



MEMBERSHIP APPORTIONMENT PLAN



Approved for Submittal: June 4, 2013

Hillsborough County Metropolitan Planning Organization
601 East Kennedy Blvd., 18th Floor
P.O. Box 1110
Tampa, FL 33601
(813) 272-5940

MEMBERSHIP APPORTIONMENT PLAN

Hillsborough County Metropolitan Planning Organization

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TABLE OF CONTENTS

Authorizing Resolution.....	1
Introduction & Background	2
MPO Apportionment Plan for Hillsborough County	
Section 1: MPO Urban Area Boundary	3
Section 2: Current and Proposed MPO Membership	3
Section 3: Geographic Characteristics and Location.....	7
Section 4: Summary	10
Section 5: Supporting Documentation	12
Attachment A: Issues of Local & Regional MPOs.....	13
Attachment B: Minutes from the MPO Meeting of October 14, 2003....	25
Attachment C: Endorsing Resolutions from Member Governments ...	30
 List of Tables	
Table 1: Proposed Jurisdictional Membership.....	6
Table 2: Proposed Agency Membership	7
Table 3: Hillsborough County Metropolitan Planning Organization Re- Apportionment Plan	11
 List of Maps	
Map 1: MPO Urban Area Boundary and Jurisdictions.....	5

**RESOLUTION 2013-1
HILLSBOROUGH COUNTY
METROPOLITAN PLANNING ORGANIZATION**

MEMBERSHIP APPORTIONMENT PLAN

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

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

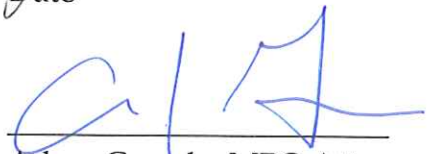
WHEREAS, Section 134 of Title 23 of the United States Code sets forth membership requirements for MPOs designated for transportation management areas, defined as areas with 200,000 or more populations; and

WHEREAS, the Hillsborough County Metropolitan Planning Organization met on June 4, 2013 to review its voting composition and agreed on the changes presented herein ; and

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

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

June 4, 2013
Date


Adam Gormly, MPO Attorney


Mark Sharpe, Chairman


Linda M. Ferraro, MPO Secretary

INTRODUCTION & BACKGROUND

To carry out federal transportation planning requirements, Title 23 of the United States Code provides that a metropolitan planning organization (MPO) be designated for each urbanized area with a population of more than 50,000 individuals. In response, the Hillsborough County Metropolitan Planning Organization (MPO) was created in 1974 to meet the requirements of federal law governing the expenditure of federal transportation funds by state and local agencies in Hillsborough County. Currently the MPO Board consists of 13 voting and 2 non-voting members from local jurisdictions and transportation agencies.

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

At its regular monthly meeting on June 4, 2013, the MPO reviewed its composition and acted to approve this membership apportionment plan for submittal.

SECTION 1: MPO URBAN AREA BOUNDARY

The Hillsborough County Metropolitan Planning Organization's current Urbanized Area Planning (PL) Boundary includes the entire Hillsborough County area. This includes the City of Tampa, City of Temple Terrace, City of Plant City and unincorporated Hillsborough County. Map 1 shows the Urbanized Area Planning (PL) Boundary, the jurisdictions and their estimated populations for 2010, used to apportion the MPO membership proposed in this plan.

The three counties included in the Tampa – St. Pete Urbanized Area – Hillsborough, Pasco and Pinellas – have decided to maintain separate county-level MPOs. This decision is due to several factors which are documented in Attachment A – Issues of Local & Regional MPOs. Following the 2000 Census Urbanized Area designation, the three MPO's along with the Hernando MPO and FDOT agreed to provisions for regional coordination.

SECTION 2: CURRENT & PROPOSED MPO MEMBERSHIP

Currently, thirteen (13) voting and two (2) non-voting members serve on the MPO Board. This composition was agreed to by the local governments in a membership re-apportionment plan approved by the Governor in 2003. The proposed MPO Board membership in this apportionment plan is fifteen (15) voting members with one (1) nonvoting advisor. Three changes are specifically introduced in this apportionment plan relative to the current composition of the MPO Board.

1. A change to Section 339.175(4)(a), Florida Statutes, during the 2012 legislative session designates representation from FDOT on the MPO Board as a nonvoting advisor. As such the FDOT position on the MPO is changed from a nonvoting member to a nonvoting advisor.

2. An increased emphasis on the integration on land-use and transportation planning has propelled a change in the status of The Planning Commission member on the MPO Board from a nonvoting member to a voting member. This is consistent with provisions in Section 339.175(3), Florida Statutes, allowing “an M.P.O. [to] include... a member of a statutorily authorized planning board...”
3. Additional representation on the MPO is added from the Hillsborough County Board of County Commissioners. This addition is based on percentage representation on the MPO Board from the County Commission consistent with State Statutes and an increased portion of the countywide population residing in the unincorporated county.

In addition to the changes listed above, the MPO is also initiating the process for allowing alternate members to attend and vote at MPO meetings in place of regular members. Consistent with Section 339.175(4)(a), Florida Statutes, “the Governor and a majority of units of general-purpose local government serving on an MPO shall cooperatively agree upon and prescribe who may serve as an alternate member.”

Following the adoption of this apportionment plan and resolution by each member agency or jurisdiction endorsing the plan, a method for identification of alternates will be developed for incorporation into the Interlocal Agreement for the designation of the Hillsborough County Metropolitan Planning Organization.

Local Jurisdictional Membership

Under this plan, the voting composition for the local jurisdictions depicted in Map 1 as part of the Hillsborough County MPO is shown in Table 1. Map 1 illustrates the countywide population geographically distributed across the county and its three municipalities while Table 1 shows the proposed number of votes accorded to the local jurisdictions:

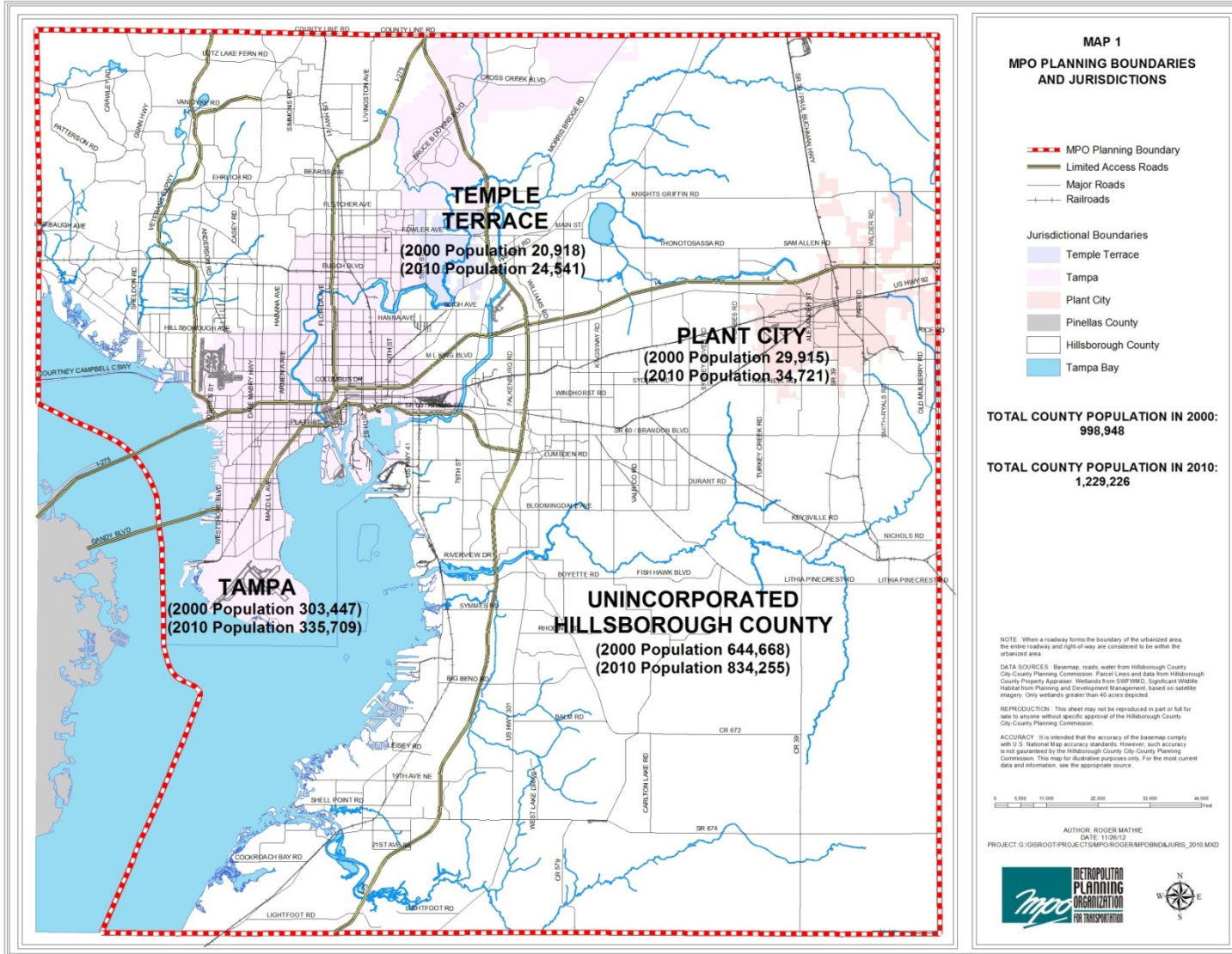


Table 1

Proposed Local Jurisdictional Membership		
Jurisdiction	Voting Members	Percent of Total MPO Votes
Unincorporated Hillsborough County	5	33
City of Tampa	3	20
City of Plant City	1	7
City of Temple Terrace	1	7
Non-Jurisdictional Agencies*	5	33
* - Non-Jurisdictional Agencies are listed in Table 2		

Transportation Agency Membership

Under federal law, the MPO membership must include all agencies that administer or operate major modes of transportation in the metropolitan area. In addition, state law requires MPO membership of transportation agencies not under the jurisdiction of a general-purpose local government (S. 339.175(3)(b), F.S.). MPO membership may also apportion membership to a statutorily authorized planning board (S. 339.175(3)(a), F.S.). The MPO proposes to meet these requirements by retaining the voting rights of the Tampa-Hillsborough County Expressway Authority, Hillsborough Area Regional Transit Authority (HART), Hillsborough County Aviation Authority, and Tampa Port Authority and adding a member to the MPO from The Planning Commission, as shown in Table 2.

Table 2

Proposed Agency Membership	
Agency	Votes
Expressway Authority	1
HART	1
Aviation Authority	1
Port Authority	1
The Planning Commission	1

Lastly, to complete the MPO membership, this plan designates the Florida Department of Transportation as ex-officio (non-voting) advisor on the board (F.S. 339.175(4)(a)). Thus, the proposed membership plan for the Hillsborough County Metropolitan Planning Organization is increased to a total membership of 16 members (15 voting and 1 non-voting).

SECTION 3: GEOGRAPHIC CHARACTERISTICS & LOCATIONS

Map 1 depicts the current and proposed MPO boundaries, member jurisdictions, and jurisdictional populations. A brief description of each jurisdiction follows:

Unincorporated Hillsborough County

Hillsborough County was established in 1834 and continues to be Florida's fourth most populous county with a total 2010 population of 1,229,226. Comprised of 1,020 square miles, Hillsborough County is situated on Florida's west coast surrounding Tampa Bay, and encompasses four political jurisdictions: the unincorporated County, City of Plant City, City of Tampa and the City of Temple Terrace. The municipal function of the unincorporated county is governed by a seven member Board of County Commissioners, four of whom represent districts and three elected at-large. County Commission districts do not apply to the MPO's membership.

Most of Hillsborough County's growth over the past decade has taken place in the unincorporated portion of the County. Population from 2000 to 2010 increased by 25% in the unincorporated area to 834,255 representing 68% of the countywide population. Significant growth during the past decade occurred in, western and southern areas of the County in communities such as Apollo Beach, Brandon, Citrus Park, Riverview and Westchase., These areas have also recently seen most of the County's new road construction. Eastern and Southern Hillsborough County are predominantly rural and agricultural, although recent development has occurred in communities such as Fishhawk, Ruskin Sun City Center and Valrico.

City of Tampa

As the County's oldest (established in 1823) and largest city, Tampa serves as the seat of government for Hillsborough County. It is governed by an elected mayor and a seven-member city council. Its 2010 population was 335,709. Tampa similar to the unincorporated county experienced faster population growth between 2000 and 2010 than in the previous decade. Major annexations in the northeastern part of the city, known as New Tampa prior to 2000 resulted in large population growth resulting from new development. Contrasted with new development is the redevelopment Tampa saw during the past decade in the urban core. The county's three major employment centers: Downtown Tampa; The Westshore Business District; and the University of South Florida Tampa continue to attract employment growth.

Tampa is the regional center of government, medicine and business. Major activity centers such as the Port of Tampa, Tampa International Airport, Lowry Park Zoo, Florida Aquarium, Tampa Bay Times Forum and Raymond James Stadium are all located within the Tampa's city limits. It is densely settled and has the most developed

street grid in the County, which constrains road improvements and makes Tampa the focus of transit service in Hillsborough County.

City of Plant City

Situated in eastern Hillsborough County, Plant City was incorporated in 1885 on the rail line built by Henry B. Plant, for whom it is named. A five Member City Commission governs the City. After seeing significant growth during the 1990's, Plant City grew by nearly 12% between 2000 and 2010. Surrounded by large amounts of agricultural and open land, Plant City's 2010 population was 34,721 and is expected to continue growing through both annexation and redevelopment. Having recently completed a visioning exercise for the mid-town redevelopment area and an annexation plan through a joint planning agreement with Hillsborough County Plant City is preparing for future growth. Providing adequate facilities for growth and controlling rail and truck traffic are major transportation concerns in Plant City.

City of Temple Terrace

Temple Terrace is located on north of the Hillsborough River and east of the City of Tampa. It was incorporated in 1925 as a golf course residential community promoted during the Florida land boom. It is governed by an elected mayor and five-member city council.

In percentage growth and total increase, the population of Temple Terrace remains the smallest of the incorporated municipalities. Growing less than 1% between 2000 and 2010, Temple Terrace has undertaken a mixed-use redevelopment project in the city's downtown area. The City has established a "Reserve Area" east of the City in unincorporated Hillsborough County. The City provides some municipal services and anticipates annexations in this area. Most of the major roads in Temple Terrace are maintained by the State or County.

SECTION 4: SUMMARY

Table 3 shows the proposed MPO Membership Apportionment Plan. It meets all applicable Federal and State requirements, including:

1. It provides for representation of at least 75% of the affected population (Section 134(d)(1)(A), USC.)
2. As a transportation management area (over 200,000 in population), it provides for representation of agencies that administer or operate major modes of transportation. (Section 134(d)(2)(B), USC.)
3. The number of members was determined on an equitable geographic-population ratio basis, based on an agreement among the affected units of general purpose local government. (S. 339.175(3)(a), F.S.)
4. The proposed membership includes 15 voting members and 1 non-voting advisor, which is not fewer than 5 and not more than 19. (S. 339.175(3)(a), F.S.)
5. All voting members are elected officials of general-purpose governments except those representing agencies that operate or administer major modes of transportation or a statutorily authorized planning board. (S. 339.175(3)(a), F.S.)
6. Authorities or other agencies that have been created by law to perform transportation functions that are not under the jurisdiction of a general-purpose local government are provided voting membership. (S. 339.175(3)(b), F.S.)
7. The county commission represents 33% - more than 20% - of the voting membership. (S. 339.175(3)(a), F.S.)
8. The Florida Department of Transportation is recommended as *ex-officio* (non-voting) advisor. (S. 339.175(4)(a), F.S.)

TABLE 3: HILLSBOROUGH COUNTY METROPOLITAN PLANNING ORGANIZATION MEMBERSHIP REAPPORTIONMENT PLAN		
GOVERNMENT OR AGENCY REPRESENTED	2010 CENSUS POPULATION	TYPE OF REP.
UNINCORPORATED HILLSBOROUGH COUNTY Board of County Commissioners Board of County Commissioners Board of County Commissioners Board of County Commissioners Board of County Commissioners	834,255	Voting Voting Voting Voting Voting
CITY OF PLANT CITY City Commission	34,721	Voting
CITY OF TAMPA Office of Mayor City Council City Council	335,709	Voting Voting Voting
CITY OF TEMPLE TERRACE Office of Mayor	24,541	Voting
EXPRESSWAY AUTHORITY Tampa/Hillsborough County Expressway Authority	N/A	Voting
HARTLINE Hillsborough Area Regional Transit Authority	N/A	Voting
AVIATION AUTHORITY Hillsborough County Aviation Authority	N/A	Voting
PORT AUTHORITY Tampa Port Authority	N/A	Voting
PLANNING COMMISSION Hillsborough County City-County Planning Commission	N/A	Voting
STATE Florida Department of Transportation	N/A	Non-Voting Advisor

SECTION 5: SUPPORTING DOCUMENTATION

Attachment A	Issues of Local & Regional MPOs
Attachment B	Minutes from the MPO's meeting of June 4, 2013, authorizing Proposed Apportionment Plan
Attachment C	Resolutions or Motions from Member Governments Endorsing Proposed Apportionment Plan

Attachment A

Issues of Local & Regional MPOs

Issues of Local & Regional MPOs

Background. Multiple MPOs can be designated within an urbanized area if the Governor and existing MPO determine that size and complexity of the planning area make it appropriate.

This process was followed in Tampa Bay in 2003, following release of the 2000 Census urbanized area data. The MPO chairs of Hernando, Hillsborough, Pasco and Pinellas Counties, and the FDOT District Seven Secretary, signed a joint letter to the Governor recommending that the MPOs be redesignated as individual MPOs, with the following provisions for regional coordination:

- Interlocal agreements for a separate regional planning entity, the MPO Chairs Coordinating Committee (CCC);
- A regional long range transportation plan, with needs and affordable projects;
- A regional project prioritization process and ranked order list;
- An air quality consultative process;
- A regional public involvement plan;
- Annual evaluations of the regional process as part of the annual MPO certifications.

MAP-21, the transportation spending reauthorization law of 2012, made minimal changes to this process. Nothing requires or prevents consolidation among multiple MPOs within a single urbanized area.

Size and Complexity of the Tampa Bay Urbanized Area. The metropolitan planning process promotes consistency between transportation improvements and state and local planned growth and economic development patterns. The more regional a MPO becomes, the less localized are the decisions it renders.

Hillsborough County alone is approximately 1,000 square miles in size, as large as the three-county Portland Metro area. Hillsborough's land use characteristics are different from its neighbors, with Hillsborough County approximately one-third rural. Pinellas County is almost entirely built-out, resulting in the highest population density of any county in the state.

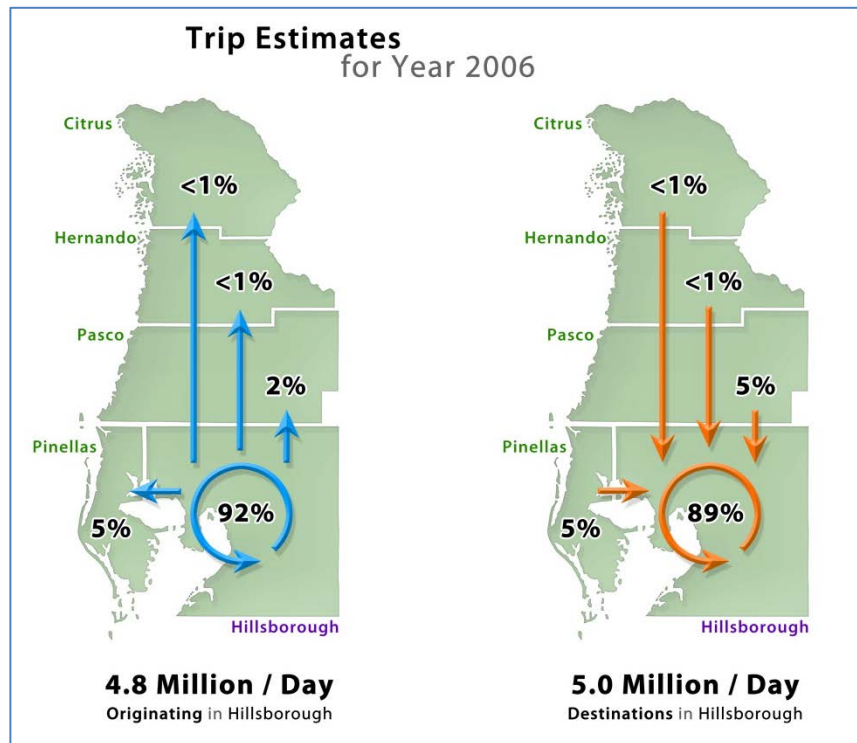
Hillsborough also has very different demographic characteristics. Twenty-one percent of Pinellas' population is over the age of 65, in contrast to Hillsborough's 12%. Hillsborough has a larger working age population, and a larger Hispanic population. As a result, Hillsborough's transportation challenges are more focused on morning and evening peak-hour congestion, and on the multimodal mobility challenges of a diverse mix of residents. In fact, Pinellas traffic is often as high at mid-day as it is at traditional "rush hour."

Though there is some cross-county commuting, the travel demand between counties is not as strong as that between major centers inside Hillsborough and major centers inside Pinellas, as discussed in more detail below.

The level of organized governance is also very different between Hillsborough and Pinellas Counties. Hillsborough has one of the highest percentages of residents living in unincorporated areas of any metropolis in the country (chart attached). Pinellas has 24 incorporated municipalities where the majority of its residents reside, while Hillsborough’s larger population resides primarily (68%) in the unincorporated county. This means that in Pinellas there are 6,800 residents per local councilperson/commissioner (on average countywide), while in Hillsborough the proportion is 51,000 residents per local councilperson/commissioner. Pinellas communities may therefore be better organized to advocate for their needs than Hillsborough Communities. Further, Hillsborough relies on its county-level government organizations to provide direct customer service and support to county residents; shifting this responsibility to a multi-county organization is likely to dilute the organization’s responsiveness.

Tampa Bay Region Travel Patterns. Even in a region such as Tampa Bay that has major cities spread across several counties, the great preponderance of trips begin and end within a single county. **Map 1** illustrates traffic patterns in Hillsborough County for 2006. It shows that 92% of all trips originating in Hillsborough County end in Hillsborough County, and 89% of all trips ending in Hillsborough County also started in Hillsborough County. **Maps 2 and 3** illustrate that this pattern holds true for other counties in the Tampa Bay region.

Furthermore, although overall travel grows, the model forecasts that this pattern of local trip making continues through 2035. Thus, most traffic issues result from travel patterns internal to each county, and are best addressed at that level.



Map 1: Daily Trip Patterns for Hillsborough County

Source: Tampa Bay Regional Planning Model

Hosting Arrangements & Cost Efficiency.

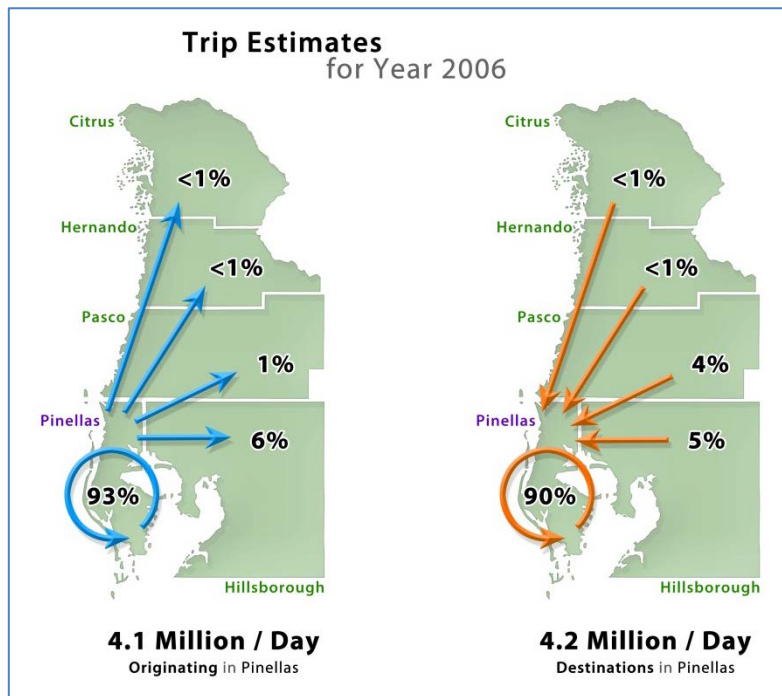
The Hillsborough MPO currently is hosted by Hillsborough’s City-County Planning Commission. The Pinellas MPO is currently hosted by Pinellas County but is actively working towards a merger with the Pinellas Planning Council.

Hosting arrangements like these tend to be more cost-effective than free-standing MPO structures, like the independent Sarasota-Manatee MPO that was created to serve two counties. According to a Federal Highway Administration 2010 report, a frequently cited disadvantage of being an independent MPO is the high cost of operation.

Advantages of hosting arrangements include:

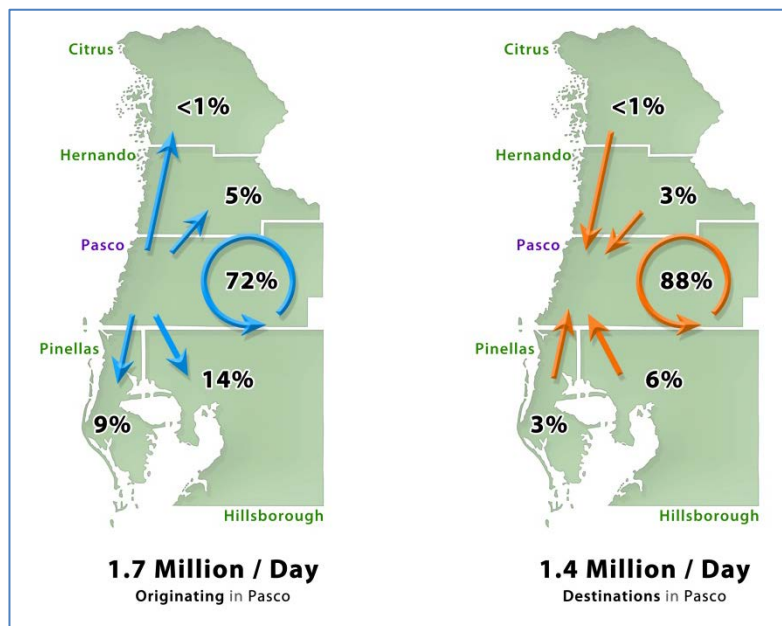
- Eliminating or substantially reducing office rent;
- Reducing the cost of pooled office support services such as human resources, payroll, benefits and IT support;
- Reducing the cost of office supplies through leveraged purchases;
- Pooled legal services.

These savings allow a hosted MPO staff to focus more resources on the planning process than on overhead tasks. Hillsborough MPO is a good example of this efficiency, providing federally certified transportation planning with a staff of only 10.5 persons. If the Hillsborough MPO had



Map 2: Daily Trip Patterns for Pinellas County

Source: Tampa Bay Regional Planning Model



Map 3: Daily Trip Patterns for Pasco County

Source: Tampa Bay Regional Planning Model

an average size staff for an MPO serving a county of over one million population, it would have 26 staff members.

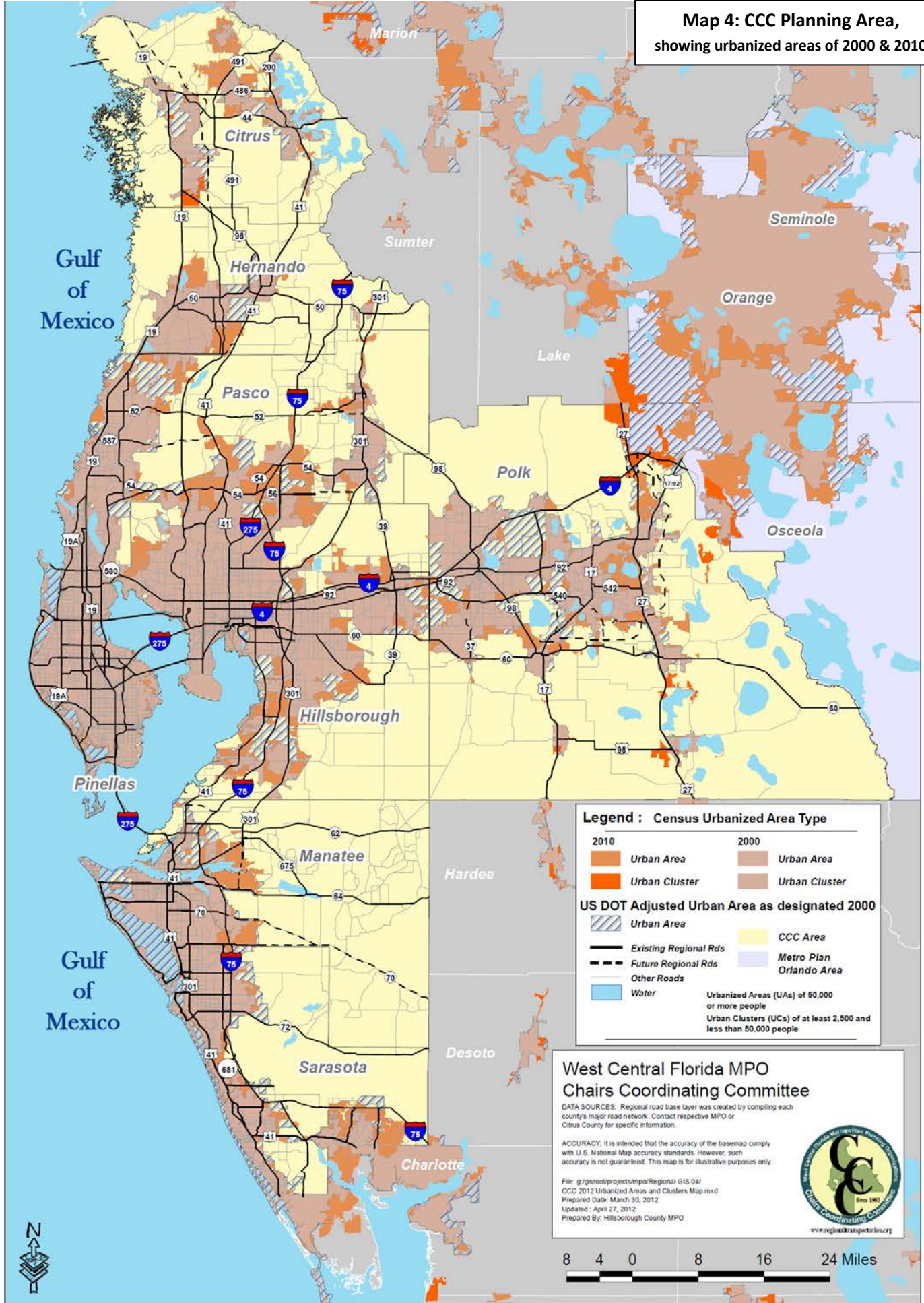
A further advantage of hosting arrangements like these is the opportunity for greater coordination between the MPO's transportation planning work and related planning activities conducted by the host agency. In the case of the Hillsborough City-County Planning Commission and the Pinellas Planning Council, there is tremendous opportunity for collaborative work and coordination between the long range transportation plans and the comprehensive plans of the county and municipalities. Advantages include:

- Greater consistency and seamlessness between local government policies for growth and community development, and the MPO's transportation priorities and spending decisions;
- Fuller and more complete information on multimodal infrastructure capacity and improvement plans in the development review and approval process;
- Minimizing duplication of effort in the creation and maintenance of GIS, socioeconomic forecasts, and other data sets; in familiarization and compliance with changing legislation, and state and federal administrative rules; and in public involvement activities such as visioning and goal-setting workshops and charrettes.

Regional Planning Today. Regional transportation planning in the Tampa Bay area is currently conducted at an even broader scale than the Hillsborough/Pinellas/Pasco transportation management area. The Tampa Bay Area MPO Chairmen's Coordinating Committee (CCC) has held joint public meetings of MPO board members, to address intercounty connections, since 1992. Over time it has been expanded, renamed the West Central Florida CCC, and given statutory responsibilities under F.S. 339.175(5)(h). Today it includes the MPOs and TPOs of Citrus, Hernando, Pasco, Pinellas, Hillsborough, Polk, and Sarasota/ Manatee – thereby serving three interrelated urbanized areas – along with non-voting representatives of the regional planning councils, TBARTA, and the FDOT Districts 1 and 7 Secretaries. The CCC's planning area is shown in **Map 4**.

The CCC is responsible for providing continuing coordination and communication among its member agencies. It holds quarterly public meetings of its board – the MPO Chairs and other representatives – and its Joint Citizens Advisory Committee; it holds biweekly meetings of staff. It annually updates its list of priority projects at a public hearing, and updates its eight-county cost-affordable Regional Long Range Transportation every five years, consistent with federal law. It also takes on other activities periodically and as required, such as air quality

**Map 4: CCC Planning Area,
showing urbanized areas of 2000 & 2010**



Legend : Census Urbanized Area Type

2010	2000
Urban Area	Urban Area
Urban Cluster	Urban Cluster

US DOT Adjusted Urban Area as designated 2000

Urban Area	CCC Area
Existing Regional Rds	Metro Plan Orlando Area
Future Regional Rds	
Other Roads	
Water	

Urbanized Areas (UAs) of 50,000 or more people
 Urban Clusters (UCs) of at least 2,500 and less than 50,000 people

**West Central Florida MPO
Chairs Coordinating Committee**

DATA SOURCES: Regional road base layer was created by compiling each county's major road network. Contact respective MPO or Citrus County for specific information.

ACCURACY: It is intended that the accuracy of the basemap comply with U.S. National Map accuracy standards. However, such accuracy is not guaranteed. This map is for illustrative purposes only.

File: g:\root\projects\mpo\Regional GIS 04\
 CCC 2012 Urbanized Areas and Clusters Map.mxd
 Prepared Date: March 30, 2012
 Updated: April 27, 2012
 Prepared By: Hillsborough County MPO

www.regiontransportation.org



coordination, multi-use trails coordination, and regional congestion management studies and plans. It maintains a website, www.regionaltransportation.org, with access to its work products.

Its activities are funded voluntarily by its MPO and TPO member agencies. This past year, the CCC contracted with TBARTA to provide staff support services for the CCC's coordination tasks and public meetings. The cost of this contract was shared equally among the member MPOs and TPOs. Contracting with TBARTA provides a permanent contact person for anyone wishing to reach the CCC; supports TBARTA's existing regional coordination work; and minimizes duplication of effort.

The CCC's regional transportation planning process was reviewed by the FHWA and FTA in 1996, 1999, 2002, 2005, and 2009, and in each case found to be in compliance with the requirements of 23 CFR Part 450, Subpart C, and other federal rules. Over the years, several noteworthy practices have been identified. Only one corrective action has ever been identified; in 1999, the CCC was asked to adopt a regional public involvement plan, which it did the following year.

Other Issues for Consideration

- **Smaller jurisdictions will have reduced representation.** Florida statute limits the number of voting members on an MPO board to 19. Pinellas County has 24 municipalities (some of which take turns year by year having membership on the MPO), in addition to PSTA and Pinellas County government representation on the MPO Board. Factor in Hillsborough County and its cities, along with the Aviation Authority, Port Authority, Expressway Authority, Transit Authority; and it is evident that small city representation in transportation planning issues will be reduced.
- **Public participation will be more challenging.** Providing meaningful opportunities for members of the public, including the transportation disadvantaged, to participate in the transportation decision-making process is a challenge regardless of community size. The issues are amplified for agencies serving large, multi-county areas. Over the years, the CCC has brought its planning products to the public through the public meetings and outreach efforts of its county-level member agencies, which are able to provide a finer grain of attention and interaction. Another strategy is that used by TBARTA, which held i-Town Hall meetings; this strategy reached hundreds of residents around the region by calling them at home, but requires significant financial resources. Having a single MPO in the urbanized area would move the decision-making process farther away from the people who may be most affected by it. A decision on a local arterial could be made by officials whose jurisdictions could be 50 or more miles away.

- **Consolidation will have minimal effect on the expenditures of local or federal governments.** MPO's are primarily funded through federal planning grants, which are allocated based on population.

Background: How Did We Get To Where We Are Today?

The requirement for metropolitan transportation planning came about as a result of the Federal Aid Highway Act of 1973. Urban areas with a strong tradition of planning (especially transportation planning) on a regional scale tended to assign MPO functions to their pre-existing regional bodies. Examples include the Denver Council of Governments, Atlanta Regional Commission, Delaware Valley Regional Planning Council (Philadelphia), and Puget Sound Regional Council (Seattle).

In contrast, areas with pre-existing multi-jurisdictional planning agencies that covered only one county often resulted in a single-county MPO. Examples include Phoenix, San Diego, and Tampa.

It is also worth noting that, prior to the Federal Aid Highway Act of 1973, many urban areas were already engaged in what was commonly referred to as the "3C" planning process. This was mandated by the Federal Aid Highway Act of 1962, which required the establishment of a "continuing, cooperative, and comprehensive" planning process as a condition for receiving federal highway construction funds. Prior to their formal designation as MPOs, many urban areas, Tampa included, maintained "urban area transportation studies." In fact, as far back as 1964, the Hillsborough County City-County Planning Commission signed a Memorandum of Agreement with the State Road Department (today the Florida Department of Transportation), Hillsborough County, and the Cities of Plant City, Tampa, and Temple Terrace. The agreement established the Tampa Urban Area Transportation Study along with three standing committees: policy, technical, and citizens. Thus, the basis for a single-county MPO was already in place and it may have been a matter of administrative convenience to continue this arrangement.

Counties with Home Rule Powers

In 1973, the Florida Legislature adopted the Home Rule Powers Act, enabling counties to adopt charters giving them considerable flexibility in the way they are governed. Twenty out of 67 Florida counties have a home rule charter in force, including the largest urban areas in the state. Notably, 11 out of these 20 counties are also served by single-county MPOs:

<u>County</u>	<u>MPO</u>
Alachua	Gainesville MTPO
Brevard	Space Coast TPO
Broward	Broward County MPO
Charlotte	Charlotte-Punta Gorda MPO
Hillsborough	Hillsborough County MPO
Lee	Lee County MPO
Miami-Dade	Miami-Dade MPO
Palm Beach	Palm Beach MPO
Pinellas	Pinellas County MPO
Polk	Polk TPO
Volusia	Volusia TPO

Designation of Urban Areas and MPOs in Florida

The U.S. Census Bureau designates Urban Areas based on population and population density. Urban areas are defined as having a population of at least 50,000 and a density of at least 1,000 persons per square mile. By virtue of its relatively recent growth, over the past 40 years Florida experienced a rapid expansion in the number of urban areas reaching the population threshold of 50,000, the point at which an MPO must be designated. Following each decennial census, there have been several “waves” of MPOs designated in Florida:

<u>Year</u>	<u>Florida MPOs in Existence</u>
1980	14
1990	20
2000	25
2010	26*

* The two newest urban areas, Homosassa Springs-Beverly Hills-Citrus Springs and Sebring-Avon Park, have not yet designated MPOs.

As shown in **Map 5**, in 1990 many of Florida’s communities that had reached the population threshold for Urban Areas were confined to one county, and were separated by rural expanses not adjacent to another urbanized county. Examples include Naples, Brooksville, Cape Coral, Gainesville, Lakeland, Ocala, Panama City, and Winter Haven. Consequently, Florida has a preponderance of single-county MPOs. Furthermore, multiple MPOs serving one urban area have also resulted from changing Census Bureau boundaries and definitions. For example, the

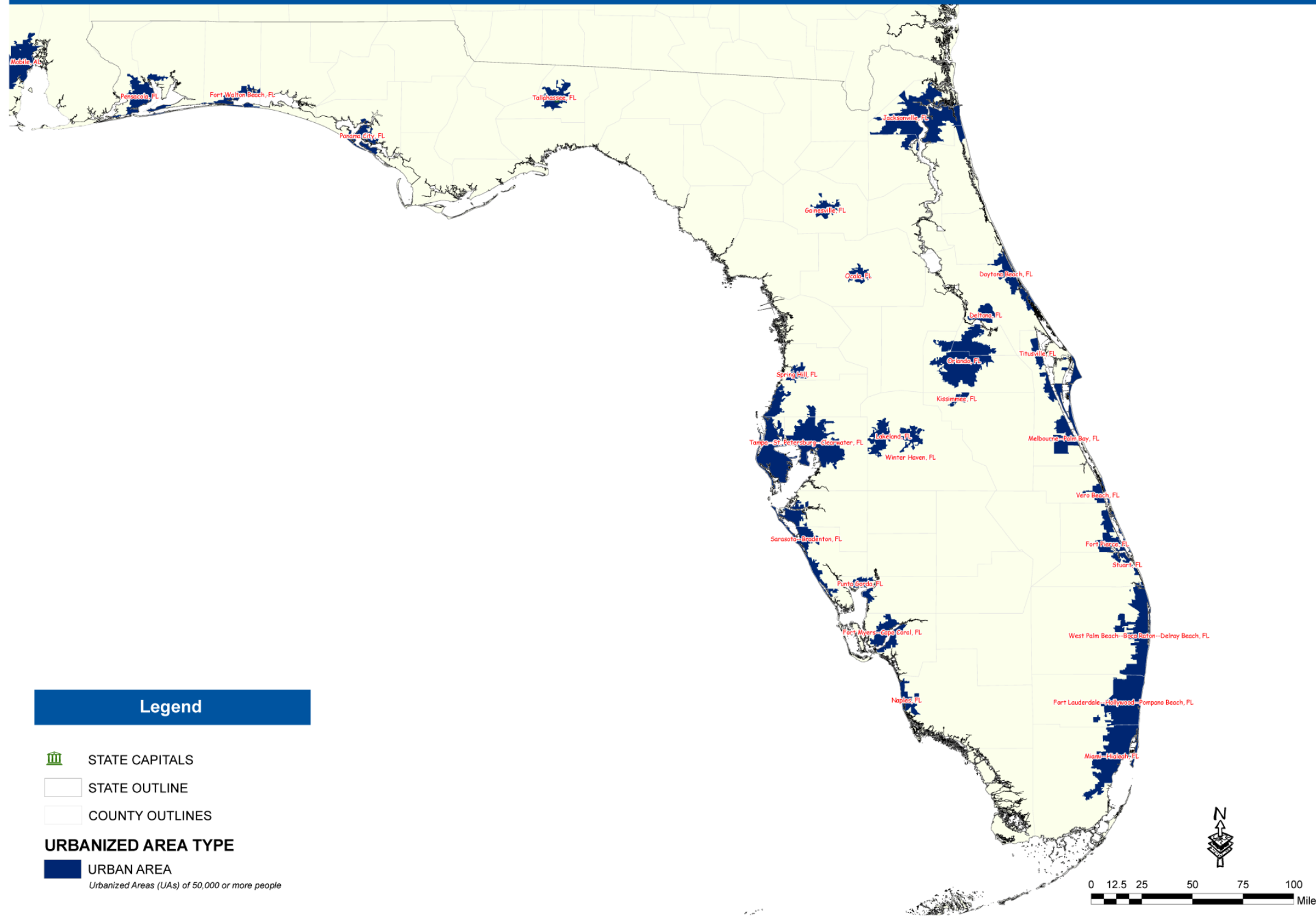
current Miami urban area is made up of three formerly separate urban areas (Miami, Ft. Lauderdale and Palm Beach).

Map 6 shows the growth in both the number and geographic extent of urban areas by 2010. It also includes “Urban Clusters”, defined by the Census Bureau as having a population of greater than 2,500 but less than 50,000.

Geographical Barriers & Political Boundaries

Multiple MPOs serving one urban area can also result from geographic barriers or political boundaries. For example, the New York-Newark, NY-NJ-CT and Portland, OR-WA areas are each served by two MPOs separated by state lines and major water bodies. Interestingly, the nation’s largest urban area, New York-Newark, was served previously by one MPO (the Tri-State Regional Planning Commission) but political rifts caused its dissolution into two separate MPOs in 1982.

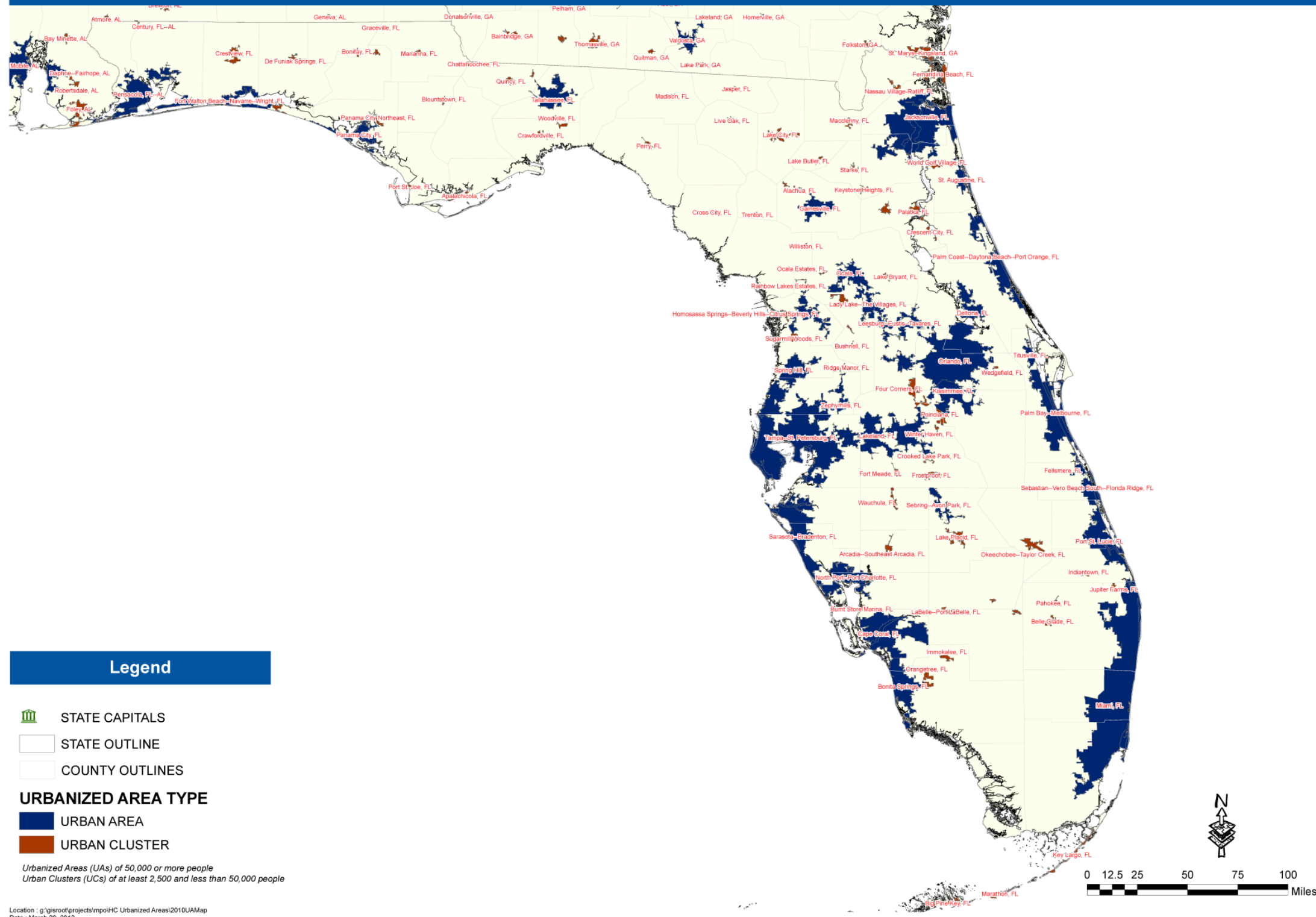
1990 U.S. CENSUS: URBAN AREAS



Location : g:\gisroot\projects\mpo\HC Urbanized Areas\1990UAMap
Date : March 29, 2012

Map 5: Florida Urban Areas (1990)

2010 U.S. CENSUS: URBAN AREAS & URBAN CLUSTERS



Map 6: Florida Urban Areas (2000)

Attachment B

Minutes from the MPO's meeting of June 4, 2013, approving Proposed Apportionment Plan for Submittal

**HILLSBOROUGH COUNTY
METROPOLITAN PLANNING ORGANIZATION
MEETING OF JUNE 4, 2013
MINUTES**

The Metropolitan Planning Organization (MPO), Hillsborough County, Florida, met in Regular Meeting, scheduled for Tuesday, June 4, 2013, at 9:00 a.m., in the Boardroom, Frederick B. Karl County Center, Tampa, Florida.

The following members were present:

Mark Sharpe, Chairman	Commissioner, Hillsborough County
Paul Anderson	Chief Executive Officer, Tampa Port Authority
Kevin Beckner (arrived at 9:15 a.m.)	Commissioner, Hillsborough County
Joe Lopano	Chief Executive Officer, Hillsborough County Aviation Authority
Lesley Miller Jr.	Commissioner, Hillsborough County
Lisa Montelione (arrived at 9:08 a.m.)	Councilwoman, City of Tampa (Tampa) City Council
Sandra Murman (arrived at 9:07 a.m.)	Commissioner, Hillsborough County
Steven Polzin	HART
Mike Suarez	Councilman, Tampa City Council
Joseph Waggoner	Tampa-Hillsborough Expressway Authority

The following members were absent:

Bowen Arnold	Planning Commission (nonvoting)
Frank Chillura	Mayor, City of Temple Terrace
Harry Cohen	Councilman, Tampa City Council
Rick Lott	Commissioner, City of Plant City

I. CALL TO ORDER

Chairman Sharpe called the meeting to order at 9:06 a.m. Commissioner Miller led in the pledge of allegiance to the flag and gave the invocation.

II. PUBLIC COMMENTS

Dr. Maurice Harvey, Carver City/Lincoln Gardens Civic Association Incorporated, displayed photographs, spoke about neighborhood hardships and public input/requests not being addressed regarding the interstate master plan, and asked the MPO Board to initiate a review of the project to determine if the design-build plans deviated from the approved master plan. Commissioner Murman wanted to have Florida Department of Transportation (FDOT) representatives attend the July 30, 2013, Policy Committee meeting to discuss the issue. Replying to Commissioner Miller, Mr. Ming Gao, FDOT, relayed FDOT efforts within the neighborhood, agreed to attend the Policy Committee meeting, and answered MPO Board questions. Commissioner Miller requested the neighborhood be informed prior to changes occurring. After questioning survey work, Councilwoman Montelione suggested door-to-door neighborhood communication. Following discussion, **Councilman Suarez moved to direct staff to find out what the significant changes were from the original design-build project and come back to the MPO at the next regular meeting, seconded by Councilwoman Montelione.** Subsequent to remarks, **the motion carried ten to zero.** (Members Chillura, Cohen, and Lott were absent.) Mr. Alan Johnson, Westshore Residential Neighborhood Improvements Committee, relayed concerns with deviations to the design-build plan. Chairman Sharpe asked FDOT representatives to speak with Mr. Johnson.

III. COMMITTEE REPORTS

Ms. Beth Alden, MPO, summarized the reports.

IV. PUBLIC HEARING: Transportation Improvement Program (TIP) Annual Update

Mr. Wally Blain, MPO, gave an overview of the item and responded to MPO Board member queries. After dialogue, Councilwoman Montelione requested the MPO Board be given a list of TIP projects deferred to the Board of County Commissioners and be kept abreast of changes. Commissioner Beckner asked for deferred projects to remain on the list with funding sources indicated.

Chairman Sharpe called for public comment; there was no response. **Commissioner Miller moved the item, seconded by Commissioner Murman.** Commissioner Beckner clarified the motion included the changes. Following a roll call vote, **the motion carried nine to zero.** (Councilman Suarez was out of the room; Members Chillura, Cohen, and Lott were absent.)

V. CONSENT AGENDA

- A. MPO Meeting Minutes: May 14, 2013
- B. TIP Amendments
- C. Letter Regarding Strategic Intermodal System 2040 Cost Feasible Plan

D. Committee Appointment

After comments from Managing County Attorney Adam Gormly, Chairman Sharpe sought a motion to approve Items A, C, and D on the Consent Agenda. **Commissioner Murman so moved, seconded by Councilwoman Montelione, and carried ten to zero.** (Members Chillura, Cohen, and Lott were absent.)

Mr. Blain reviewed Item B. **Councilwoman Montelione moved to approve the amendments, seconded by Commissioner Murman.** Upon a roll call vote, **the motion carried nine to zero.** (Councilman Suarez was out of the room; Members Chillura, Cohen, and Lott were absent.)

VI. ACTION ITEMS

A. MPO Reapportionment Plan Draft for Circulation

Ms. Alden sought approval of a letter to the FDOT, as contained in background material. After comments, **Commissioner Murman moved approval.** Councilwoman Montelione suggested changing language in the last paragraph on the first page of the FDOT letter to state “we intend to remain individual MPOs and form a working group.” Dr. Polzin wanted “Hartline” edited to “HART” on Table 2 of the plan. Councilwoman Montelione asked to amend the motion as including Dr. Polzin’s as well as her comments. **Commissioner Murman agreed. Dr. Polzin seconded the motion, which carried nine to zero.** (Councilman Suarez was out of the room; Members Chillura, Cohen, and Lott were absent.)

B. University Area Circulator Study

Ms. Brandie Miklus, Jacobs Engineering Incorporated, gave a presentation. Discussion ensued concerning private/independent transit providers and service duplication. Replying to Commissioner Murman, Ms. Alden offered information about the circulator study process/cost for South County and agreed to provide assistance. Following dialogue, Mr. Randy Kranjec, MPO, acknowledged the need for Innovation Alliance member collaboration during the planning process.

Subsequent to talks, Chairman Sharpe asked Mr. Kranjec about ongoing circulator studies within the County and wanted further discussion at the next Policy Committee meeting, which Commissioner Miller suggested all the impacted entities attend. Commissioner Murman sought to ascertain HART’s position and to continue with planning. Chairman Sharpe called for a motion to approve the report while stakeholders continued to explore funding partnerships and opportunities to collaborate on the very important issue. **Councilwoman Montelione so moved, seconded by Commissioner Beckner, and carried eight to zero.** (Members Lopano and Suarez were out of the room; Members Chillura, Cohen, and Lott were absent.)

C. Tampa Bay Area Regional Transportation Authority (TBARTA) Master Plan 2013 Update

Mr. Richard Clarendon, MPO, reviewed background material and staff recommendation. Mr. Anderson inquired about the plan impact on the freight component, referred to a 2010 freight and intermodal study and project prioritization, questioned coordination with the statewide freight and intermodal plan, and asked to meet with TBARTA staff. Dr. Polzin felt qualifiers reflecting current fiscal/demographic realities should be added to the plan. Commissioner Murman spoke to absences/relevancies within the plan, including the Interstate (I) 75/I-4/I-275 corridor. Dialogue occurred. Mr. Ray Chiaramonte, MPO Executive Director, touched on the plan process.

After remarks and confirming the recommendation was to support the 2013 TBARTA master plan with the MPO attached recommendations, **Commissioner Miller made that motion.** Councilwoman Montelione wanted to amend the motion to include the concerns of the port and also the South County so the MPO was approving those comments and recommendations, as attached, with the addition of the port director and Commissioner Murman's comments. **Commissioner Miller agreed. Councilwoman Montelione seconded the motion, which carried eight to zero.** (Members Lopano and Suarez were out of the room; Members Chillura, Cohen, and Lott were absent.)

VII. STATUS REPORTS

A. Bus Toll Lane Study

Mr. Waggoner expounded on a presentation, as furnished in background material. Discussion ensued. Chairman Sharpe requested Mr. Waggoner provide revenue stream updates to Dr. Herbert Marlowe Jr. and the County Administrator relative to the County transportation plan. Commissioner Murman suggested Mr. Waggoner work with the County Public Works staff. Responding to Mr. Lopano, Mr. Waggoner sought concept support. **Commissioner Murman moved support, seconded by Dr. Polzin, and carried ten to zero.** (Members Chillura, Cohen, and Lott were absent.)

B. Bruce B. Downs Boulevard Peak Hour High Occupancy Vehicle (HOV) Lane Feasibility Study

Ms. Gena Torres, MPO, highlighted the item, as included in background material. Mr. Waggoner suggested incorporating bus toll lanes as an option, especially to Bruce B. Downs Boulevard; opined on HOV toll lanes; and asked to participate in the study.

VIII. EXECUTIVE DIRECTOR'S REPORT

Mr. Chiaramonte said the report was available in background material.

Attachment C

Resolutions from Member Governments and Agencies Endorsing Proposed Apportionment Plan.

Board of County Commissioners (BOCC)
Plant City Commission
Tampa City Council
Temple Terrace City Council
Hillsborough Area Regional Transit Authority
Hillsborough County Aviation Authority
Tampa Port Authority
Tampa-Hillsborough County Expressway Authority
The Hillsborough County City-County Planning Commission

RESOLUTION NO. R13-149

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF HILLSBOROUGH COUNTY, FLORIDA, ENDORSING THE HILLSBOROUGH COUNTY METROPOLITAN PLANNING ORGANIZATION 2013 MEMBERSHIP APPORTIONMENT PLAN

Upon motion by Commissioner Murman, seconded by Commissioner Miller, the following resolution was adopted by a vote of 7 to 0; Commissioner(s) _____, voting "no".

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

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

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

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

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

WHEREAS, the MPO met on June 4, 2013, to review the MPO 2013 Membership Apportionment Plan and approved its submittal to the Governor's Office; and

WHEREAS, the Board of County Commissioners of Hillsborough County reviewed the MPO 2013 Membership Apportionment Plan at its September 18, 2013 regular meeting.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF HILLSBOROUGH COUNTY, FLORIDA, ASSEMBLED THIS 18TH DAY OF SEPTEMBER, 2013:

1. That the Board of County Commissioners of Hillsborough County hereby endorses the ***MPO 2013 Membership Apportionment Plan*** attached hereto as Exhibit A and incorporated as an integral part of this Resolution, and approves its submittal to the Governor's Office.
2. That this Resolution shall become effective upon adoption.

STATE OF FLORIDA)
)
COUNTY OF HILLSBOROUGH)

I, Pat Frank, Clerk of the Circuit Court and Ex Officio Clerk of the Board of County Commissioners, do hereby certify that the above and foregoing resolution is a true and correct copy of a resolution adopted by the Board of County Commissioners of Hillsborough County, Florida, in its regular meeting of September 18, 2013, as the same appears on record in Minute Book 448 of the Public Records of Hillsborough County, Florida.

WITNESS my hand and official seal this 23rd day of September, 2013.

PAT FRANK, CLERK

By: Beverly Anne Miller
Deputy Clerk

APPROVED BY COUNTY ATTORNEY

By: [Signature]
Approved as to Form and Legal Sufficiency



RESOLUTION NO. 113-2013

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF PLANT CITY, FLORIDA ENDORSING THE PROPOSED HILLSBOROUGH MPO 2013 MEMBERSHIP APPORTIONMENT PLAN.

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

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

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

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

WHEREAS, the City of Plant City is a member government and/or operator of a major mode of transportation and therefore should be considered for membership on the MPO; and

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

BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF PLANT CITY, FLORIDA:


Section 1. The City Commission of the City of Plant City, Florida endorses the proposed Hillsborough MPO 2013 Membership Apportionment Plan.

Section 2. The Mayor is authorized to execute an amendment to the Interlocal Agreement for the Creation of the Hillsborough MPO to reflect the changes in membership specified in the 2013 Membership Apportionment Plan

Section 3. The City Clerk is directed to forward a copy of this resolution to Ramond Chiamonte, Executive Director, Hillsborough Metropolitan Planning Organization.


Section 4. This resolution shall be effective immediately upon passage.

Adopted by the City Commission on August 12, 2013.




Mary Thomas Mathis
Mayor-Commissioner

ATTEST:



Kerri J. Miller
City Clerk

Approved as to form and correctness:



Kenneth W. Buchman
City Attorney

1
K
M

RESOLUTION NO. 2013 - 764

A RESOLUTION ENDORSING THE HILLSBOROUGH COUNTY METROPOLITAN PLANNING ORGANIZATION 2013 MEMBERSHIP APPORTIONMENT PLAN; PROVIDING AN EFFECTIVE DATE.

WHEREAS, Section 134 of Title 23 of the United States Code requires that a Metropolitan Planning Organization (MPO) be designated for each urbanized area with a population of more than 50,000 individuals; and

WHEREAS, the Hillsborough County Metropolitan Planning Organization (MPO) was created in 1974 to meet the Federal transportation planning requirements governing the expenditure of federal transportation funds by state and local agencies in Hillsborough County and the City of Tampa; and

WHEREAS, Section 134 of Title 23 of the United States Code and Section 339.175(3) of Florida Statutes provide requirements for MPO membership composition and the apportionment of voting membership. An interlocal agreement between affected local governments and authorities sets forth current MPO membership and responsibilities for cooperatively carrying out transportation planning in Hillsborough County and the City of Tampa; and

WHEREAS, Section 339.175(4)(a), Florida Statutes, requires the Governor to review the membership composition of each MPO in conjunction with the decennial census and to apportion it as necessary to comply with these requirements; and

WHEREAS, the MPO 2013 Membership Apportionment Plan is based on the results of the 2010 Census. It increases voting membership to fifteen voting members through the addition of one county commissioner, reflecting the growth in unincorporated county population since 2003; changes The Planning Commission member from ex-officio to a voting member; changes the representation of the Florida Department of Transportation to be a non-voting advisor, consistent with Florida Statute; defines the process for allowing alternate members to attend and vote in place of regular members; and

WHEREAS, the MPO met on June 4, 2013, to review the MPO 2013 Membership Apportionment Plan and approved its submittal to the Governor's Office; and

WHEREAS, the City Council of the City of Tampa, Florida reviewed the MPO 2013 Membership Apportionment Plan at its October 3, 2013 regular meeting.

NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TAMPA, FLORIDA,

Section 1. That the City Council of the City of Tampa, Florida hereby endorses the MPO 2013 Membership Apportionment Plan and approves its submittal to the Governor's Office.

Section 2. That this Resolution shall become effective immediately upon adoption.

15-2013-15 + 2013-48

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF TAMPA,
FLORIDA ON OCTOBER 3, 2013.

ATTEST:


CITY CLERK / ~~DEPUTY CITY CLERK~~


CHAIRMAN / ~~CHAIRMAN PRO-TEM~~
CITY COUNCIL

APPROVED AS TO FORM BY:

Martin Shelby (e/s)
CITY COUNCIL ATTORNEY

RESOLUTION NO. 107-13

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TEMPLE TERRACE, FLORIDA, ENDORSING THE HILLSBOROUGH COUNTY METROPOLITAN PLANNING ORGANIZATION (MPO) MEMBERSHIP APPORTIONMENT PLAN AND AUTHORIZING THE MAYOR TO EXECUTE AN INTERLOCAL AGREEMENT MAKING THE CHANGES TO THE VOTING MEMBERSHIP OF THE MPO.

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

WHEREAS, Section 1.4 of Title 23 of the United States Code requires the designation of MPOs in urbanized areas, as defined by the United States Bureau of the Census; and

WHEREAS, Section 1.4 of Title 23 of the United States Code sets forth membership requirements for MPOs designated for transportation management areas, defined as areas with 200,000 or more populations; and

WHEREAS, the Hillsborough County Metropolitan Planning Organization met on June 4, 2013 to review its voting composition and agreed on the changes presented herein; and

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

NOW, THEREFORE. BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TEMPLE TERRACE, that:


Endorsement of the Hillsborough County Metropolitan Planning Organization (MPO) Membership Apportionment Plan, is hereby accepted; furthermore, authorizing the Mayor to execute an Interlocal Agreement making the changes to the voting membership of the MPO.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF TEMPLE TERRACE, FLORIDA, this 16th day of July, 2013.

(Corporate Seal)

Attest:


Cheryl A. Mooney, MMC
City Clerk


Frank M. Chillura, Mayor
Chairman of the City Council
CITY OF TEMPLE TERRACE, FLORIDA

RESOLUTION #R2013-08-49

A RESOLUTION AUTHORIZING THE HART BOARD CHAIR TO SIGN AN AMENDMENT TO THE INTERLOCAL AGREEMENT FOR THE CREATION OF THE HILLSBOROUGH COUNTY METROPOLITAN PLANNING ORGANIZATION ENDORSING THE 2013 MEMBERSHIP APPORTIONMENT PLAN, PROPOSED FOR HILLSBOROUGH COUNTY, ITS JURISDICTION, AND TRANSPORTATION OPERATORS, TO REFLECT THE CHANGES IN MEMBERSHIP FOR SUBMITTAL TO THE GOVERNOR'S OFFICE

WHEREAS, The Hillsborough County MPO is the agency designated to conduct a continuing, coordinated, and comprehensive transportation planning process for Hillsborough County and the greater Tampa area; and

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

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

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

WHEREAS, On November 3, 2013, the HART Board of Directors approved Resolution #R2003-11-42 endorsing the Hillsborough County MPO Membership Apportionment Plan; and

WHEREAS, an interlocal agreement outlining the membership responsibilities for cooperatively carrying out transportation planning in Hillsborough County was executed for the Creation of the Hillsborough County MPO by and between the County of Hillsborough; the cities of Tampa, Temple Terrace, Plant City; HART; the Hillsborough County Aviation Authority; the Tampa-Hillsborough Expressway Authority; the Tampa Port Authority; the Hillsborough County City-County Planning Commission; and the Florida Department of Transportation; and

WHEREAS, there is a need to amend the interlocal agreement endorsing the 2013 Membership Apportionment Plan to reflect the changes in membership;

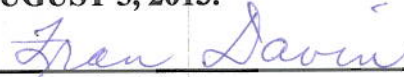
NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE HILLSBOROUGH TRANSIT AUTHORITY THAT:

Section 1. The Board of Directors authorizes its Chair to sign an amendment to the interlocal agreement for the Creation of the Hillsborough County MPO endorsing the 2013 Membership Apportionment Plan, proposed for Hillsborough County, its jurisdiction, and transportation operators, to reflect the changes in membership for submittal to the Governor's Office, to reflect the changes in membership.

Section 2. The HART Board Chair is authorized to do all things necessary and required in order to amend the interlocal agreement.

Section 3. This resolution shall take effect immediately upon its adoption.

PASSED AND ADOPTED BY THE BOARD OF DIRECTORS OF THE HILLSBOROUGH TRANSIT AUTHORITY ON AUGUST 5, 2013.



**Fran Davin, Chair
HART Board of Directors**

ATTEST:



**Councilmember Mike Suarez, Secretary
HART Board of Directors**



**David Smith
HART Board General Counsel**

Endorsing the Hillsborough MPO 2013 Membership Apportionment Plan

Hillsborough County Aviation Authority

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

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

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

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

WHEREAS, the Hillsborough County Aviation Authority is a member government and/or operator of a major mode of transportation and therefore should be considered for membership on the MPO; and

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

NOW, THEREFORE NOW BE IT RESOLVED by the Hillsborough County Aviation Authority, that the *Hillsborough MPO 2013 Membership Apportionment Plan* proposed for Hillsborough County, its jurisdictions, and transportation operators, be endorsed for submittal to the Governor's Office; and our Chair authorized to sign an amendment to the *Interlocal Agreement for the Creation of the Hillsborough MPO* to reflect the changes in membership specified in the 2013 Membership Apportionment Plan.

9/5/13
Date


Chairman, Hillsborough County Aviation Authority

ATTEST:

Assistant Secretary, HCAA

Robert I. Watkins

**Resolution
Endorsing the Hillsborough MPO 2013 Membership Apportionment Plan**

Tampa Port Authority

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

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

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

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

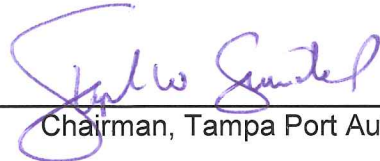
WHEREAS, the Tampa Port Authority is a member government and/or operator of a major mode of transportation and therefore should be considered for membership on the MPO; and

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


NOW, THEREFORE NOW BE IT RESOLVED by the Tampa Port Authority, that the ***Hillsborough MPO 2013 Membership Apportionment Plan*** proposed for Hillsborough County, its jurisdictions, and transportation operators, be endorsed for submittal to the Governor's Office; and our Chair authorized to sign an amendment to the *Interlocal Agreement for the Creation of the Hillsborough MPO* to reflect the changes in membership specified in the 2013 Membership Apportionment Plan.

October 15, 2013

Date


Chairman, Tampa Port Authority

ATTEST:


P. H. ALAMAN, SECRETARY

Stephen W. Swindal

Endorsing the Hillsborough MPO 2013 Membership Apportionment Plan

Tampa-Hillsborough Expressway Authority

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

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

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

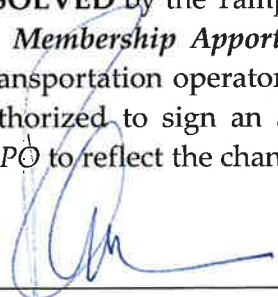
WHEREAS, Section 134 of Title 23 of the United States Code and Section 339.175(3) of Florida Statutes set forth membership requirements for MPOs designated for transportation management areas, defined as areas with 200,000 or more populations; and

WHEREAS, the Tampa-Hillsborough Expressway Authority is a member government and/or operator of a major mode of transportation and therefore should be considered for membership on the MPO; and

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

NOW, THEREFORE NOW BE IT RESOLVED by the Tampa-Hillsborough Expressway Authority, that the *Hillsborough MPO 2013 Membership Apportionment Plan* proposed for Hillsborough County, its jurisdictions, and transportation operators, be endorsed for submittal to the Governor's Office; and our Chair authorized to sign an amendment to the *Interlocal Agreement for the Creation of the Hillsborough MPO* to reflect the changes in membership specified in the 2013 Membership Apportionment Plan.

9/30/13
Date



Chairman, Tampa-Hillsborough Expressway Authority

ATTEST:




Hillsborough County City-County Planning Commission

601 E Kennedy Blvd., 18th floor, Tampa, Florida, 33601 •813-272-5940• www.planhillsborough.org

RESOLUTION Item: Areawide: Metropolitan Planning Organization Reapportionment Plan

	AYE	NAY	ABSENT	DATE:
				September 9, 2013
Derek L. Doughty, P.E. <i>Chair</i>	X			
Mitch Thrower <i>Vice-Chair</i>	X			
Bowen A. Arnold <i>Member-At-Large</i>	X			
Stephanie A. Agliano	X			Derek L. Doughty, P.E., Chair
Bruce P. Cury	X			
Theodore Trent Green, R.A.	X		X	
Brian P. Hollands				
Gary Pike	X			
Jacqueline S. Wilds	X			
Ray Young	X			Ramond A. Chiaramonte, AICP, Executive Director
Ramond A. Chiaramonte, AICP <i>Executive Director</i>	On motion of <u>Com. Green</u> Seconded by <u>Com. Agliano</u>			
The following resolution was adopted:				

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

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

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

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

WHEREAS, the Hillsborough County City-County Planning Commission is the local planning agency responsible for the long range Comprehensive Plans for Hillsborough County and the three cities of Tampa, Temple Terrace and Plant City, pursuant to the

Metropolitan Planning Organization Reapportionment Plan
September 9, 2013

provisions of Chapter 97-351, Laws of Florida, and therefore should be considered for membership on the MPO; and

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

NOW, THEREFORE NOW BE IT RESOLVED by the Hillsborough County City County Planning Commission, that the *Hillsborough MPO 2013 Membership Apportionment Plan* proposed for Hillsborough County, its jurisdictions, and transportation operators, be endorsed for submittal to the Governor's Office; and our Chair authorized to sign an amendment to the *Interlocal Agreement for the Creation of the Hillsborough MPO* to reflect the changes in membership specified in the 2013 Membership Apportionment Plan.