PSTA's 100X express bus service that connects Pinellas to Tampa.
- The FDOT chose these projects for postponement in the context of raising questions about whether the local agencies had additional funds in place to complete those particular projects. But in the absence of earmarks, the funds would likely have been used for projects similar to the above.

The shift of state dollars away from essential transit services worsens existing transit revenue shortfalls. Worth noting, Tampa Bay spends far less on transit than any other major metro area, providing service on par with Sheboygan, WI and Chattanooga, TN, communities one-fifth our size and is the largest metro without a fixed-guideway rapid transit system.

Tampa Bay Partnership has identified poor workforce access to jobs, education, and upward mobility, resulting from the lack of adequate essential transit services, as one of the region’s greatest obstacles to prosperity.
1. **Use state general revenue (not the transportation trust fund) to support TBARTA**
   - TBARTA's regional tasks and responsibilities were mandated by the state legislature without state funding. If it is up to the local governments to fund them, the local governments, facing shortfalls, need more tools; see #4.
   - Provide $1.5 million for annual operations directly to TBARTA - which was created as an agency of the state -- and not as part of the FDOT's budget.
   - If general revenue is not available, specify that funding for TBARTA is to be taken off-the-top of the transportation trust fund statewide, rather than falling entirely on the FDOT District 7 budget and thereby the local transit agencies.

2. **Provide greater flexibility in the use of transportation trust fund dollars**
   - Make transit an eligible and prioritized use of funding allocated to the Strategic Intermodal System (SIS) and the state highway system.
   - This is especially important in sub/urbanized areas where highway expansion will impact adjacent communities. Transit expands the capacity to move people with much less impact.

3. **Allow bus rapid transit (BRT) to be an eligible expense under 341.303 FS**
   - Change "intercity rail" to "fixed-guideway transit," and define "fixed-guideway" as being at least 50% in dedicated ROW, such as a bus in its own lane.
   - This puts BRT on a level playing field with Miami's TriRail and Orlando's SunRail, including state match of local construction funds, plus 7 years of operations.

4. **Allow local communities to invest in their future**
   - Transportation funding shortfalls in Florida's major metros, including Tampa Bay, are in the hundreds of millions of dollars, affecting maintenance and safety too.
   - Consider indexing the local-option fuel tax to inflation, similar to the state fuel tax.
   - Consider expanding the Charter County & Regional Transportation System Surtax to allow municipalities over 150,000 in population (or the largest municipality in a county) to enact a surtax by referendum.
   - Importantly, encourage and support local governments to use the existing tools created by the legislature for local funding of transportation improvements.

5. **Consider surcharges on activities that would benefit from expanded transit**
   A rental car surcharge to fund regional transit was approved by the legislature previously but vetoed by the governor. Other suggestions include a vehicle registration surcharge and/or a voluntary specialty license plate to improve transit in the Tampa Bay area.
November 18, 2020

President Steven C. Currall  
University of South Florida  
Office of the President  
4202 E. Fowler Avenue, CGS 401  
Tampa, Florida 33620

RE: Support of the Master of Urban and Regional Planning Program

Dear President Currall:

The Hillsborough Metropolitan Planning Organization (MPO) would like to express our appreciation and enthusiastic endorsement of the USF the Master of Urban and Regional Planning (MURP) program. For over five years now the MPO has been hosting MURP students as graduate fellows and their technical skills, fresh perspective, and desire to improve our community has been an asset to our organization and Hillsborough County. The students have assisted in transportation planning projects ranging from public outreach on the long range transportation plan to creating a health impact database, and assisting on our traffic demand models.

With the Tampa Bay area is expected to grow by nearly 1.5 million people over the next two decades compounded by challenges of climate change, congestion, and shifting economic, technology, and demographic drivers. The need for trained planners and public administrators in our region will only increase in years to come. The USF School of Public Affairs, which houses the Public Administration and Urban and Regional Planning programs, is a critical part of training the next generation to be prepared for this future. By training planners locally, giving them experience in the community, and placing them in planning positions around Tampa Bay, the MURP program is helping Tampa Bay build its talent pool and increase our community’s capacity overall.

At the agency level we have engaged in many research collaborations with Dr. Mark Hafen, Dr. Elizabeth Strom, and Dr. Robin Ersing. We especially enjoyed working with Dr. Mark Hafen since 2015 on the USF Fellowship Program. Every year he provides us with a talented pool of candidates which we have gone on to hire in our agency or work with as members of local consulting firms. In the near future, MPO will be in need of transportation planners due to staff retirement and we hope to see more candidates coming out of the MURP program to help fill this gap.

Thank you for the opportunity to voice our support for the MURP program. The MURP program and the talented planners they produce is an indispensable to this community.

Sincerely,

Beth Alden, AICP  
Executive Director

Plan Hillsborough  
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18th Floor  
Tampa, FL, 33602
Dear Open Textbooks Pilot Program Review Committee:

As Executive Director of the Hillsborough Metropolitan Planning Organization (MPO) in Tampa, Florida, I would like to give my support to the proposal entitled OERTransport: Enabling Transportation Planning Professional Advancement from the University of Texas at Arlington (UTA), the University South Florida (USF), and California State University San Luis Obispo.

The Hillsborough MPO staff and advisory committees include transportation planners, traffic modelers, demographers, urban designers, and other planning professionals. The diverse skills of our staff ensure that transportation priorities are coordinated with land use, economic development, and regional and statewide plans for all modes of surface transport.

The Hillsborough MPO would like to continue to improve and grow its staff and its skillset. Post-secondary education costs can be prohibitive. This proposal will adopt Open Educational Resources (OER) to reduce some of these expenses for several transportation and planning courses at UTA and USF with whom we have a close relationship. For example, I am the Vice Chair of the Advisory Board of the Center for Transportation, Equity, Decision and Dollars (CTEDD) at UTA, and I work closely with the Center for Urban Transportation Research (CUTR) at USF. If this project is funded, I will review the course changes and the OER materials twice per year to ensure that they are highly relevant to real-world MPOs.

Sincerely,

Beth Alden, AICP
Executive Director