

Nondiscrimination Plan



Hillsborough MPO
**Metropolitan Planning
for Transportation**

Adopted March 2018

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Una versión en Español está disponible en www.planhillsborough.org

LARGE PRINT AVAILABLE AT www.PLANHILLSBOROUGH.org

Hillsborough MPO's Nondiscrimination Statement in Plain English

The Hillsborough County Metropolitan Planning Organization (MPO) assures that no person shall on the grounds of race, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any MPO-sponsored program or activity.

The MPO also assures that every effort will be made to prevent discrimination through the impacts of its programs, policies and activities on minority and low-income populations. Additionally, the MPO will take reasonable steps to provide meaningful access to services for persons with limited English proficiency.

The Hillsborough MPO adheres to a Title VI/Nondiscrimination Policy Statement that is reaffirmed annually. The 2017 reaffirmation¹ states:

Pursuant to DOT Standard Title VI Assurances and Non-Discrimination Provisions, the Hillsborough MPO assures the Florida Department of Transportation (FDOT) that no person shall on the basis of race, color, national origin, sex, age, disability, family or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, the Florida Civil Rights Act of 1992, and other nondiscrimination authorities be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity.

The Hillsborough MPO further assures FDOT that it will undertake the following with respect to its programs and activities:

1. Designate a Title VI Liaison that has a responsible position within the organization and access to the Recipient's Chief Executive Officer.
2. Issue a policy statement signed by the Chief Executive Officer, which expresses its commitment to the nondiscrimination provisions of Title VI. The policy statement shall be circulated throughout the Recipient's organization and to the general public. Such information shall be published where appropriate in languages other than English.
3. Insert the clauses of Appendices A and E (Title VI Nondiscrimination Contract Provisions²) of this agreement in every contract subject to the Acts and the Regulations.
4. Develop a complaint process and attempt to resolve complaints of discrimination against sub-recipients. Complaints against the Recipient shall immediately be forwarded to the FDOT District Title VI Coordinator.
5. Participate in training offered on Title VI and other nondiscrimination requirements.
6. If reviewed by FDOT or USDOT, take affirmative action to correct any deficiencies found within a reasonable time period, not to exceed 90 calendar days.
7. Have a process to collect racial and ethnic data on persons impacted by your agency's programs.

¹ Annual Title VI Certification and Assurances document, May 2, 2017.

² www.fdot.gov/planning/policy/metrosupport/titleVI.pdf.

Federal Laws and Responsibilities of the MPO

The past 50 years have brought about significant federal legislation specifically directed at preventing discrimination and promoting equitable treatment of all people. In addition to Title VI and Environmental Justice, other nondiscrimination statutes prohibit discrimination based on sex, age, or disability. These include Section 162(a) of the Federal-Aid Highway Act of 1973 [23 U.S.C. 324] (sex), the Age Discrimination Act of 1975 [42 U.S.C. 6101] (age), and Section 504 of the Rehabilitation Act of 1973 [29 U.S.C. 701] and the Americans With Disabilities Act (ADA) of 1990 [42 U.S.C. 12131] (disability). Taken together, these requirements define a broad Title VI/ Nondiscrimination Program. The following table presents the relevant Federal statutes, regulations, executive orders, and rules.

Citation	Description
Nondiscrimination	
20 U.S.C. 1681 et seq., Civil Rights Restoration Act of 1987	Clarifies congressional intent to prohibit discrimination in all programs and activities of Federal-aid recipients, regardless of whether or not they are Federally assisted.
23 U.S.C. 324, Highway Act of 1973	Adds sex as a protected class and authorizes the use of Title VI enforcement measures for sex discrimination.
29 U.S.C. 701 et seq., Section 504 of the Rehabilitation Act of 1973	Prohibits discrimination based on disability in Federally funded programs or services.
42 U.S.C. 2000d-2000d-7, Title VI of the Civil Rights Act of 1964	Provides that no person in the United States shall, on the grounds of race, color, or national origin , be excluded from, participation in, or be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.
42 U.S.C. 6101 et seq., Age Discrimination Act of 1975	Prohibits discrimination based on age in any Federally funded program or activity.
42 U.S.C. 12131 et seq., ADA of 1990	Prohibits discrimination based on disability in programs or services operated by government entities.
49 C.F.R. 27, Nondiscrimination Based on Disability in U.S. DOT-Assisted Programs	Codifies ADA/504 for U.S. DOT programs, services, and activities.
Title VI	
23 C.F.R. 200 et seq., State Transportation Agency Nondiscrimination	Codified Title VI for FHWA programs, services, and activities.
23 C.F.R. 450.336, Self-certifications and Federal Certifications	Requires the metropolitan transportation planning process be carried out in accordance with Title VI and other nondiscrimination requirements.
49 C.F.R. 21 et seq., Nondiscrimination in U.S. DOT Assisted Programs	Codifies Title VI for U.S. Department of Transportation programs, services, and activities.
Disadvantaged Business	
49 C.F.R. 26, DBE	Establishes Federal guidelines for DBE participation in U.S. DOT-funded contracts.
Environmental Justice	
Executive Order 12898 (1994)	Directs Federal agencies to address disproportionately high and adverse human health or environmental effects in programs, policies, and activities on minority populations and low-income populations .

Citation	Description
Nondiscrimination	
DOT Environmental Justice Order 5610.2(a) (2012)	Reaffirms U.S. DOT commitment to EJ and provides steps to prevent and/or address disproportionately high and adverse effects to minority or low-income populations through Title VI analyses and environmental justice analyses conducted as part of Federal transportation planning and National Environmental Policy Act (NEPA) provisions.
FHWA Environmental Justice Order 6640.23A (2012)	Provides FHWA policies and procedures for use in complying with Executive Order 12898.
Limited English Proficiency	
Executive Order 13166 (2000)	Requires Federal agencies to improve access to programs and services for those who are limited English proficient , and to provide guidance to Federal-aid recipients on taking reasonable steps to provide meaningful access for those who are Limited English Proficient (LEP).

Hillsborough County Metropolitan Planning Organization

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PURPOSE

The purpose of this report is to describe the measures taken by the Hillsborough Metropolitan Planning Organization (MPO) to assure that all residents of Hillsborough County regardless of race, color, national origin, sex, age, income, or disability are welcomed and included in the transportation planning and policy- and decision-making process. The report also documents the MPO's compliance with Title VI of the Civil Rights Act (hereafter, Title VI) and is supported by additional reports including the Public Participation Plan (PPP) and the Limited English Proficiency (LEP) Plan.

Title VI of the Civil Rights Act of 1964 (42 United States Code §2000d) provides that "no person in the United States shall, on the grounds of race, color, or national origin, be excluded from

participation in, be denied the benefits of, or be subject to discrimination under any program or activity receiving federal financial assistance."

The **Hillsborough MPO** is a transportation policy-making board comprised of 16 members and mandated by federal and state law. The MPO is directly responsible for making sure federal and state dollars spent on existing and future transportation projects and programs are based on a continuing, cooperative, and comprehensive transportation planning process. Committed to meaningful public engagement throughout this process, the MPO is responsible for establishing priorities to meet short-term (next five years) and long-term (five to 20-plus years) multi-modal transportation needs for Tampa, Temple Terrace, Plant City, and unincorporated Hillsborough County.

As part of its comprehensive transportation planning process, the MPO provides forecasts of population, housing, economic, and transportation trends to inform the process of addressing current transportation needs and identifying and preparing for future needs.

To fulfill this basic civil rights mandate, each federal agency that provides financial assistance for any program is authorized and directed by the US Department of Justice to ensure compliance with all provisions of Title VI by issuing applicable rules, regulations, or requirements to recipients and sub-recipients of federal funds. The Florida Department of Transportation (FDOT) is a primary recipient of federal funds. On this basis, the FDOT requires that funding sub-recipients, such as the Hillsborough MPO, document their programs and activities and have programs established to comply with Title VI requirements. Title VI *does not*, however, prescribe guidelines for defining Title VI areas or recommend how to serve those areas. Those decisions come at the discretion of the sub-recipient, which must identify Communities of Concern (see left) and include them in transportation planning processes. To learn more about the guiding regulations, please see **Appendix A.**

Definitions

Title VI. Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in any program or activity receiving federal financial assistance.

Environmental Justice. Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

Communities of Concern. A Community of Concern is a census block group that has a high proportion of two or more protected classes, such as racial minorities, low-income groups, persons with disabilities, and those with limited English proficiency.

WHAT IS INCLUDED IN THIS DOCUMENT?

This report outlines how the Hillsborough MPO addresses the requirements of Title VI. MPOs have three responsibilities to address in their planning work; **Part I** describes components of Title VI practices for those three responsibilities as well as a fourth component addressing assessment and evaluation. This section of the document is dynamic and will be periodically updated with the most recent Census data as they become available.

Component 1. Where are the Communities of Concern?

Data collection and analysis should be based on the latest census data for ethnic and racial groups by census block groups, a relatively small geographic area based on population. Traffic Analysis Zones (TAZs) are also used for analysis, particularly when using the Tampa Bay Regional Planning Model (TBRPM) as part of the process to plan for transportation improvements. Identifying low-income and minority populations is necessary both for conducting effective public participation and for assessing the distribution of benefits and burdens of transportation plans and projects. Component 1 includes maps that illustrate the most recent data and highlight where Communities of Concern are located.

Best Practices

The components of this plan were adopted from a 2011 report by the Center for Urban Transportation Research (CUTR) at the University of South Florida (USF). It recommends Title VI plans:

- Develop community profiles for the planning area and maintain a GIS database with the capability of analyzing socioeconomic demographics, defining target populations, and locating them spatially;
- Establish an ongoing or concerted public engagement effort that is oriented toward better understanding the needs and concerns of low-income, disabled, and minority populations;
- Develop a system-level process for measuring the distributional effects of transportation investments on target populations' access to jobs and services, and the availability of transportation alternatives in each region; and,
- Document results to aid in decision-making processes, particularly during development of the LRTP.

Source: www.fdot.gov/research/completed_proj/summary_pl/fdot_bdk84_977-12_rpt.pdf

Component 2. How do we engage with Communities of Concern?

The MPO ensures and documents early, continuous, and meaningful opportunities for people living in Communities of Concern to get involved in the planning process. By identifying and communicating with stakeholders, such as neighborhood associations or community groups, each project's outreach efforts may be customized to meet that community's needs. Component 2 highlights our successful outreach and engagement efforts, which may be appropriate in future planning efforts.

Component 3. How do we determine plan equity?

Historically, the negative impacts of large transportation projects have fallen more heavily on lower-income and minority neighborhoods. One well-known example of this is construction of the federal interstate system, which displaced thousands of low-income and minority families in urban core areas, eroded the existing communities and socioeconomic networks, and exposed remaining

PART I: Title VI Components

residents to higher emission levels. Those communities were often less able to take advantage of the benefits of the new interstate highways, which have a limited number of access points; and further, because urban-core neighborhoods typically have a greater share of zero vehicle households.³ These issues played out in central Tampa around both the interstate highways and the Selmon Expressway, erasing minority neighborhoods such as the Central Avenue District and Dobyville. To better understand what is happening in Hillsborough County today, and to strive for transportation equity going forward, analyses should be conducted to document the relationship between today's Communities of Concern and now-proposed transportation projects to ensure no community receives unfair burden or benefit from transportation investments in the future. Component 3 outlines potential strategies for evaluating equity by using tools such as the TBRPM.

Component 4. How do we evaluate effectiveness?

Simple tools can measure the success of the MPO's outreach and engagement. Component 4 highlights some successful MPO results and recommendations and shares some useful best practices from other regions.

Part II of the document contains fact sheets for the MPO's primary plans and other projects and its Title VI best practices.

³ Shelton, T. and A. Gann. (2014). Urban Interstate Rights-of-Way as Sites of Intervention. *Conference Proceedings of the 102nd ACSA Annual Meeting*. Miami Beach, FL.

PART I: TITLE VI COMPONENTS

The following components establish methodologies that can be replicated and applied to future plans and projects. The components contain strategies which may guide planners to:

1. Identify the impacted Communities of Concern;
2. Establish outreach and engagement strategies;
3. Ensure that equity in service delivery is considered; and,
4. Measure the effectiveness of engagement strategies.

COMPONENT 1: WHERE ARE THE COMMUNITIES OF CONCERN?

Identifying the location of low-income and minority populations is necessary for conducting effective public participation and for understanding the distribution of benefits and burdens of transportation plans and projects.

Community Characteristics

Title VI protects residents of Hillsborough County from being discriminated against based on race, income, or national origin. Having this demographic information, as well as where there is a prevalence of households with disabilities, limited English proficiency, children under 18, elderly over 65, and those without access to vehicles, leads to more effective outreach efforts and allows plans to be more responsive to the needs of communities.

There is no universally accepted practice for identifying communities with higher concentrations of households which may need special consideration. One technique which has been used with some success identifies communities where the proportion of at least one characteristic is greater than the proportion of the entire planning area. Using this technique, if the countywide proportion of adults over 65 years of age is 15 percent, then a community with 16 percent adults over 65 would have a higher concentration. The Hillsborough MPO, however, uses a more precise method of identifying the countywide median and highlighting areas where the proportion of a characteristic is at least one standard deviation greater.

Block groups with two or more characteristics meeting the criteria are identified as Communities of Concern. Block groups in which the proportion of two characteristics is at least two standard deviations above the median are Communities of High Concern, with one exception: low-income areas that are two standard deviations above the median are Communities of High Concern even if that is the singular highlighted characteristic. See **Appendix B** for more information on Communities of Concern methodology.

Methodology for Establishing Thresholds to Identify Communities of Concern

1. Calculate the median for each characteristic described in this component.
2. Highlight the census block groups that are greater than one standard deviation above the median.
3. Identify census block groups that have more than one characteristic highlighted as Communities of Concern.
4. Identify census block groups that are two standard deviations greater than the median as Communities of High Concern.

The median, as opposed to the mean or average, identifies the exact middle of the group and is less impacted by data outliers.

PART I: Title VI Components

Minority Populations

Hillsborough County is historically diverse; its historic human settlements included Seminole Indians, Cubans, Spaniards, Italians, other Europeans, and African Americans. Today, Hillsborough County continues to be a diverse mix of cultures, races, and ethnicities, as illustrated in the following pages.

National Snapshot

The United States (US) Census Bureau estimates that 316,515,000 people lived in the US in 2015. Of that population, 17.1 percent identify as Latin, 13.8 percent identify as African American, and 6.1 percent identify as Asian.⁴

Hillsborough County Snapshot

In that same time, the US Census Bureau estimates that 1,303,000 people lived in Hillsborough County. Of that population, 26.1 percent identify as Latin, 18.2 percent identify as African American, and 4.6 percent identify as Asian. The proportion of each of those characteristics is greater in

Once Tampa's oldest and largest African American neighborhood, The Scrub, traces its history to just after the Civil War when newly-freed slaves built homes in a scrub palmetto thicket outside the Town of Tampa. The Central Avenue Business District, with more than 200 African American businesses, and a thriving music scene, rose from this neighborhood's modest beginnings. The construction of I-4 and urban renewal projects in the 1960s followed by the 1967 riots disrupted businesses and dislocated customers and eventually led to the demise of the district. The last business on Central Avenue closed in 1974, and the street south of I-275 has completely vanished.



A parade on Central Avenue in 1940.

Hillsborough County than for the US overall. Hillsborough County ranked 40th in diversity out of 2,631 US counties according to the *2017 Most Diverse Counties in America* study.⁵

Figure 1 shows the census block groups in Hillsborough County with greater proportions of minority populations than the proportion for the county overall. The map shows the areas greater than the median (23 percent), those that are one standard deviation above the median (46 percent), and those that are two standard deviations above the median (69 percent).

African American Population

African Americans represented 18.2 percent of the Hillsborough County population, according to the 2015 American Community Survey. Within the City of Tampa limits, African Americans represent 25.3 percent of the jurisdiction's population. The African American population of Hillsborough County is clustered mostly within the City of Tampa, such as the neighborhoods of East Seminole Heights, Tampa Heights, Jackson Heights, and Sulphur Springs.

⁴ US Census, 2011-2015 American Community Survey 5-year estimates, 2015.

⁵ Niche. (2017). 2017 Most Diverse Counties Methodology. <https://about.niche.com/methodology/most-diverse-counties>.

PART I: Title VI Components

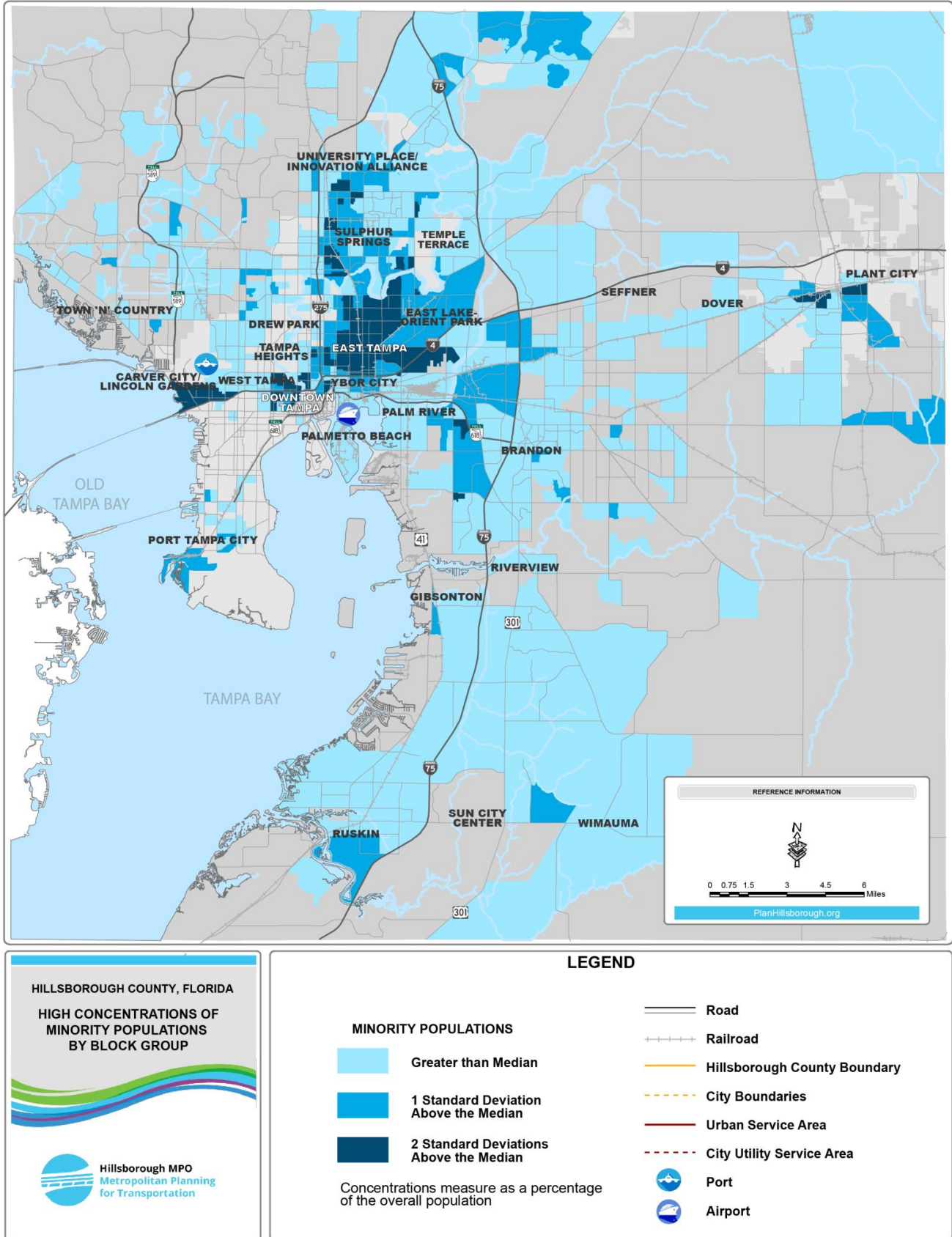


Figure 1: Areas with High Concentrations of Minority Populations

Where are the communities of concern?

PART I: Title VI Components

Hispanic Population

In the 2000 Census, Spanish speakers accounted for 24.9 percent of the County's total population; there was a slight increase in this population between 2000 and 2015. The census block groups that include Town 'n' Country, West Tampa, and some adjacent areas have historically had higher concentrations of Spanish-speaking residents.

Outside the City of Tampa, large Spanish-speaking communities can be found to the north of Plant City and in southern Hillsborough County which includes Palm River, Gibsonton, Ruskin, and Wimauma. These populations are not homogenous and represent communities that have both resided in the county for many decades (or over a century in some cases) and some burgeoning communities. There is also great diversity within this population of people hailing from the Caribbean, Central America, and South America.

Limited English Proficient Households

Limited English Proficient (LEP) refers to any person age five and older who reported speaking English less than "very well" as classified by the US Census Bureau. The Hillsborough MPO considers an LEP household to be one in which at least one individual does not speak English as their primary language AND has limited ability to read, speak, write, or understand English.

National Snapshot

In 2013, approximately 61.6 million individuals in the US, both foreign- and US-born, spoke a language other than English at home. While the majority of these individuals also spoke English with native fluency or very well, about 41 percent (25.1 million) were considered LEP. Though most LEP individuals are foreign-born, nearly 19 percent (4.7 million) were born in the US, most to foreign-born parents. Overall, the LEP population represented 8 percent of the total US population age five and older.

Hillsborough County Snapshot

The LEP population in Hillsborough County consists of many different cultural communities speaking many different languages. Several are well-known, but others may require specialized engagement. The ten largest

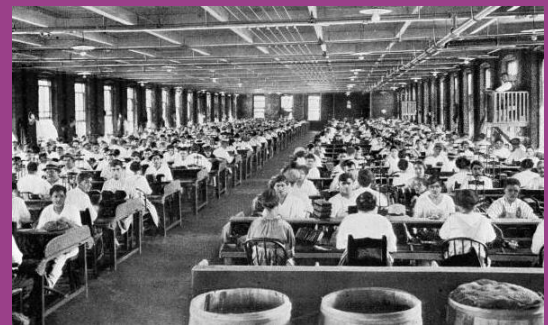
Definitions

Hispanic. Hispanic refers to Spanish-speaking populations; the term "Hispanic" excludes those from Brazil, where Portuguese is spoken.

Latin. Latin (or Latino/Latina) refers to one's country of origin; Latin countries include the Americas and the Caribbean, but exclude Spain.

Ybor City

Possibly one of Hillsborough County's most multicultural neighborhoods, Ybor City was founded in 1885 by renowned cigar manufacturer, Vicente Martinez-Ybor. Ybor was born in Spain and moved to Cuba, then Key West and finally, Tampa. In 1886, he brought more than 3,000 workers from Cuba to roll cigars in his factories; his cigar and home construction businesses then flourished and thrived for decades. For its importance to the nation's immigration movement, the National Park Service declared Ybor City a National Historic Landmark District in 1990.



Inside an Ybor City cigar factory in 1920.

PART I: Title VI Components

language groups are shown in **Table 1** below. Together, these groups represent nearly 10 percent of the county’s population and show the diversity of languages spoken in Hillsborough County.

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

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

Source: American Community Survey 2010-2014.

Figure 2 (page 9) shows the highest concentrations of LEP residents; the map shows the areas greater than the median (3 percent), those that are one standard deviation above the median (11 percent), and those that are two standard deviations above the median (19 percent). The areas with the highest concentrations of LEP households are in West Tampa, Town ‘n’ Country, Sun City Center, Plant City, and the University area, although LEP residents also live in other areas throughout the county.

Figures 3 and **4** (pages 10 and 11) are for informational purposes and show concentrations of Spanish speakers of limited English proficiency, and speakers of all other languages with limited English proficiency.

PART I: Title VI Components

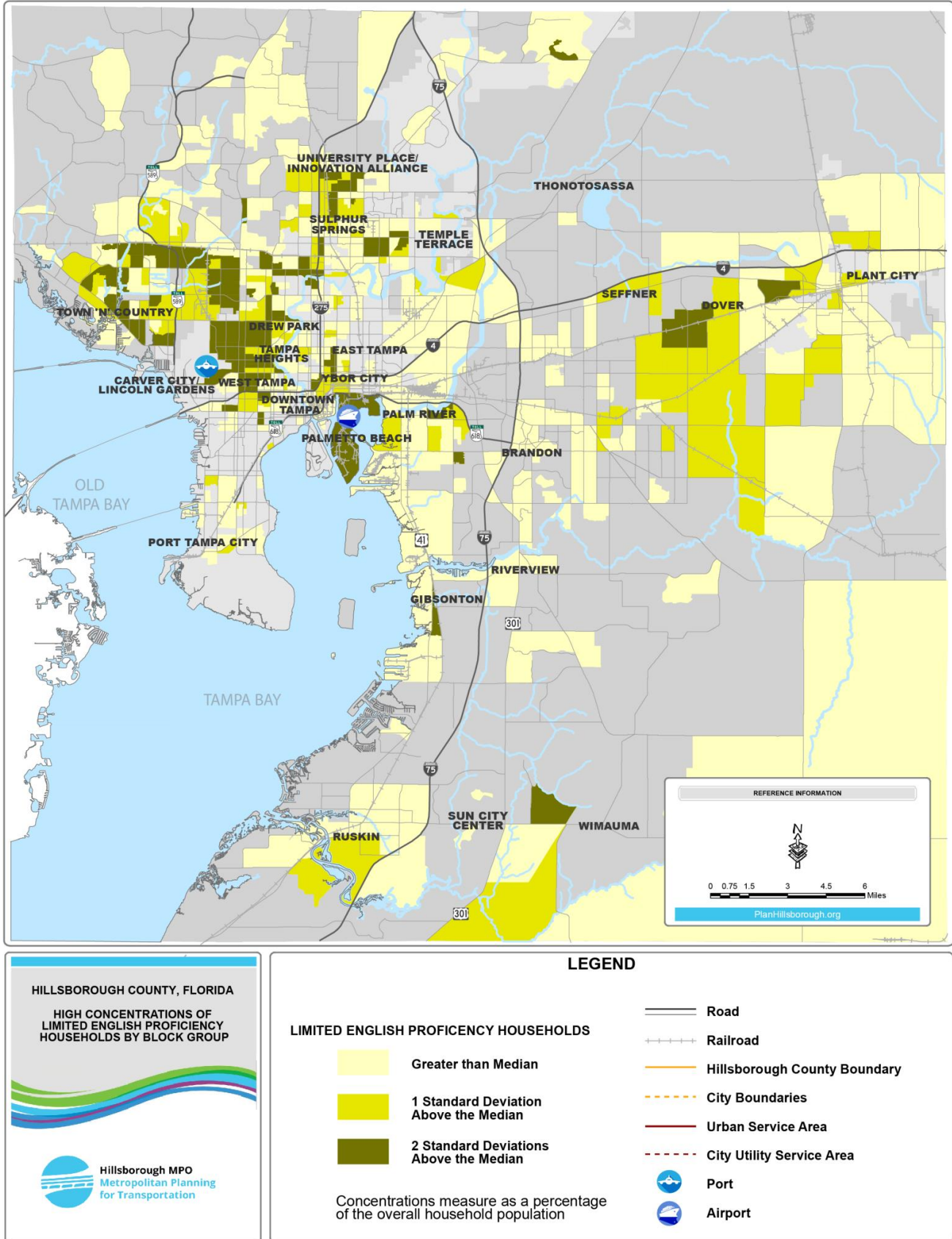


Figure 2: Areas with High Concentrations of Limited English Proficiency Households

Where are the communities of concern?

PART I: Title VI Components

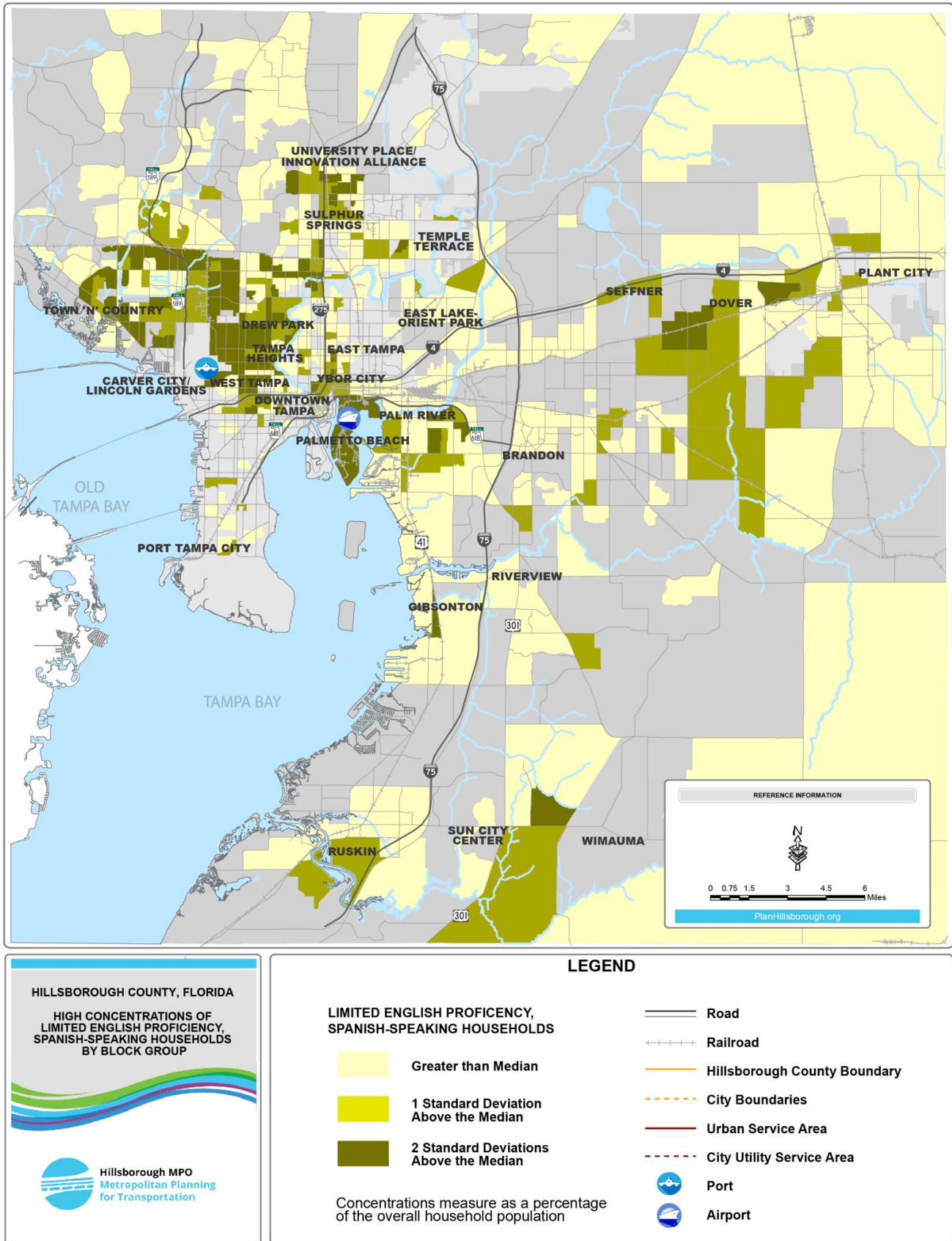


Figure 3: Areas with High Concentrations of Limited English Proficiency Spanish-Speaking Households

Where are the communities of concern?

PART I: Title VI Components

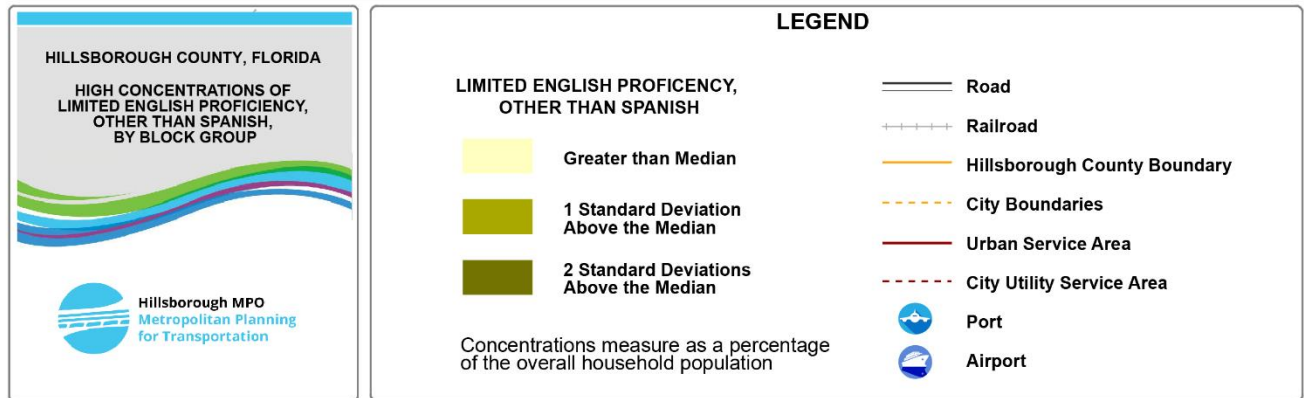
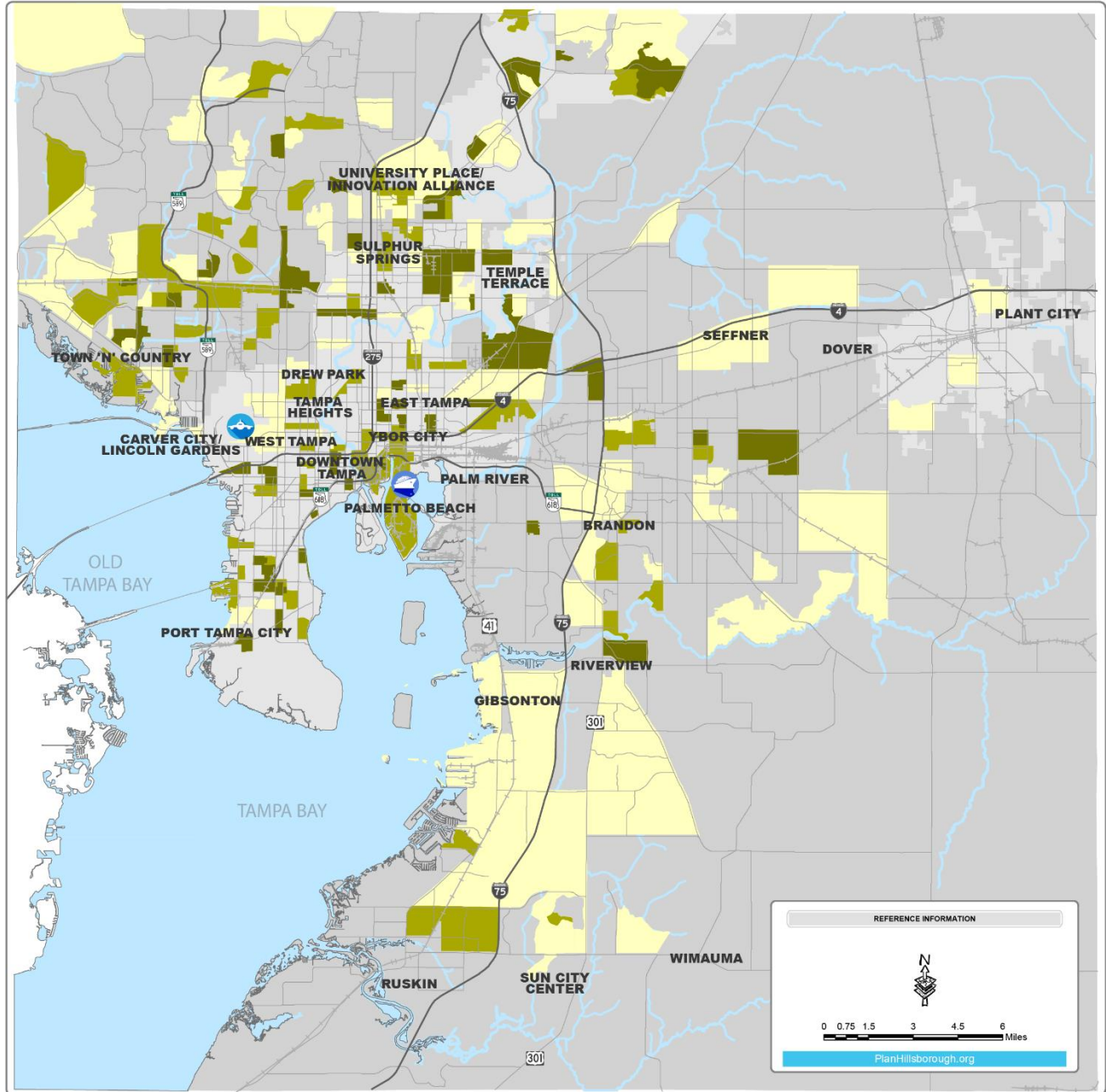


Figure 4: Areas with High Concentrations of Limited English Proficiency, Other than Spanish

Where are the communities of concern?

Low-Income Population

National Snapshot

The US Census Bureau estimated that 43 million Americans (about 14 percent) lived below the poverty level in 2015. The national median household income was \$53,889.

Hillsborough County Snapshot

For the same time period, the US Census Bureau estimated that 15 percent of the people living in Hillsborough County were below the poverty level. The median household income in Hillsborough County was just \$50,600, only six percent less than the national median household income.

Figure 5 (page 13) shows the areas with the highest concentrations of poverty. The map shows the areas greater than the median (40 percent), those that are one standard deviation above the median (63 percent), and those that are two standard deviations above the median (85 percent). There is a high concentration of households living in poverty in Apollo Beach, Gibsonton, west of the main USF campus, and Northwest Tampa (east and south of Tampa International Airport).

Persons with Disabilities

The Americans with Disabilities Act (ADA) of 1990 extends the nation's body of civil rights laws and the principles of equal protection and nondiscrimination to persons with disabilities. The ADA defines persons with disabilities, in part, as those who have "a physical or mental impairment that substantially limits one or more major life activities" and mandates that those persons be afforded legal protections and be provided with essential public services. Other federal laws that offer guidance on issues affecting persons with disabilities include the Rehabilitation Act of 1973, the Individuals with Disabilities Education Act, the Fair Housing Amendments Act of 1988, and the Telecommunications Act of 1996.

Who Are the Low-Income in the US?

In 2010-2014, about one out of seven, or 15.6 percent, US residents lived in poverty. There were an estimated 47.7 million persons in poverty in the US - the third consecutive annual increase in the number of people in poverty and the largest number of people ever reported in poverty since estimates were first published in 1959.

Hispanics and African Americans.

Hispanics and African Americans accounted for 38.2 percent and 26 percent, respectively, of all persons in poverty in 2014. Hispanics and African Americans suffer from persistently higher rates of poverty than non-Hispanic Whites.

Children and youth. Many persons in poverty are children and youth. More than one out of five children live in poverty.

Seniors. People aged 65 and older account for 9.1 percent of persons in poverty, but their poverty rate is proportionately less than for children and adults age 18 to 64 years.

Single-parent, female-headed families.

These households are among the most vulnerable to falling into poverty, particularly those with children under 18 years old. Single-parent female-headed families account for 14.8 percent of all families, but 38.8 percent of all families in poverty. For White women (non-Hispanics) with children, there has been a rise in poverty levels over this same period, thereby diminishing the income gap among racial groups.

Foreign born. In 2009, foreign-born residents were more likely to be in the US labor force and, when employed, tended to work in lower-income industries such as construction, production, and services in greater numbers than those born in the US.

PART I: Title VI Components

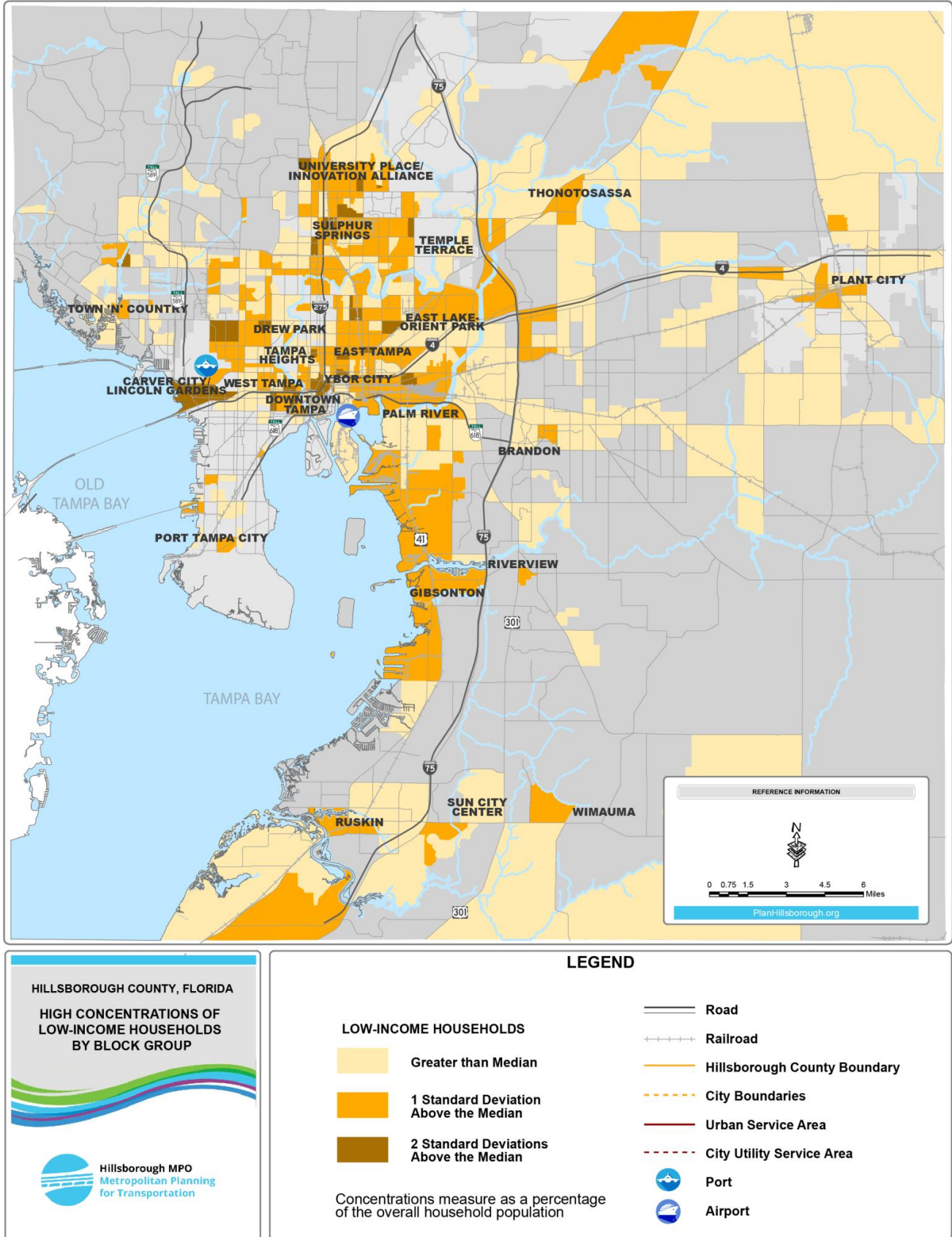


Figure 5: Areas with High Concentrations of Low-Income Households

Where are the communities of concern?

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National Snapshot

The US Census Bureau estimates that nearly 20 million people, or approximately 6.6 percent of the population, lived with disabilities in the US in 2015.

Hillsborough County Snapshot

For the same time, the US Census Bureau estimates that 11.7 percent of the people in Hillsborough County lived with disabilities. Disabilities can impact individuals' ability to access meaningful employment, health care, and other essentials to quality of life.

Figure 6 (page 15) shows the Census block groups with the highest concentrations of residents with disabilities. The map shows the areas greater than the median (23 percent), those that are one standard deviation above the median (36 percent), and those that are two standard deviations above the median (48 percent). The areas with the highest concentrations are in Sun City Center, Little Manatee South, and Plant City. There are also numerous small pockets of persons with disabilities living along the Interstate 275 corridor from downtown Tampa toward Interstate 75.

An Aging Population

Often, as people age, they encounter more difficulties in accessing transportation. The Transportation Disadvantaged Service Plan estimates that one-third of Hillsborough County's population is Transportation Disadvantaged and, as Baby Boomers age into retirement, that population may increase to 50 percent.

Source: Hillsborough MPO. 2016. 2016 State of the System Report. Hillsborough County: Tampa, FL

Zero Vehicle Households

Households may not have a vehicle due to choice, inability to obtain a driver's license, disability, or economic circumstances. Members of carless households rely on public transit or active transportation, such as biking or walking, to access jobs, school, health services, and grocery stores. Both nationally and locally, transit service often falls short of connecting households to ample job opportunities. Commuting to work without a car remains a significant challenge to overcome.

National Snapshot

The US Census Bureau estimates that in 2015, slightly more than 10 million people, or approximately 9.1 percent of the population, lived in households with no vehicles in the US.

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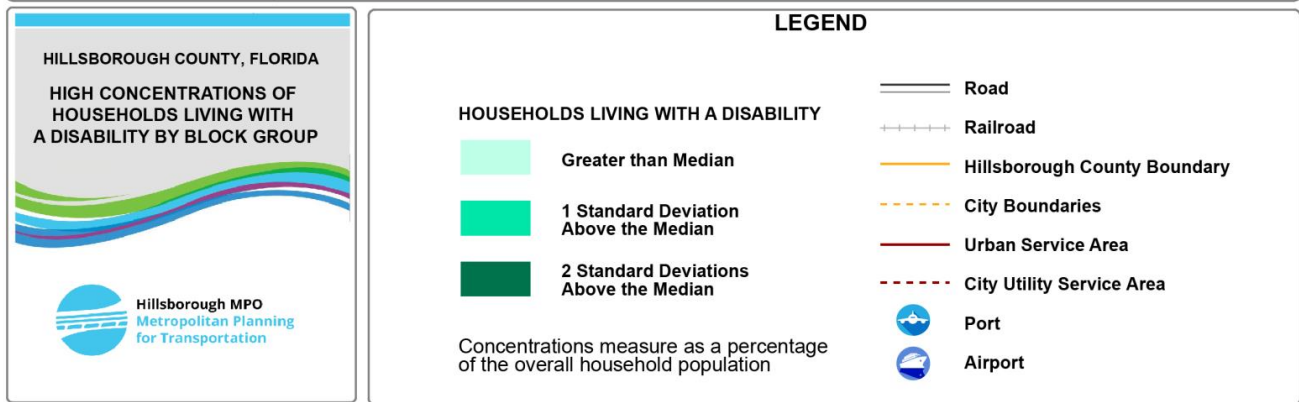
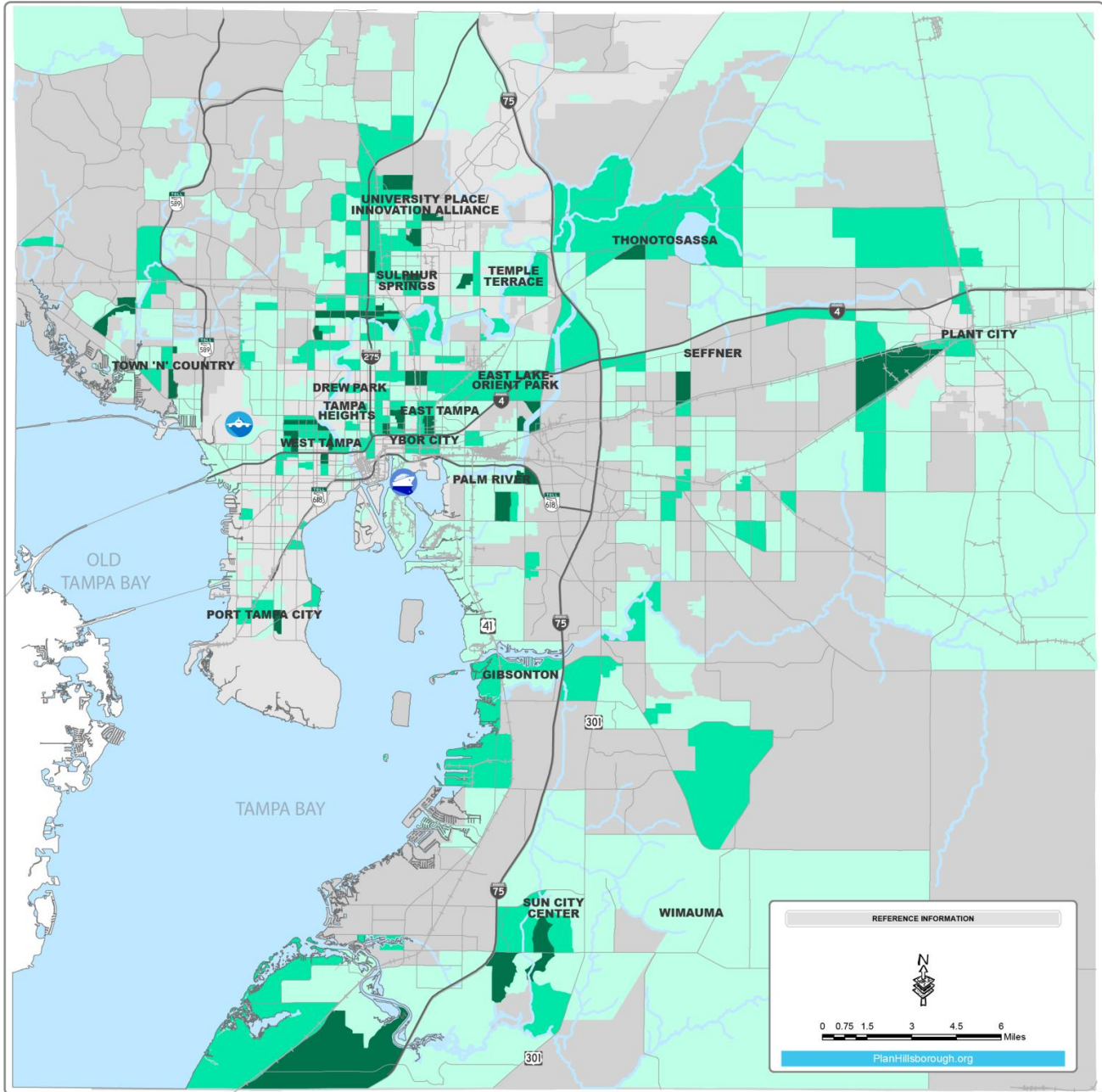


Figure 6: Areas with High Concentrations of Households Living with a Disability

Where are the communities of concern?

Hillsborough County Snapshot

For 2015, the US Census Bureau estimates that 7.1 percent of the people in Hillsborough County lived in households with no vehicles. Despite having higher rates of poverty and disability than the national average, Hillsborough County has substantially fewer households with no vehicles. One explanation for this is that other metro areas may have more robust transit service, thereby allowing more people to conveniently live without a car.

Figure 7 (page 17) shows the concentrations of residents living in households with no vehicles; the map shows the areas greater than the median (5 percent), those that are one standard deviation above the median (15 percent), and those that are two standard deviations above the median (26 percent). The areas with the highest concentrations are near the main campus of USF and surrounding neighborhoods, and Valrico.

Communities of Concern

Communities of Concern are geographic areas which have two or more indicators falling one standard deviation above the county's median. Residents of these areas face unique and sometimes overwhelming obstacles related to transportation and engagement. Areas with multiple indicators of potential disadvantage may benefit from targeted outreach to identify both needs and solutions and may require targeted transportation services based on the communities' characteristics.

Figure 8 (page 18) shows the Communities of Concern with high concentrations of multiple indicators (no areas in Hillsborough County have high concentrations of more than six indicators).

To reiterate, block groups with two indicators meeting the criteria are identified as Communities of Concern. Block groups in which the proportion of two characteristics is at least two standard deviations above the median are Communities of High Concern, with one exception: low-income areas that are two standard deviations above the median are also Communities of High Concern even if that is the singular highlighted indicator.

The MPO maintains and regularly updates a list of neighborhood and civic groups active in areas of higher concentrations of protected population groups. Examples of civic groups include:

- Carver City/Lincoln Gardens Civic Association;
- Drew Park CRA;
- West Tampa CDC;
- Tampa Heights Civic Association;
- V.M. Ybor Civic Association;
- Southeast Seminole Heights Civic Association;
- Sulphur Springs Civic Association;
- University Square Civic Association;
- University Area CDC;
- East Tampa Community Revitalization Partnership;
- Highland Pines Civic Association;
- Palm River POINT;
- Redlands Christian Migrant Association/San Jose Mission; and,
- Florida Institute for Community Studies, Town 'n' Country.

Please see Appendix E for a complete list.

Alternative Indicators to Identify Communities of Concern

Other MPOs have selected other or additional Census-derived characteristics to ensure those with disadvantages are included in the planning process and their needs are met. Some of these characteristics include:

- Single parent households;
- Female head of household with a child;
- Educational attainment (no high school diploma); and,
- Foreign-born.

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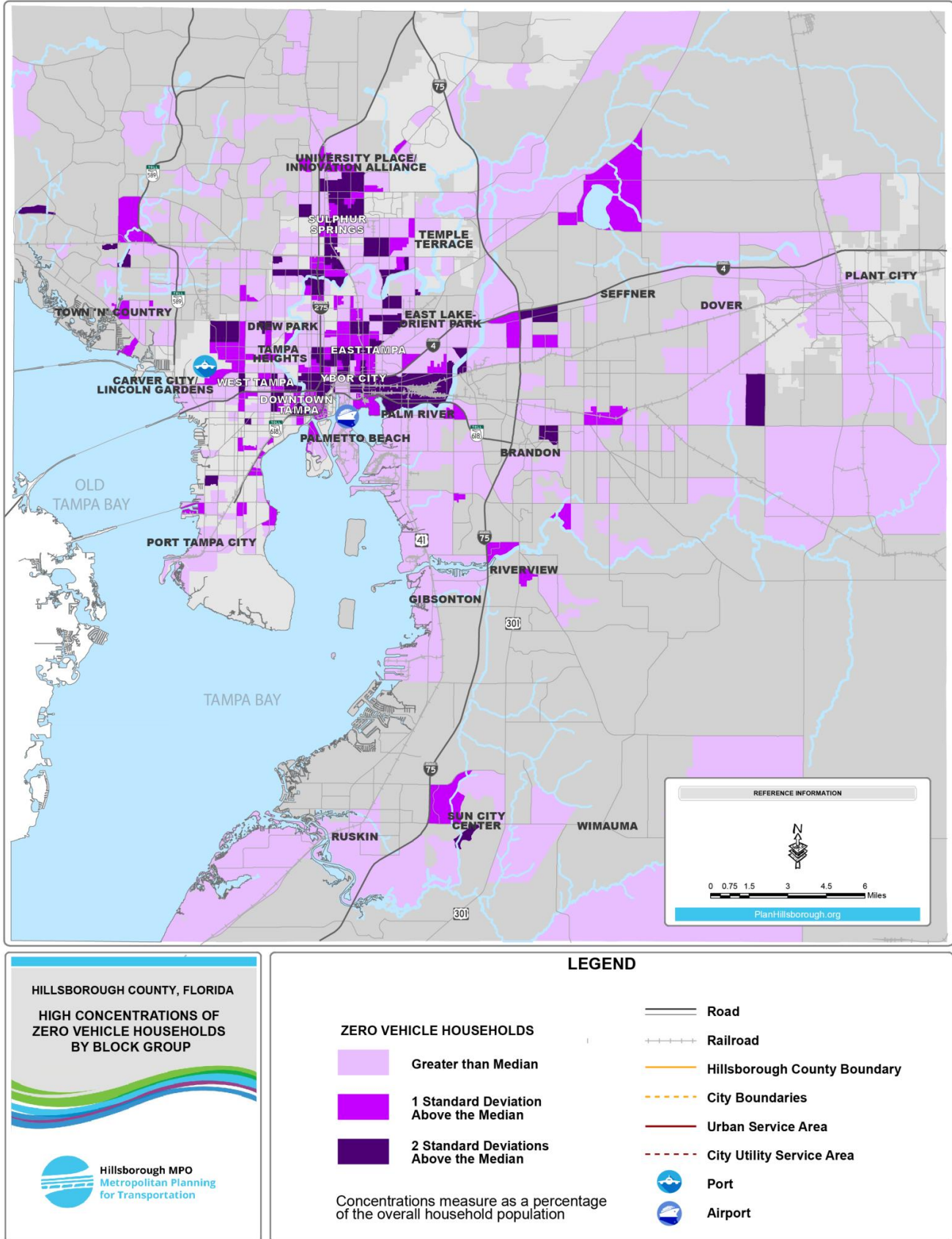


Figure 7: Areas with High Concentrations of Zero Vehicle Households

Where are the communities of concern?

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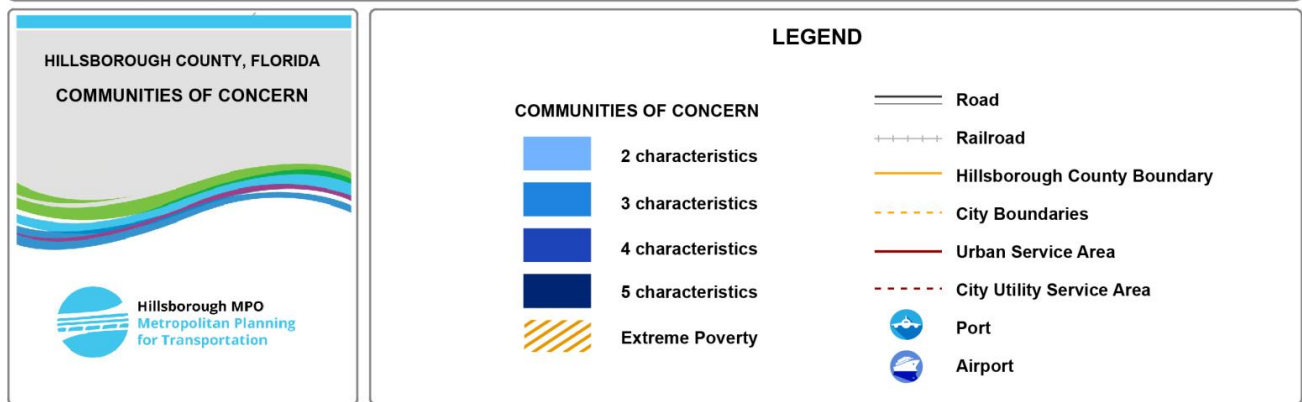
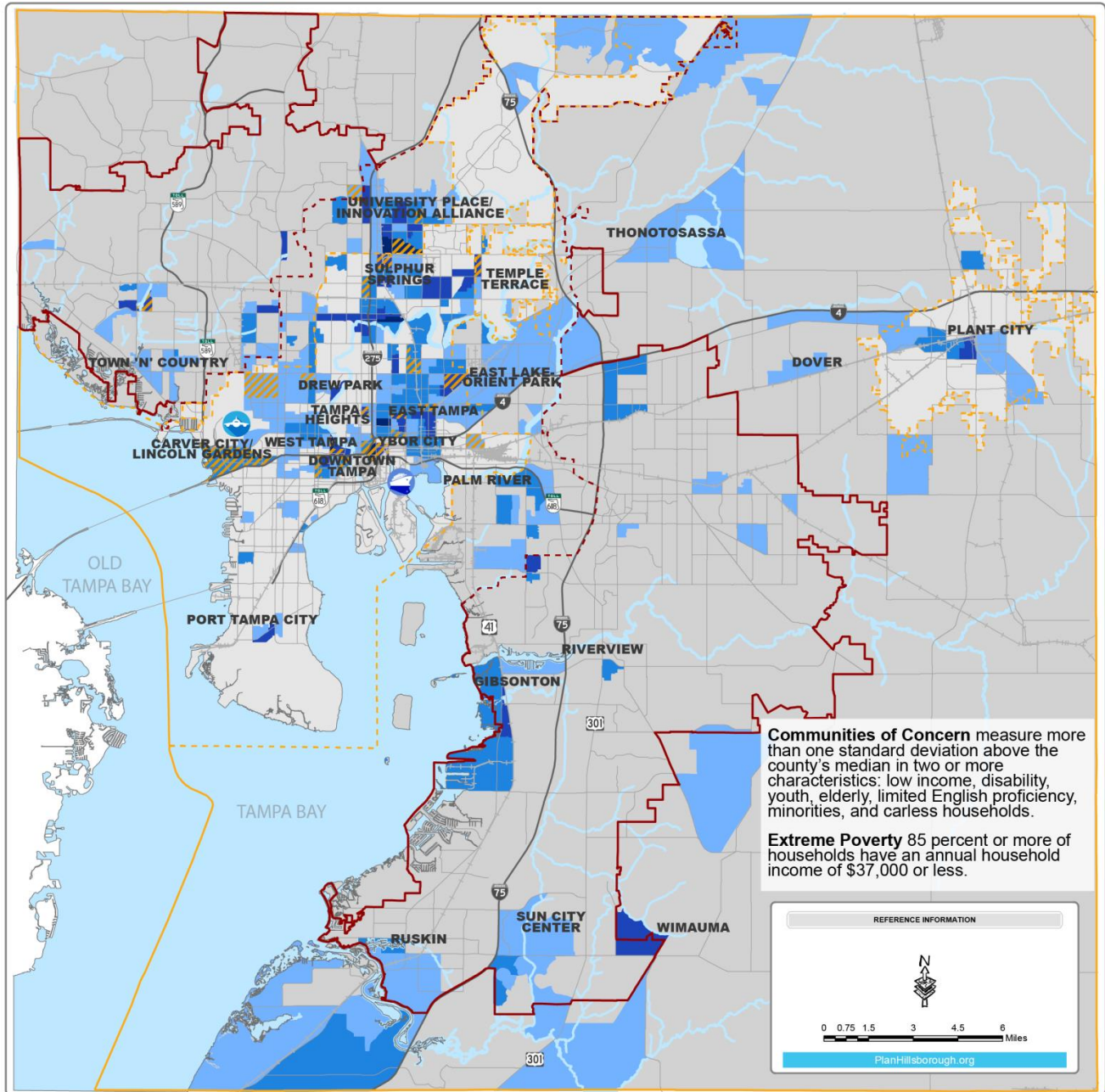


Figure 8: Communities of Concern

Where are the communities of concern?

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[Environmental Justice Order](#)

Whereas Title VI of the Civil Rights Act was designed to prevent discrimination on the basis of race, income or national origin, Environmental Justice Executive Order 12898 was issued to focus federal attention on the environmental and human health conditions in minority and low-income communities; to promote nondiscrimination in federal programs substantially affecting human health and the environment; and, to provide minority and low-income communities' access to public information on, and an opportunity for public participation in, matters relating to human health or the environment.⁶

Figure 9 (page 20) shows the "top quintile" areas for concentrations of race, ethnicity, and low-income -- the categories used to identify Environmental Justice populations. The associated Travel Analysis Zones are identified in **Appendix D** for use in the Tampa Bay Regional Planning Model.

⁶ www.epa.gov/sites/production/files/2015-02/documents/title-vi-ej-comparison.pdf.

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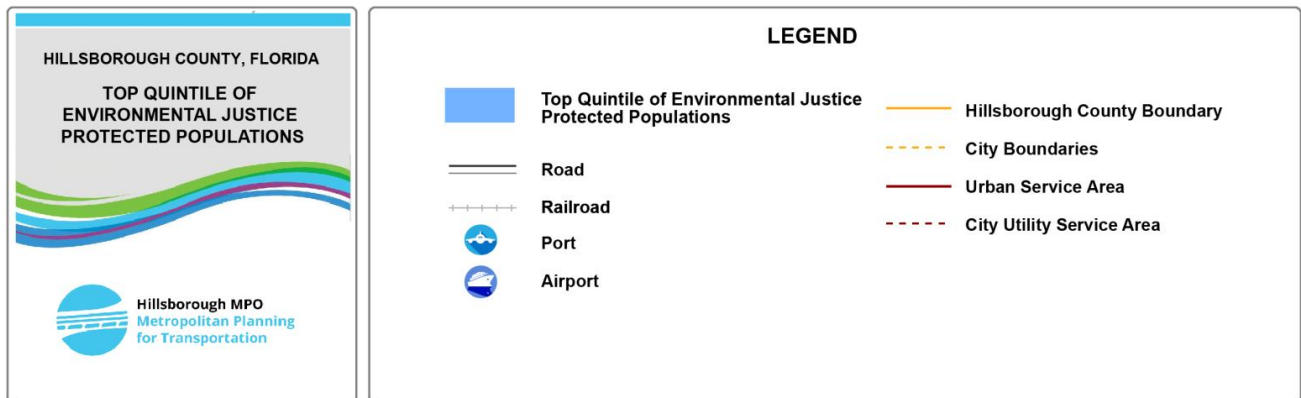
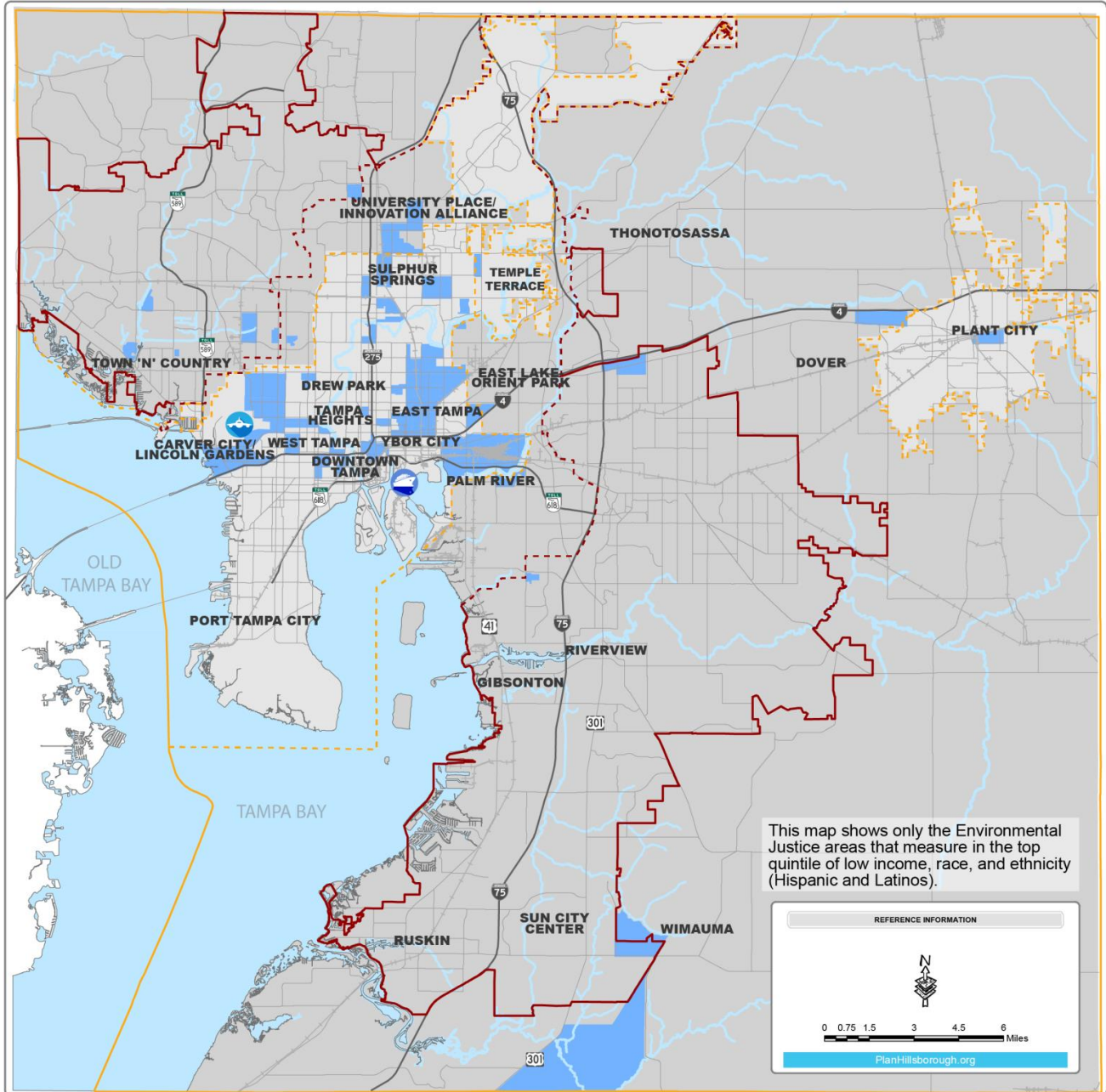


Figure 9: Top Quintile of Environmental Justice Protected Populations

Where are the communities of concern?

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[Additional Resources for Understanding Community Characteristics](#)

Currently, Hillsborough MPO uses mappable data and GIS analysis to identify the locations of Communities of Concern. This data is valuable, but there are other resources that can provide a clearer picture of the challenges facing the county's residents. The three resources listed below are accessible to planners as well as citizens.

The Environmental Protection Agency developed a web-based tool to provide nationally consistent datasets, which allows users to access high-resolution environmental and demographic information to better understand their communities. The tool, **EJSCREEN**, also allows users to compare their selected locations to the rest of the state, EPA region, or the nation. The tool can be accessed at www.epa.gov/ejscreen.

As stated in the description of the tool, it helps users identify areas with:

- Minority and/or low-income populations;
- Potential environmental quality issues;
- A combination of environmental and demographic indicators that is greater than usual; and,
- Other factors that may be of interest.

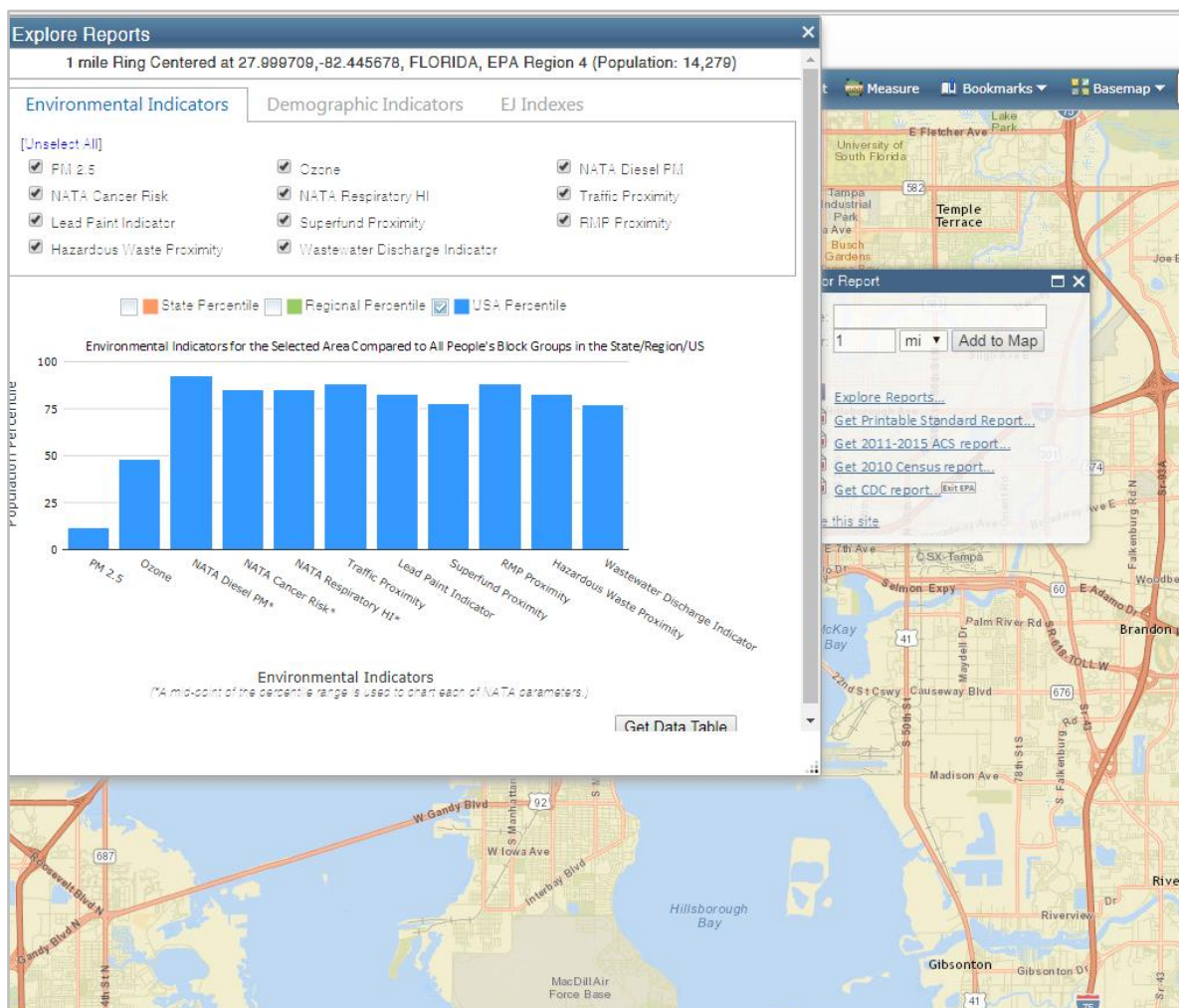


Figure 10: Screenshot of EPA's EJSCREEN Tool

Where are the communities of concern?

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AARP's Public Policy Institute developed a tool called the **Livability Index**, which assesses a ZIP code's livability score based on seven categories:

- *Housing.* Affordability and access;
- *Neighborhood.* Access to life, work, and play;
- *Transportation.* Safe and convenient options;
- *Environment.* Clean air and water;
- *Health.* Prevention, access, and quality;
- *Engagement.* Civic and social involvement; and,
- *Opportunity.* Inclusion and possibilities.

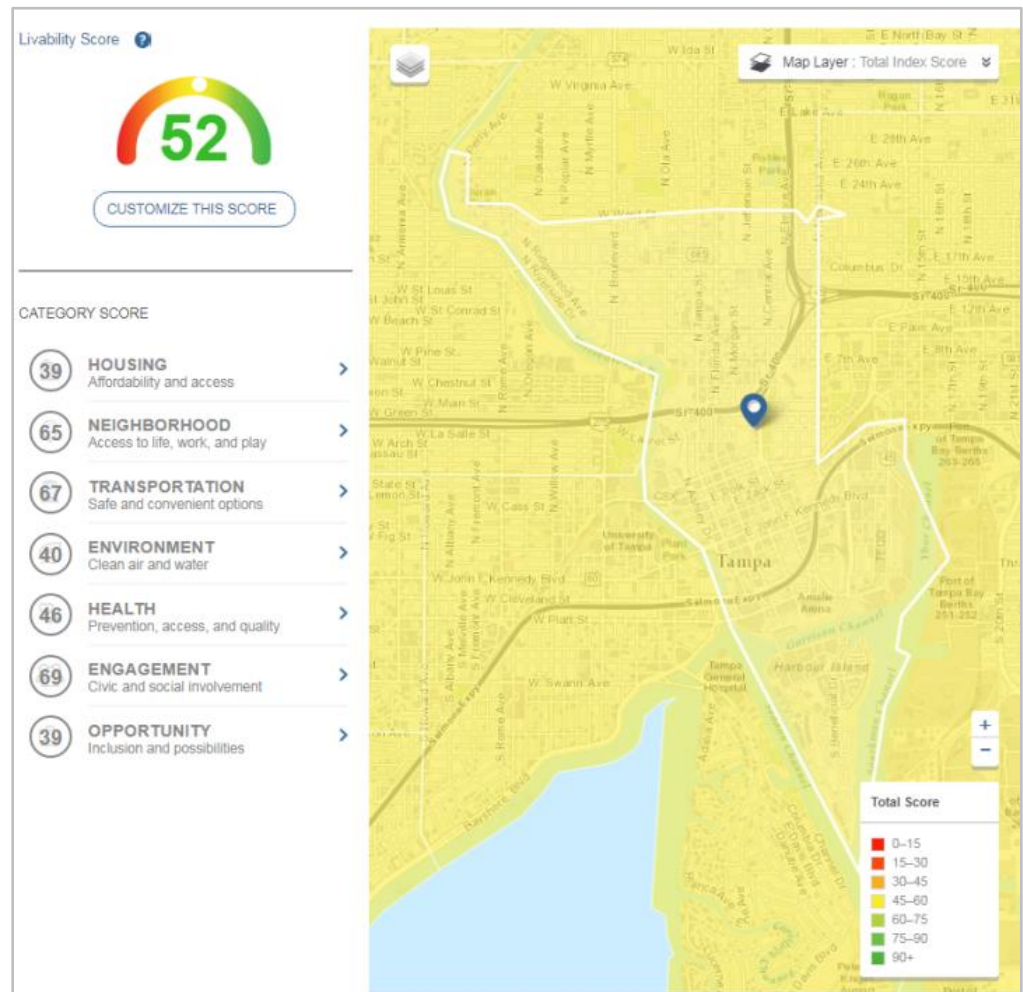


Figure 11: Screenshot of AARP's Livability Index Tool

The Livability Index helps residents and policymakers understand their community and make decisions about future needs. The tool can be accessed at livabilityindex.aarp.org.

FDOT's Efficient Transportation Decision Making (ETDM) **Environmental Screening Tool** (EST) is intended to efficiently analyze the effects of proposed projects on the human and natural environment. The EST brings together information about a project and provides analytical and visualization tools that help synthesize and communicate that information. For over five years of operation with a user community of 1,200 practitioners representing staff from eight DOT Districts, 26 MPOs, 24 federal and state resource agencies, two Tribal Governments, and countless representatives from the public, the EST has proved successful in supporting the ETDM process.

COMPONENT 2: HOW DO WE ENGAGE WITH COMMUNITIES OF CONCERN?

Planning for growth and change is a collaborative effort inclusive of all members of the community, from government providers of services to community organizations, developers and financiers, transportation agencies, and residents.

An inclusive approach relies on the principle that all groups are adequately informed of the planning activity and can therefore participate in the transportation planning process.

Public involvement is an integral part of transportation planning and project development decision-making.

Public participation in planning and access to information extends to limited English-speaking populations, and consultation with Federally-recognized Indian Tribes on a government-to-government basis. The MPO's PPP provides a broad range of strategies to inform the community, and engage with and respond to community concerns. A related document, the PPP Measures of Effectiveness report, evaluates how well the MPO is doing in this regard and is discussed more fully in **Component 3**.

Best Practice

Before beginning the public involvement process, the Miami-Dade MPO uses a web-based tool to prepare a customized demographic profile report with social, economic, and geographic characteristics for a project, enabling better identification of vulnerable communities.

Community Partners

Locating and mapping Communities of Concern is a critical first step in the inclusion process. The next step is to connect with those communities for the sake of understanding their needs and helping to develop a vision of transportation that works for community members. Successful outreach can be conducted efficiently by using established civic and social service groups to communicate. Community members can then inform the plans and stay informed about projects and plan updates.

Growing Stronger

Continue to use the MPO's inventory of civic groups and neighborhood associations to engage affected communities in the transportation decision-making process, from the beginning of each plan or study. Update the inventory on a regular basis.

Plan Hillsborough maintains and regularly updates a list of neighborhood and civic groups that are active in the areas of higher concentrations of protected population groups. A few examples of civic groups that serve the county include:

- Tampa Bay Organization of Black Affairs;
- Hillsborough County Diversity Advisory Council;
- The Homeless Coalition;
- NAACP of Hillsborough County;
- Hispanic Services Council;
- Council on American Islamic Relations;
- Alliance for Citizens with Disabilities;
- Tampa Lighthouse for the Blind;
- Yes! Of America; and,
- Health Equity Coalition of Hillsborough County.

The Seminole Tribe of Florida is engaged during major updates of the Long Range Transportation Plan. The Seminole Tribe owns a casino in Hillsborough County, yet has no tribal members living on-site.

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[Steps for Limited English Proficiency and Persons with Disabilities](#)

As part of its dedication to reduce and/or remove barriers to participation, the MPO provides translation and interpretation services for those who are less than proficient in English, and produces materials using plain language that is reasonably understandable by proficient speakers. The MPO also makes accommodations to ensure citizens with disabilities can access information and meaningfully participate in decision-making.

Translation

Executive Order 13166 requires sub-recipients of federal funding to develop plans for people for whom English is not their native language or who have limited ability to read, speak, write, or understand English. As a sub-recipient of federal funding, the Hillsborough MPO takes reasonable steps to ensure meaningful access to the information and services it provides. Based on guidance from the USDOT, the MPO utilizes a four-factor analysis to determine which language assistance services are appropriate to address the needs of the LEP population. The factors to be considered include:

- Number and proportion of LEP persons in the eligible service area;
- Frequency with which LEP persons come in contact with the program;
- Importance of the service provided by the program; and,
- Resources available and overall MPO cost.

The MPO analyzes the four factors in conjunction with the area demographics, Public Participation Plan, Measures of Effectiveness report, community partner feedback, and funding to determine when and to what extent LEP services are required.

For written documents, the analysis should focus on identifying persons with limited English proficiency using Safe Harbor thresholds to determine whether it is necessary to proactively translate documents into other languages, or simply to provide this service on an as needed basis. Under the Safe Harbor provision, if a recipient or sub-recipient of federal funds creates a plan for the provision of written translations under a specific set of circumstances, such action will be considered strong evidence of compliance with written translations obligations under Title VI. The Safe Harbor thresholds are as follows:

- A recipient or sub-recipient of federal funds provides written translations of vital documents for each eligible LEP that constitutes 5% of 1,000, whichever is less, of the population of persons eligible to be served or likely to be affected or encountered, as determined by the Four Factor Analysis noted above. Translation of other documents, if needed, can be provided orally; or,
- If there are fewer than 50 persons in a language group that reach the 5% trigger (above), the recipient or sub-recipient does not have to translate vital written materials but provides written notice in the primary language of the LEP group of the right to receive competent oral interpretation of those written materials, free of cost.

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The US DOT guidance indicates that once an agency has decided to provide language services, it is important that the recipient notify LEP persons of services available free of charge in a language that LEP persons would understand. Example methods for notification include:

- Signage when free language assistance is available with advance notice;
- Stating in outreach documents that language services are available;
- Working with community-based organizations and other stakeholders to inform LEP individuals of the MPO's services and the availability of language assistance;
- Using automated telephone voicemail attendant or menu to provide information about available language assistance services;
- Including notices in local newspapers in languages other than English;
- Providing notices on non-English-language radio and television about MPO services and the availability of language assistance; and,
- Providing presentations and/or notices at schools and faith-based organizations.

Notices for public hearings are currently placed in two newspapers that serve minority audiences. *La Gaceta* is a weekly publication with circulation over 21,000 with predominantly Spanish-speaking readership; it is the nation's only tri-language newspaper (English, Spanish, and Italian). *The Florida Sentinel* newspaper has a large, local, mostly African-American readership and is published semi-weekly with a circulation of over 30,000 readers.

The image shows a Spanish translation of an MPO newsletter titled "Walk Bike News". The header features the title in a large, white, cursive font against a blue background with a stylized map of Hillsborough County. Below the title, it identifies the organization as the Hillsborough Metropolitan Planning Organization (MPO) and its committees: the Pedestrian and Bicycle Advisory Committee (BPAC) and the Livable Streets Committee (LRC).

The main content includes an article titled "Mejor juntos" (Better together) about planning trails in Hillsborough and its cities. It mentions collaboration with the Tampa Greenways & Senderos Committee, the Pedestrian and Bicycle Advisory Committee, and various local governments. A map titled "The I-275 Greenway" shows proposed routes connecting Cypress Point Park and Courtney Campbell Trail to the city center, highlighting features like new trail crossings, pedestrian crossings, and existing trails.

Another article, "The Selmon Greenway", is partially visible at the bottom. The right side of the newsletter contains a sidebar with the website "planhillsborough.org", an "ePublication" section with contact information, and a list of featured articles including "Enlace del condado de ciudades", "Walk Bike V", "Florida Ave/Tampa St Study", "Vision Cero", and "El Gran Debate de bicicletas". It also lists "Committee Meetings" for August, September, and October, and provides the address for the Bicycle Pedestrian Advisory group.

Figure 12: Spanish Translation of an MPO Newsletter

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The MPO will continue to identify community organizing agencies and advocacy groups that represent LEP populations and invite them to participate in the transportation process.

On the MPO's website there is a catalogue of plans and documents available in Spanish, as shown in the website screenshot below.

MPO documentos, en Español



Bienvenidos a la Organización de Planificación del Condado de Hillsborough Metropolitana. La Organización de Planificación del Condado de Hillsborough Metropolitana (MPO) es una consejo - la toma de decisiones de política de transporte. requerido por la ley federal y estatal. La MPO es directamente responsable de asegurar que los fondos federales y estatales de transporte gastado en los proyectos existentes y futuros y los programas se basan en un proceso de planificación de transporte continuo, cooperativa e integral. Comprometida con la participación pública significativa a lo largo de este proceso, la MPO es responsable de establecer las prioridades para el corto plazo (5 años) y largo plazo (20 años) necesidades de transporte multimodal para Tampa, Temple Terrace, Plant City, y no incorporado de Hillsborough Condado.

The MPO also hosts a page on its website dedicated to providing easy access to its plans and documents translated to Spanish (see above), from the LRTP to a Citizen's Guide and MPO newsletters (page 25). Planning assistance is offered in Spanish, and a staff member's contact information is readily available, as well as a Spanish language telephone number and extension. The website also has a prominent Google Translate function with more than 100 languages available. New mobile technologies also provide opportunities to translate speech in real-time in order to interact more easily with persons with limited English proficiency.

The MPO has initiated an extensive program to make interpreter services available free of charge, upon request at least three business days prior to a wide variety of meetings and events. This service includes MPO Board and committee meetings, workshops, forums, and all noticed events.

Disability Accommodations

The Americans with Disabilities Act (ADA) prohibits discrimination and ensures equal opportunity for persons with disabilities. The MPO is committed to reducing barriers, both online and in-person, for those with and without physical or mental disabilities. The MPO recognizes that persons with mobility impairments often have difficulty traveling to meeting locations. Therefore, all meetings are held in locations which are accessible by those with mobility impairments and specialized transportation, such as wheelchair lift-equipped vans, may be scheduled to pick them up and return them home.

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Other options, such as hosting events where there is likely to be a large presence of disabled persons in attendance, may allow us to hear directly from the disabled or groups which speak on their behalf.

Best Practices

The City of St Petersburg's 2017 Transition Plan documents several effective steps to include persons with a disability or LEP in the planning process:

- Schedule public meetings in accessible locations whenever possible, and when a fully accessible site is not available, then make reasonable modification so that an individual with a disability can participate.
- Make information available to City staff on the types of modification requests that may be made by individuals with different types of disabilities. Display a notice on meeting agendas indicating the availability of accessibility modifications, including providing assistive listening devices at public meetings, when requested.
- Provide agendas in alternative formats, when requested.
- Provide flexibility in the time limit on speaking for individuals with communication difficulties.
- Publicize the availability of American Sign Language (ASL) interpreters in all meeting announcements.
- Maintain a list of on-call American Sign Language interpreters who may be brought to meetings to assist individuals with hearing impairments.
- Develop a checklist for creating accessible meetings and selecting accessible meeting spaces, and make the list available to City departments and programs.
- Prepare a list of already accessible meeting spaces to facilitate the scheduling of meetings and/or the location of meetings upon request.

Ongoing MPO service standards include:

- Transportation to and from MPO meetings and events for the transportation disadvantaged;
- Coordination with the Planning Commission and Hillsborough County's Citizen Action Center to provide an interpreter for phone-in and walk-in customers;
- Coordination with partner agencies and special needs organizations to meet requests;
- Alternative publications for persons with seeing or hearing impairments, upon request, in formats such as audio transcription or Braille (may be limited to Executive Summaries of larger documents);
- Maintenance of the MPO website to be accessible under WAI-AA and US Section 508, making use of World Wide Web Consortium standards, including XHTML and CSS; and,
- Scheduling many hearings and project workshops in the evenings to encourage attendance.

Each meeting notice includes the following language: Persons planning to attend the public meeting in need of special accommodations under the Americans with Disabilities Act, or who require interpreter services (free of charge), should contact Johnny Wong, 813/273-3774 x370, or by emailing wongj@plancom.org, at least three business days in advance.

[Standing Committees of the MPO](#)

The MPO has nine diverse committees to advise, assess, and provide expertise for the decision-making process. Several of these standing committees include **seats set aside for historically underrepresented groups**, including racial and ethnic minorities, youth, and persons with disabilities.

Further, demographic data are collected from committee members, to track committees' similarity to the county population. MPO board members are regularly encouraged to nominate Citizens

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Advisory Committee candidates from historically underrepresented populations, and staff members reach out to community groups to find candidates as well. A summary of these efforts, and results, is provided with each quadrennial certification of the MPO.

All committee meetings are open to the public and opportunity for public comment is provided; actions are publicly noticed; and anyone may add themselves to the agenda mailing lists through the MPO's online subscription service or by contacting the MPO. The standing committees of the MPO are as follows:

Citizens Advisory Committee. The committee consists of 23 citizen volunteers and is responsible for providing information on 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.

Committee members are nominated by MPO board members or serve at-large as representatives of racial, ethnic, age, and gender-based minority groups; these at-large seats were created specifically for this purpose within the last few years. The Transportation Disadvantaged Coordinating Board also nominates a member of the CAC; for more than a decade the nominee has been a person with disabilities. Currently, the committee is 70 percent Caucasian, 12 percent African American, and 18 percent Hispanic/Latino with no representation by Asian Americans, persons with disabilities, or the elderly.

Transportation Disadvantaged Coordinating Board. Composed of 18 members representing disadvantaged citizens, citizen boards, and social service agencies, the Transportation Disadvantaged Coordinating Board (TDCB) focuses on transportation challenges affecting protected demographic groups. The TDCB assists the MPO in identifying local transportation service needs and providing information, advice, and direction to the Community Transportation Coordinator on coordinating services provided to the transportation disadvantaged pursuant to Section 427.0157, Florida Statutes.

A sample of the agencies represented includes the Workforce Development Board, Blind Services, Children and Families, Elder Affairs, and Veteran's Affairs, among others. Currently, the committee is 82 percent Caucasian, 12 percent African American, 6 percent Hispanic/Latino, 29 percent persons with disabilities, and 23 percent elderly. There is no representation by Asian Americans.

Bicycle/Pedestrian Advisory Committee. The committee is comprised of up to 25 citizens who serve at-large or represent local agencies, and is responsible for making recommendations on matters concerning the planning, implementation, and maintenance of a comprehensive bikeway and pedestrian system, as well as the safety, security, and regulations pertaining to bicyclists and pedestrians. This group meets in the evening to provide greater access to the general public, has many at-large seats open to the public, and frequently discusses the nexus between public health and safe, sustainable transportation facilities. Currently, the committee is 79 percent Caucasian, 5

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percent African American, 11 percent Hispanic/Latino, 5 percent Asian American, 5 percent persons with disabilities, and 16 percent elderly.

Technical Advisory Committee. Composed of representatives of local government transportation departments and transportation agencies operating in Hillsborough County, the TAC is 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 based upon technical sufficiency, accuracy, and completeness. Currently, the committee is 72 percent Caucasian, 28 percent African American, and 17 percent elderly. There is no representation by Hispanic/Latino, Asian Americans, or persons with disabilities.

Livable Roadways Committee. An interdisciplinary group of volunteers from the public and private sectors who represent local governments, citizen groups and professional associations, the committee makes recommendations to create a transportation system that balances design and aesthetics with issues of roadway safety and function; ensures 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; and provides information and assistance to the MPO, local governments and transportation agencies relating to the MPO's Livable Roadways Guidelines. Currently, the committee is 79 percent Caucasian, 21 percent African American, and 5 percent persons with disabilities. There is no representation by Hispanic/Latino, Asian Americans, or the elderly.

Intelligent Transportation Systems Committee. The committee is composed of technically qualified representatives of agencies involved in the planning, programming, engineering and/or implementation of advanced traffic management systems locally. Currently, the committee is 57 percent Caucasian, 29 percent African American, 14 percent Asian American, and 14 percent elderly. There is no representation by Hispanic/Latino or persons with disabilities.

Tampa Bay Transportation Management Area Leadership Group. An advisory committee to the Pinellas and Pasco MPOs as well as Hillsborough MPO, the Leadership Group engages in collaborative facilitated discussions that focus on major cross-county transportation markets and traffic movements. The committee also helps the Tampa Bay metropolitan area speak with one voice in discussions of regional transportation prioritization issues and financial resources.

COMPONENT 3: HOW DO WE DETERMINE PLAN EQUITY?

The MPO prepares system-wide plans and studies for the entire 1,000+ square mile metropolitan planning area, as well as corridor and sub-area studies that focus on the needs of particular communities. These studies may result in the delivery of transportation projects. *How equitable is the distribution of projects and investments? Who benefits, and who is excluded from public investments and future opportunities?* are important questions to consider. The emphasis on equitable plans and their delivery has increased, as have the variety of methods with which to measure equity. This component has recommendations for future methodology based on best practices, and provides snapshots of current equity analyses by the MPO.

Typically, at the system-wide level, the primary tools to determine plan equity through place-based accessibility are: GIS overlay analysis, shown through maps; and the regional planning model -- known locally as the Tampa Bay Regional Planning Model or TBRPM -- which provides snapshots of future traffic patterns based on urban growth trends.

Using the Regional Planning Model

A good example of using a regional planning model for equity analysis is provided by the Boston Region MPO, which used its model to analyze the cumulative impact of all the transportation projects proposed in its most recent LRTP, *Charting Progress to 2040*.⁷ Statistics produced by the model helped describe future conditions in 2040, including potential disparate impacts upon minority populations and disproportionate burdens upon low-income populations. The Boston MPO defines a "disparate impact" as disproportionately affecting members of a group identified by race, color, or national origin, while a "disparate burden" disproportionately affects low-income populations more than non-low-income populations. In the process of assessing impacts and burdens, the Boston MPO developed a draft disparate impact and disproportionate burden policy.

Impacts and burdens were evaluated using seven metrics related to accessibility, mobility, and air quality. The MPO used the model to forecast results for the region as a whole, and also for low-income and minority areas in particular. Potentially disparate impacts and burdens were flagged where the 2040 outcomes were significantly different for low-income and minority areas. The metrics used by the Boston MPO were:

Why are we concerned with equity in transportation?

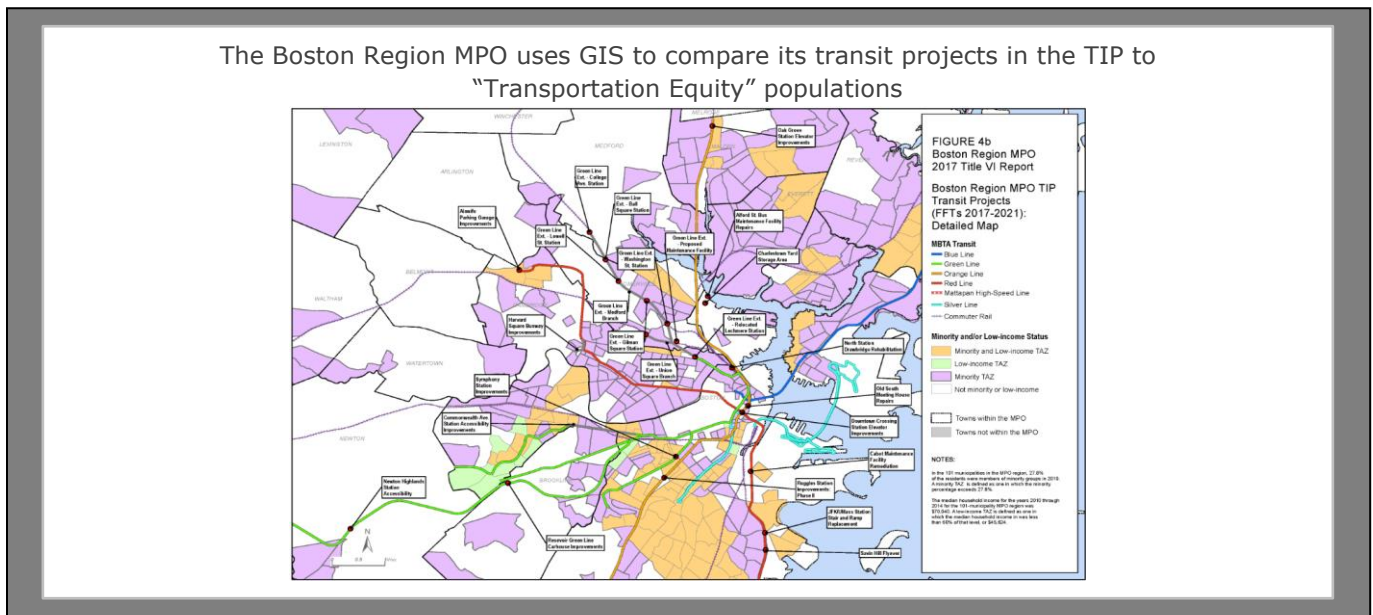
Equity in transportation planning is complex and factors to consider include:

- The quality of transportation available affects people's economic and social opportunities and can impact (in terms of time savings, comfort, and safety) access to employment and income opportunities, education, and health services;
- Transportation expenditures represent a major share of most household, business, and government expenditures. Projects can affect the travel costs of households differently;
- Transportation facilities require significant public resources (such as tax funding and road rights of way), the allocation of which can favor some people over others; and,
- Transportation planning decisions can affect development location and type, and therefore accessibility, land values, and local economic activity.

⁷ http://www.ctps.org/data/pdf/plans/lrtp/charting/2040_LRTP_Full_final.pdf.

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- Within a 40-minute transit ride, the average number of: industrial, retail, and service jobs; institutions of higher education (weighted by enrollment); and, hospitals (weighted by number of beds);
- Within a 20-minute drive, the average number of: industrial, retail, and service jobs; institutions of higher education (weighted by enrollment); and, hospitals (weighted by number of beds);
- Average transit and highway travel times for trips to/from each TAZ;
- Average congested vehicle-miles traveled (VMT);
- Average VMT; and,
- Carbon monoxide emitted per square mile.



Similar to Boston, the Hillsborough MPO uses the Tampa Bay Regional Planning Model (TBRPM) to estimate the cumulative impacts of transportation investments on minority and low-income populations, as forecast for the 20-year horizon. Areas with a high concentration of minority and low-income populations are flagged as Environmental Justice (EJ) Areas in the TBRPM, so that the benefits and burdens to those populations can be compared to the county as a whole. A summary of the EJ vs. county-wide statistics is provided in **Table 2** (page 32). Data is from the TBRPM v8.0 Measures of Effectiveness Report,⁸ except as otherwise noted.

An increase in highway lane-miles may be considered either positive or negative, depending upon the preferences of the community. The Hillsborough MPO's top priority project in the late 1990s, for example, was the widening of 40th Street in East Tampa. On the one hand, many community members supported the project for addressing a long-standing crash problem and improving access to the community. On the other hand, expanding the Downtown Interchange has been opposed by the Tampa Heights community which has voiced concerns about noise, air quality, right-of-way, and other impacts. Whether highway expansion is considered positive or negative, the increase in

⁸ Tampa Bay Regional Planning Model v8.0. Measures of Effectiveness (MOE) Report, 2015.

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highway lane-miles in the *Imagine 2040* Plan is nearly identical in both EJ areas and the county as a whole.

Table 2: Effects of the *Imagine 2040* Plan

	EJ Areas	County as a Whole
Highway lane-miles	22% increase	21% increase
Bus route-miles	34% increase	144-174% increase
Percent of residents who have access to bus routes operating with at least 30-min frequency (where "access" is defined as living within ¼ mile)	41% increase	52% increase ⁹
Total number of trips using transit, typical weekday	240% increase	459% increase
Commute trip average time	3% decrease	9% increase ¹⁰
Other trips from home, average time	6% increase	
Time spent in congestion by all travelers, typical weekday		182% increase

Source: Tampa Bay Regional Planning Model v8.0. Measures of Effectiveness (MOE) Report, 2015.

The above performance outcomes also reflect a significant investment in expanding the transit system, including more frequent bus service; a new passenger rail line in the urban core; and, geographically expanding the bus system across underserved suburban communities, which would significantly increase bus route-miles outside EJ neighborhoods. If Hillsborough County moves forward with this investment in transit, the time it takes to travel to jobs could actually decrease in EJ neighborhoods, while county-wide, time spent in congestion grows 182%.

The Hillsborough MPO decided to support this significant investment in transit when it adopted the *Imagine 2040* Plan, which was based on creating a new funding source for transportation equivalent to a one-percent sales tax. The plan included asking the public for feedback on various scenarios of future growth and infrastructure investment and is, to date, the MPO’s most extensive public engagement effort ever conducted. Access to jobs from EJ areas was one of 12 wide-ranging criteria used to evaluate the scenarios. The scenario analysis revealed that as Hillsborough County grows outward, the ability for disadvantaged populations to access jobs will worsen unless the transit system is expanded. The *Imagine 2040* Plan therefore charts a different course. For future use of the TBRPM, additional statistics such as *average travel times, by driving and by transit for trips*

⁹ 2040 Long Transportation Plan Needs Assessment: Real Choices When Not Driving, Appendix A: Transit Performance Measures, Investment Impacts, and Costs.

¹⁰ Tampa Bay Regional Transportation Analysis, Year 2010 Base Validated Network>Trip Distribution and Year 2040 Cost Affordable No KBar Roads>Trip Distribution.

to/from EJ areas vs the county as a whole could be calculated. It is recommended that this be added to the TBRPM standard measures of effectiveness report and other measures be explored.

Using GIS Tools

At the system-level, the Hillsborough MPO uses GIS tools and the TBRPM to perform overlay analyses, which map the locations of protected populations and the location of proposed transportation improvements. This technique has been used to identify improvements in the walk/bike network, which can improve health outcomes, and expand the transit network to improve accessibility to jobs and life-sustaining services. GIS overlay analyses can also be used to estimate the number of people within the service area of a proposed transportation improvement, and the proportion of those people who also reside in an Environmental Justice area.

The connectivity of the transportation network and between modes is another measurement of equity, as well as land use proximity which refers to the mix of uses and the distance between destinations. Travel costs, either based on travel time or distance, are indicators of access and modal options.

Access to transit, trails, and safe pedestrian networks provide true transportation options for transportation-disadvantaged residents. **Figure 13** (page 37) shows the adopted priorities for the greenways and trails network at investment levels of one, two, and three. The level one investment represents trails with the highest priority for funding. These trails are the first to be programmed when any funds are made available, and will primarily serve communities located within the top quintile of environmental justice areas. As shown in **Figure 14** (page 38), the adopted priorities for transit level of service are also intended to serve EJ protected populations within Tampa’s urban core. Trails and transit priorities are particularly important for EJ communities, as those populations tend to rely heavily on both modes of transportation.

Additional Tools for Equity Analysis

Traditional analyses may not be enough to fully understand the impacts that plans and projects can have on vulnerable communities. It is recommended that the forthcoming LRTP update continue to utilize the available modeling tools to identify potential disparate and negative impacts to disadvantaged communities, and seek to improve by exploring new analytical tools and by identifying performance targets for equity. This section discusses additional analytical tools which may help better identify disparate impacts in the future.

Other Tools on Hand

The Hillsborough MPO has utilized several tools that can make identifying benefits and burdens less labor- and data-intensive.

Planning Information Map App (PIMA), created by Plan Hillsborough, is an interactive, web-based, mapping application that allows planners and citizens to view land use, transportation, environmental, and other planning-related map layers and data.

Sugar Access, created by Citilabs, is another web-based mapping tool that can calculate multimodal access and conduct simple scenario planning.

Growing Stronger

Continue to investigate the relationship between transportation systems and community health outcomes in Hillsborough County, building on the past year’s partnership with Florida Department of Health. Grow the scope of analysis from the corridor level (the 2016 George Road Complete Streets Project Health Impact Assessment pilot study) to the system-wide level.

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Equity in Traffic Safety

According to the Smart Growth America and National Complete Streets Coalition’s 2014 *Dangerous by Design* report, racial and ethnic minorities, the young, and the elderly are disproportionately represented in pedestrian deaths.¹¹ This is particularly troubling, given that the MPO’s 2016 *State of the System Report* identified that pedestrian fatalities in Hillsborough County have increased dramatically over the past decade.¹² While there are many areas in Hillsborough County with limited multimodal infrastructure, it is particularly important to maintain a safe, comfortable, and convenient active transportation network in low-income and minority communities.

Equity in Access to Basic Needs

Providing households with access to basic needs -- such as jobs, healthcare, schools, food, and healthcare – ensures the ability to support themselves with dignity. Sugar Access, built by Citilabs, is a mapping application used by the Hillsborough MPO to measure accessibility to points-of-interest for specific COCs by specific modes of travel.

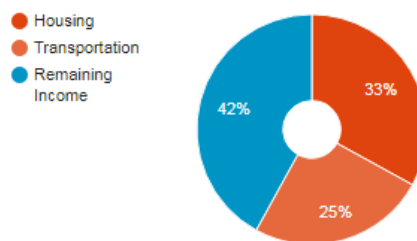
Figures 15 and 16 (pages 39 and 40), for example, show the percentage of jobs accessible from a given point in the county by car within a 30- and 40-minute travel-time, respectively. **Figure 15** shows that more than 80 percent of total jobs in Hillsborough County are accessible within a 30-minute drive from Tampa’s urban core. The Westshore area, in particular, has the greatest accessibility to jobs due to dense employment within that area and close proximity to job centers in Pinellas County. As one moves further from the job centers of downtown Tampa and the Westshore area, fewer jobs are accessible within the 30-minute driving timeframe. For example, fewer than 20 percent of jobs in the Tampa Bay area are accessible within a 30-minute drive from Ruskin, but between 20 and 40 percent of jobs are accessible within a 40-minute drive.

The accessibility metrics used for this analysis were calculated using network travel times from a set of origins to a set of destinations across the region and tallying the number of points-of-interest (jobs, in this example)

These images show examples of the equity analysis data available for Hillsborough County through cnt.org.

Average Housing + Transportation Costs % Income

Factoring in both housing *and* transportation costs provides a more comprehensive way of thinking about the cost of housing and true affordability.



Location Efficiency Metrics

Places that are compact, close to jobs and services, with a variety of transportation choices, allow people to spend less time, energy, and money on transportation.

0%

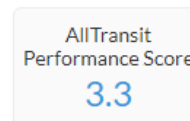
Percent of location efficient neighborhoods

Neighborhood Characteristic Scores (1-10)

As compared to neighborhoods in all 955 U.S. regions in the Index



Moderate access to jobs



Car-dependent with limited access to public transportation



Low density and limited walkability

¹¹ Smart Growth America, *Dangerous by Design* 2014. smartgrowthamerica.org/resources/dangerous-by-design-2014/.

¹² Hillsborough MPO. 2016. 2016 State of the System Report. Hillsborough County: Tampa, FL.

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accessible during the AM peak period. Sugar Access allows us to consider specific modes of travel and other conditions, such as time of day.

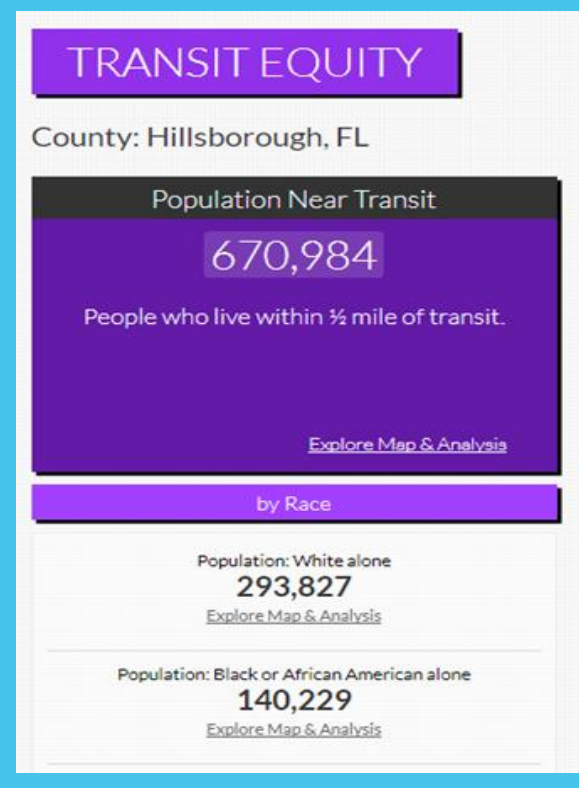
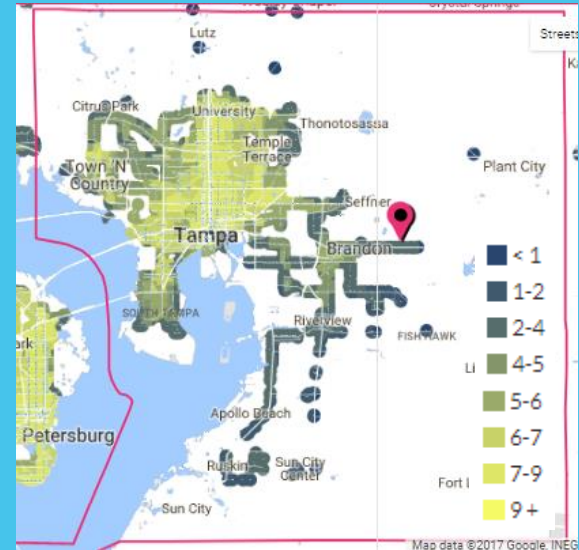
Equity in Household Out-of-Pocket Costs

The greatest expenditures for the typical American household are housing and transportation costs. Compact and dynamic neighborhoods with walkable streets and high access to jobs, transit, and a wide variety of businesses are more efficient, affordable, and sustainable. Housing is conventionally deemed affordable when it consumes no more than 30 percent of household income. Transportation costs are usually the second-largest expense for households. Typically, the combined costs should be <40 percent of total income to be considered affordable. **Figure 17** (page 41) shows the overall H+T analysis results in Hillsborough County, highlighting areas where block groups spend more than 77 percent of their total income on housing and transportation, based on median income for the county.

The Center for Neighborhood Technology (CNT) develops innovative tools to quickly deliver useful data. One mapping tool is the H+T Index, which evaluates housing and transportation costs through variables such as households per acre, average block size, transit connectivity index, job density, average commute, income, household size, and workers per household. This tool easily allows the MPO to evaluate the affordability of housing and transportation and incorporate these analyses into the LRTP.

CNT also hosts a tool that measures the cost of driving on the average Hillsborough County household. The typical household in the region owns 1.66 cars and drives them 19,471 miles a year. Between gas costs and car ownership, the typical household is spending \$11,925 each year on transportation. Transportation costs are considered affordable if they are 15 percent or less of household income, or \$7,063 a year for the typical household.

These images are examples of the equity analysis available through AllTransit. The map depicts overall transit scores as measured by connectivity, access to jobs, and frequency of service.



PART I: Title VI Components

Another CNT tool is AllTransit, which measures access to transit by ZIP code or municipality. Accessibility is scored using six metrics: jobs, economy, health, transit equity, transit quality, and mobility network.

According to CNT, Hillsborough County residents, on average spend 58 percent of their income on housing and transportation. None of its neighborhoods are considered location efficient, meaning they are neither compact, nor close to jobs and services.

According to AllTransit, in July 2017, Hillsborough County scored an overall 3.3 Performance Score out of a possible 10. It describes the conditions with "low combination of [transit] trips per week and number of jobs accessible, enabling few people to take transit to work." The tool can be accessed at alltransit.cnt.org.

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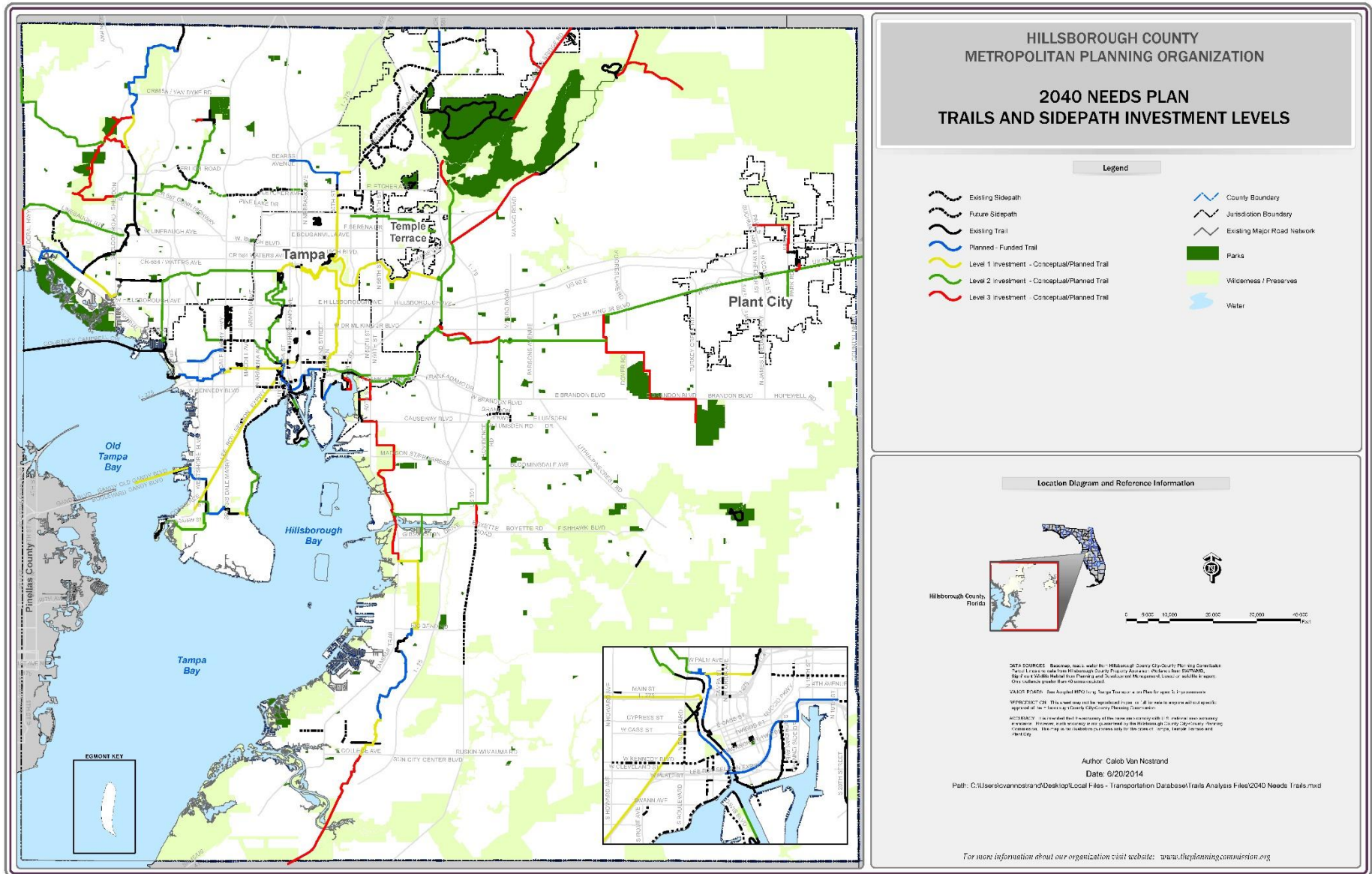


Figure 13: Imagine 2040 Needs Assessment: Trails and Sidepath Network at Three Levels of Investment

How do we determine plan equity?

PART I: Title VI Components

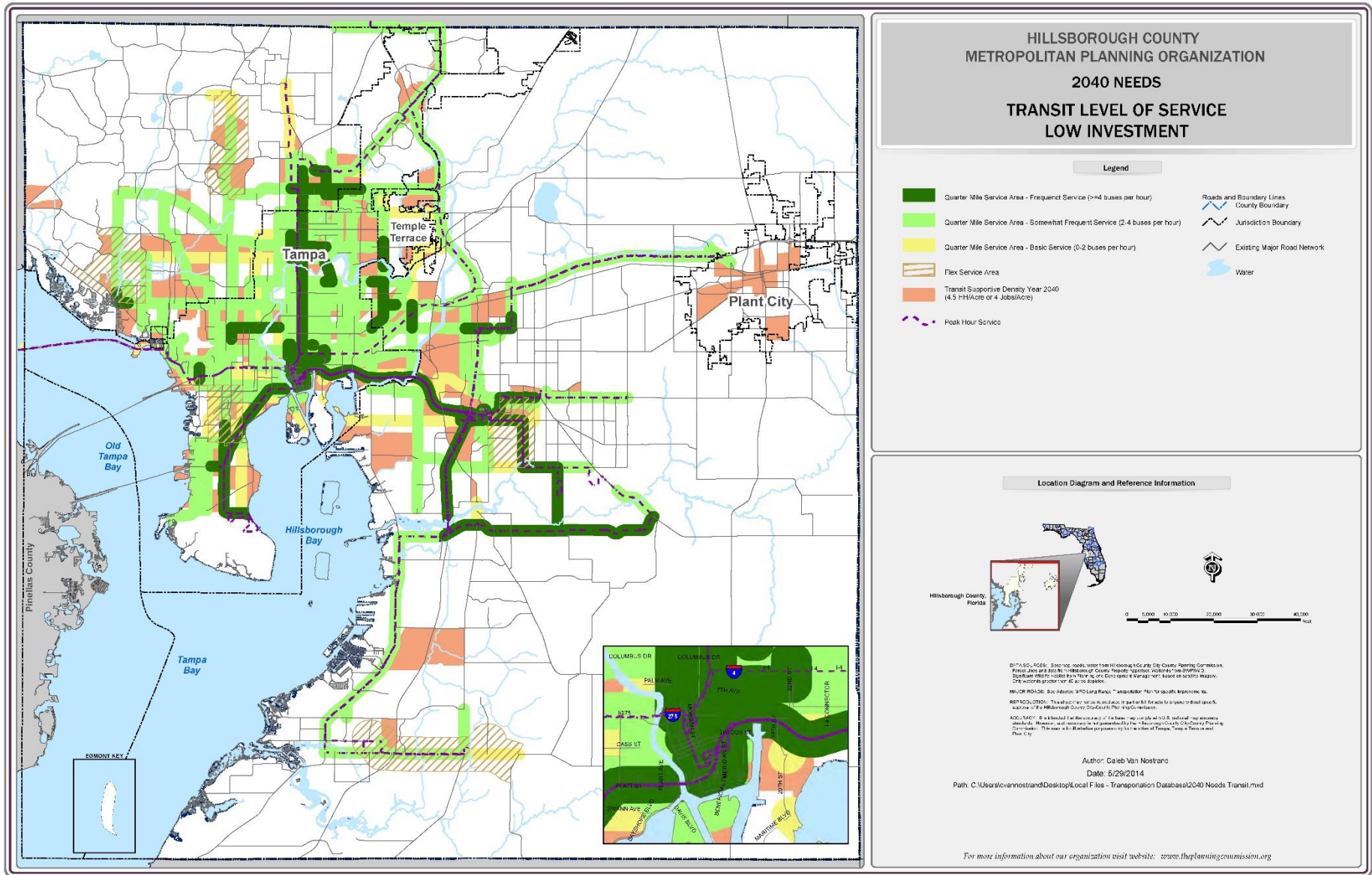


Figure 14: Imagine 2040 Needs Assessment: Transit Level of Service at Low Level of Investment

How do we determine plan equity?

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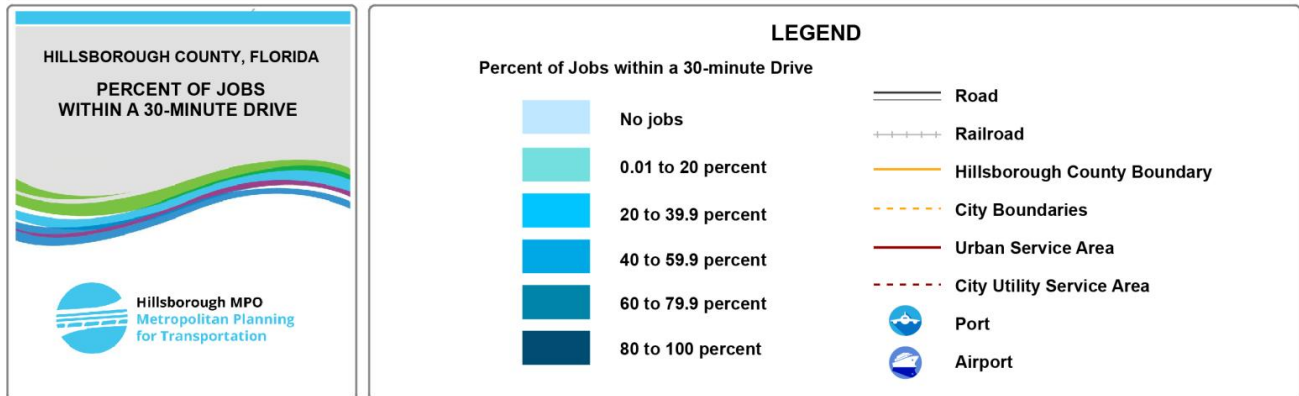
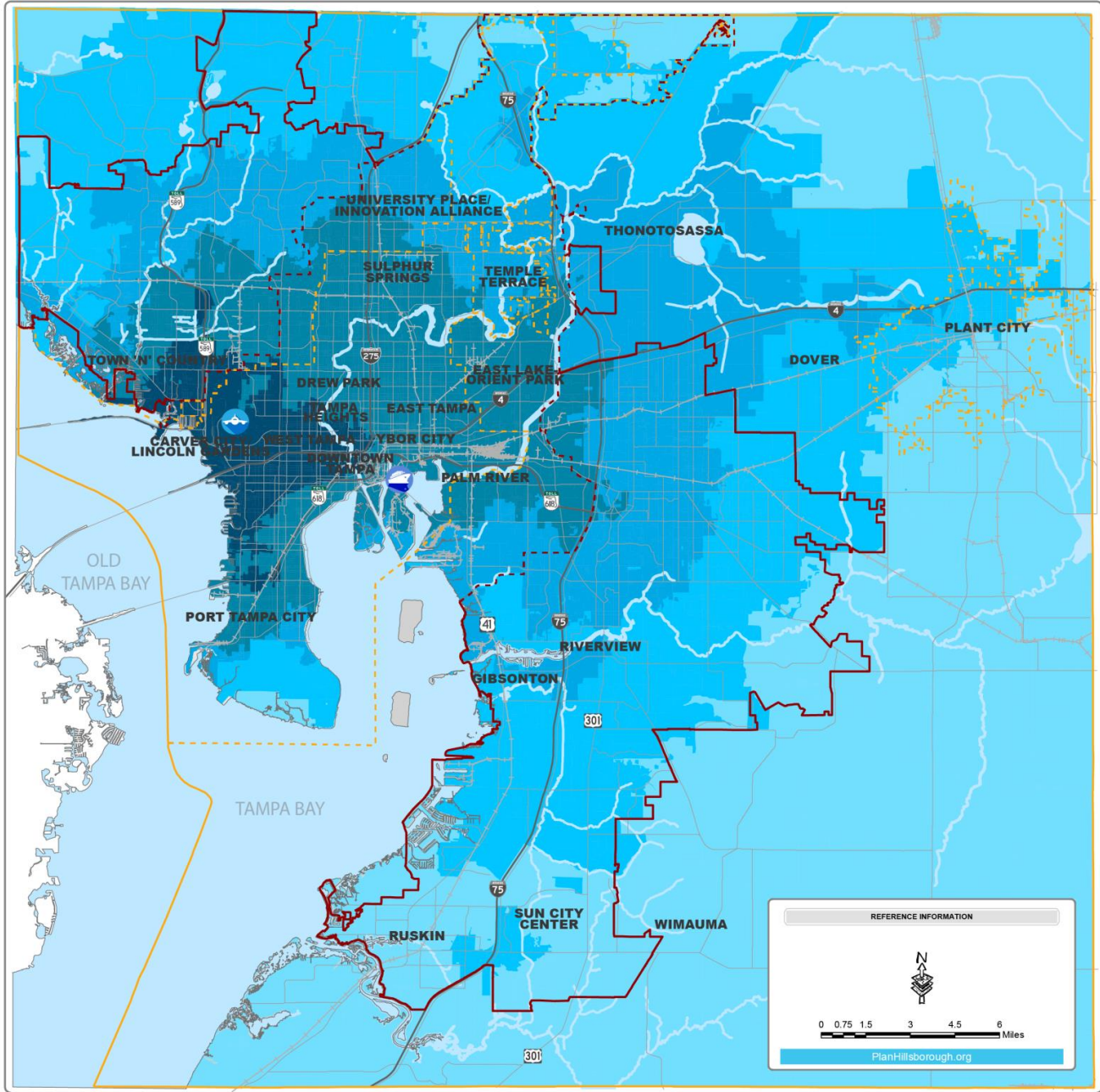


Figure 15: Percent of Jobs Within a 30-Minute Drive

How do we determine plan equity?

PART I: Title VI Components

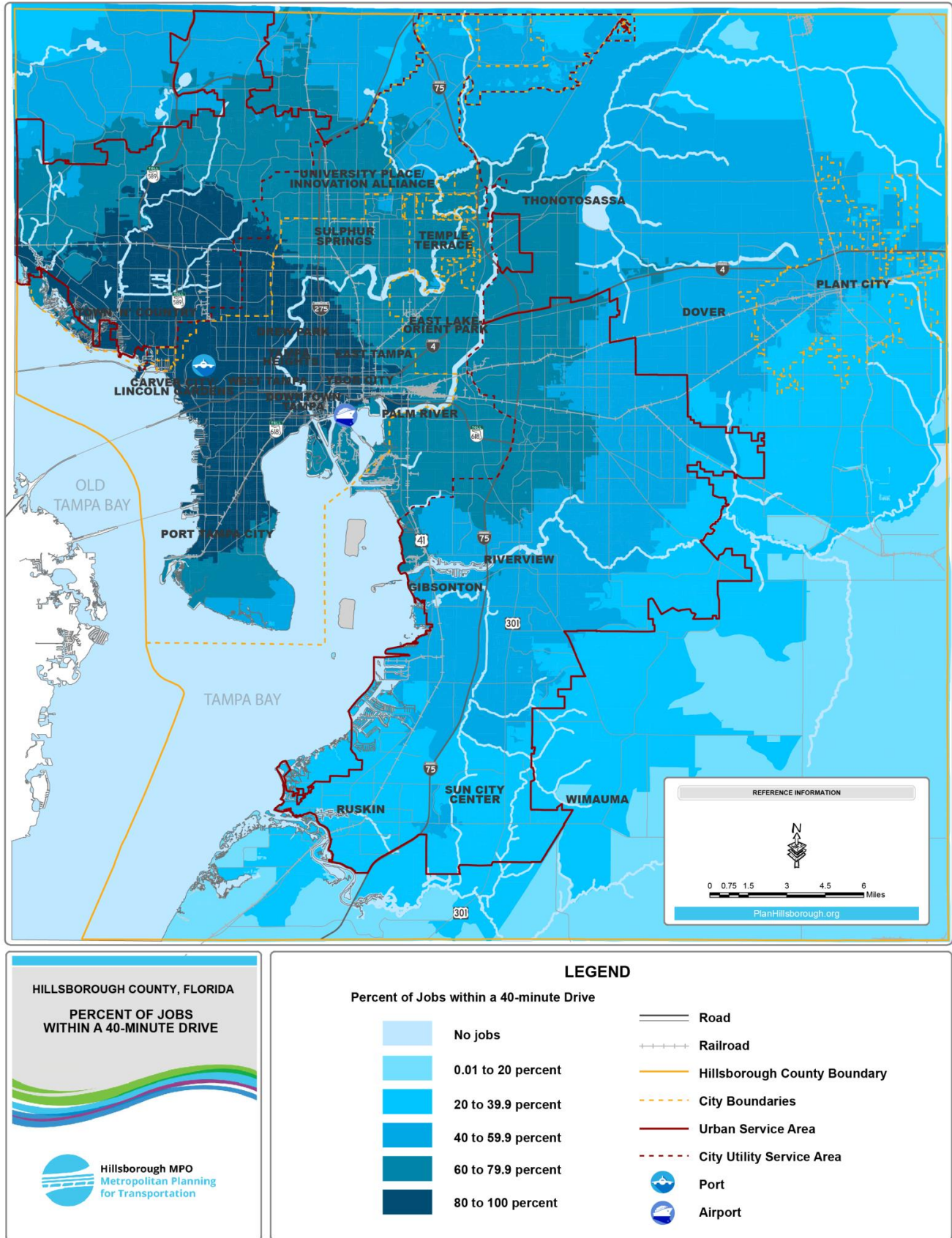


Figure 16: Percent of Jobs Within a 40-Minute Drive

How do we determine plan equity?

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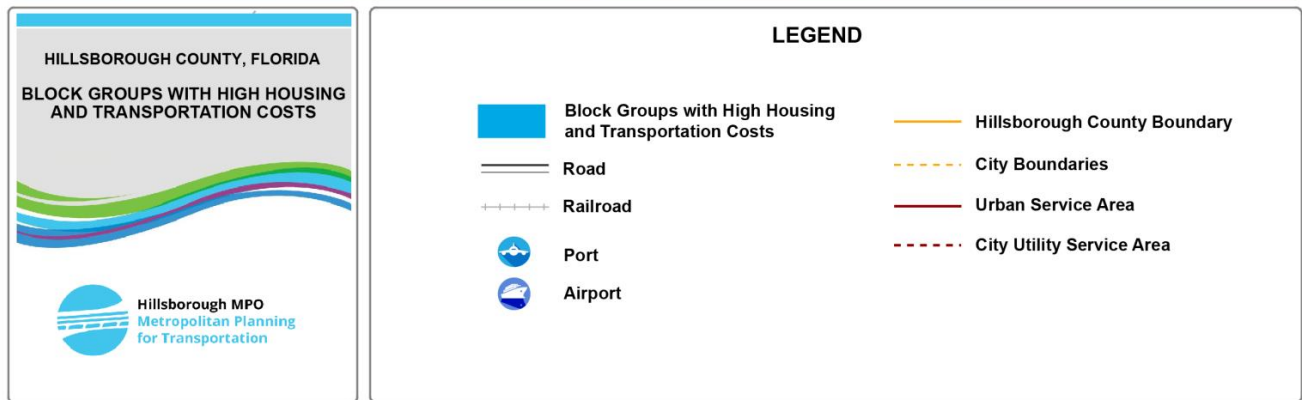
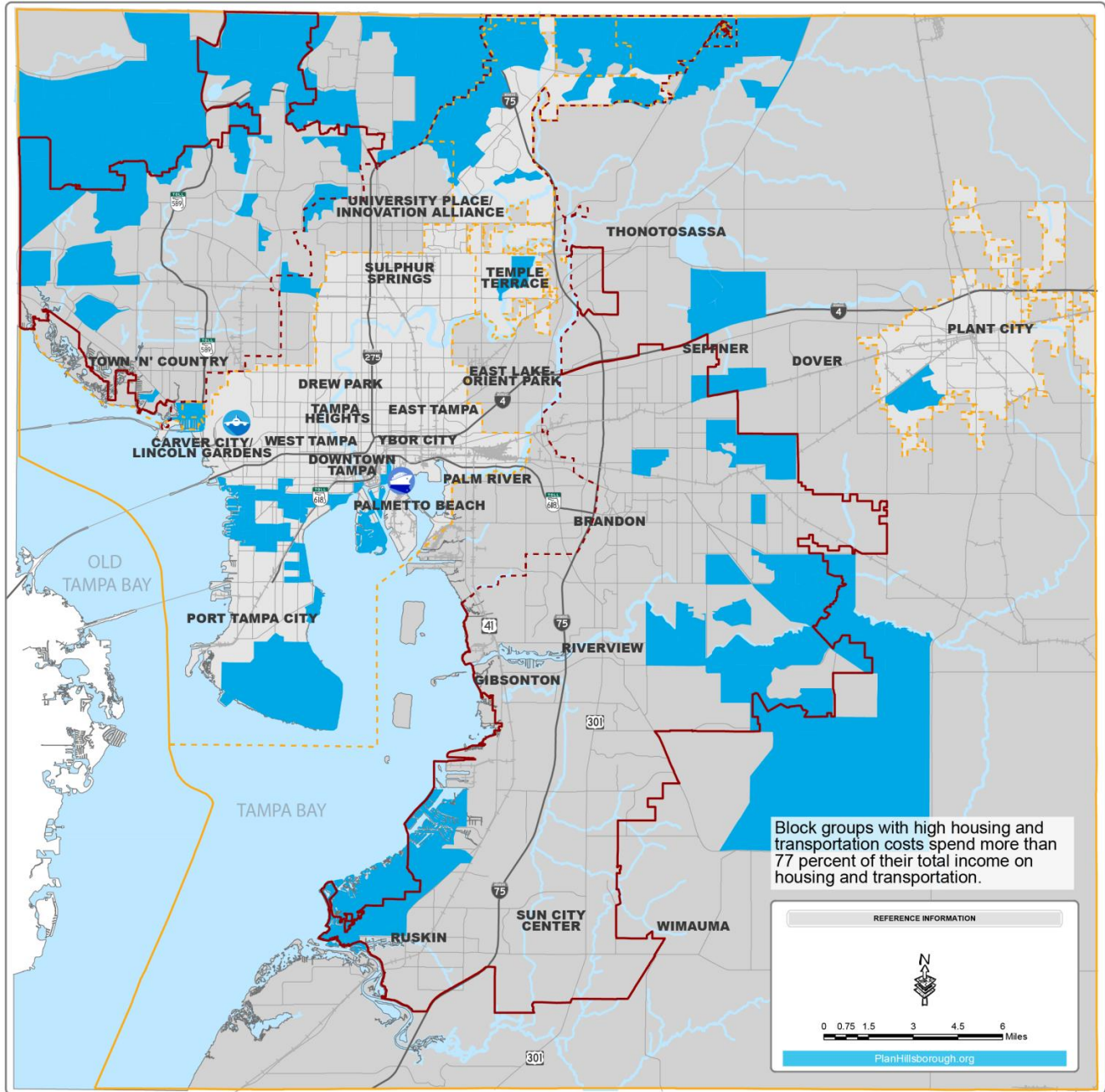


Figure 17: Block Groups with High Housing and Transportation Costs

COMPONENT 4: HOW DO WE EVALUATE OUTREACH EFFECTIVENESS?

The MPO thoroughly documents its public outreach efforts and results as part of the PPP Measures of Effectiveness report. This component includes a summary of the existing documentation and recommendations from best practices for future tools. The most recent PPP Measures of Effectiveness report from April 2016 documented visibility and productivity, participation opportunities, public interest and feedback, and public input results, as shown on **Table 3** (page 43).

Growing Stronger

Include more explicit discussion and detail about protected demographic groups, and how their interests are taken into consideration, in MPO documents.

The MPO documents a wide variety of outreach metrics to measure its overall visibility and productivity, from agendas distributed (70 communications sent to 8,651 addresses in 2015) to newsletter subscribers (more than 50,000 in 2015).¹³ Few of the metrics focus solely on Title VI or Environmental Justice outreach. However, of the 168 public MPO meetings and events conducted in 2014 and 2015, at least 36 (21 percent) meetings or events were held in locations or involved groups associated with Environmental Justice areas. Altogether for 2014 and 2015, more than 2,473 of 14,009 total attendees, or 18 percent of all participants, were identified as from Environmental Justice areas, compared to 16 percent in the previous reporting period. The report includes recommendations to enhance the overall public participation program. The following recommendation relates specifically to Title VI:

Increase public participation efforts with minorities, low-income individuals, and the transportation disadvantaged. FDOT updated Chapter 9: Title VI and Nondiscrimination Program Guidance for MPOs of the MPO Program Management Handbook in October 2015. The MPO will therefore update the PPP to reflect the following requirements:

- *Ensure the Measures of Effectiveness report details representative public involvement;*
- *Develop a map with updated community characteristics showing the MPO's geographic area broken down by socioeconomic factors; and,*
- *List all MPO committees' members by race, ethnicity, age, and whether or not disabled.*

¹³ www.planhillsborough.org/wp-content/uploads/2017/01/PPP-MOE-CH3_Visibility-Productivity.pdf.

Table 3: Measures of Effectiveness for the Public Participation Plan (2016)

Metrics		
Measuring Visibility and Productivity	Number of MPO publications produced	Number of MPO newsletters and brochures distributed, such as Bicycle Suitability Maps, Ride Guides and Citizens Guide to Transportation Planning
	Number of newspaper advertisements and public notices placed in publications with minority audiences	Media inventory of newspaper articles, television and radio coverage
	Number of West Central Florida MPO Chairs Coordinating Committee brochures distributed	Number of MPO sponsored maps distributed, as well as any other sponsorship or advertisement opportunity
	Number of meetings broadcast on Hillsborough County Television	Number of publications available on the MPO website, at a minimum to include the LRTP, TIP, and an annual list of obligated projects
Measuring Participation Opportunities	Number of MPO public forums, workshops and community meetings at which displays, presentations, discussions, and feedback occurred	Number and origin of participants at such public forums, workshops, and community meetings
	Number of participants at public forums, workshops and community meetings held in historically underserved areas or with such populations	Number of participation opportunities offered to American Indian entities, such as the Seminole Tribe of Florida
	Number and origin of participants at monthly MPO and committee meetings	Number of persons on the MPO mailing list receiving regular agendas
	Number of draft plans, reports, other preliminary documents or surveys posted to MPO website for public comment	
Increasing Public Participation Efforts with Minorities, Low-Income Individuals, & Transportation Disadvantaged	Ensuring the MOE report details representative public involvement	Developing maps with updated, community-specific demographic and socioeconomic data within the MPO’s geographic boundaries at the census tract, block group, or zip code level
	Listing all MPO committee members’ demographic data, including race, ethnicity, age, and whether or not they are disabled	
Measuring Public Interest & Feedback	Number of returned comment cards distributed with Newsletters and other MPO publications	Number of verbal comments received at open forum discussions, public hearings, and at any other opportunities for public interaction
	Number of phone, fax, mail, and email inquiries or comments cards received	Number of visitors to the MPO website
	Seeking feedback that is immediate and project specific	
Measuring Input Results	Number of issues identified through public input and responded to by the MPO	Documented revisions to plans based on citizen input
Refining PPP Process	Periodic public involvement process surveys	Update the PPP in conjunction with, and at the outset of, each LRTP update
	Recommendations to enhance the PPP	

PART I: Title VI Components

Best Practice from Miami-Dade

To maintain up-to-date and effective General Outreach Strategies (GOS), the Miami-Dade MPO continuously evaluates the effectiveness of Public Involvement strategies. GOS, such as community events, the Annual and Quarterly MPO newsletters, the MPO website, general information brochures, etc., require an annual evaluation to assess effectiveness. Each tool is evaluated against performance indicators and targets, to identify the tools most helpful for reaching traditionally underserved communities and LEP citizens. Establishing indicators and targets documents outreach success and identifies deficiencies early in the process. **Table 3** shows the MPO’s outreach methods and targets.

Table 4: Miami-Dade MPO’s Targets for Effective Outreach

Tool	Task	Target	Description
Community Outreach Events	Conduct Community Outreach Events	24 events	Coordinate with local transportation agencies and MPO Board to participate in their outreach events in the community
	Input MPO Outreach Events in Database	Input stats within 5 days	Verify that community outreach event evaluation forms are complete and properly record in database
Media Relations	Produce/air MPO materials on Radio and TV Stations	9 radio and/or TV segments	Work with Miami-Dade County Communications Department and local radio and TV stations to produce interviews in English, Spanish, and Creole
	Produce/air Public Service Announcements (PSAs) in English, Spanish & Creole	2 PSAs	Work with MDTV along with local colleges and high schools to produce public service announcements about the MPO and the transportation system
	Press Releases	12 press releases	Produce and distribute one Press Release per month for all major MPO activities
Website	Enhance MPO Website users’ experience by creating a more user-friendly Website	Update information regularly	Continue to advertise the MPO program and make it easy for citizens to efficiently access information
Newsletters	Produce Three Seasonal Newsletters	Distribute 6,000 copies each; translate into Spanish & Creole	Develop quarterly newsletters to coincide with the “hot topic” of the quarter
	Produce an Annual Newsletter	Distribute 700,000 copies; translate into Spanish & Creole	Prepare a themed Annual Newsletter with a year in review of various transportation initiatives
	Post Newsletters on MPO Website	100% of newsletters	Update website to reflect latest Newsletters and up-to-date information
Public Involvement Database	Input comments into MPO Database	Increase by 5% yearly	Track all correspondence that comes into the office
	Track how comments were Received	100%	Email Mail Phone Fax Outreach Event LRTP Workshop Walk In
	Establish a protocol promoting prompt response to comments	Maintain 10-day response rate	Take comment cards to outreach events, input information from the public into the database, and respond in a timely manner
Public Involvement Management Team	Coordinate quarterly PIMT meetings	Quarterly Meetings	Coordinate Public Involvement Team meetings to discuss transportation issues with various transportation agencies
Citizens Transportation Advisory Committee (CTAC)	Prepare CTAC Materials and Minutes	20 Meetings	Develop agendas, resolutions, and back-up information; prepare minutes after each meeting, ensure issues are addressed; respond to inquiries regarding agenda items w/in 1 business day; respond to/acknowledge all written correspondence of agenda items w/in 3 business days
	Track all Resolutions	100% of resolutions	Follow-up on all CTAC Resolutions by ensuring the agencies affected by the Resolutions take action and that their responses are communicated back to the Committee in a timely manner

PART II: TITLE VI WORK IN MPO PRIMARY PROGRAM AREAS

Considerations of Title VI of the Civil Rights Act are made throughout the MPO's planning and programming activities. The Hillsborough MPO receives federal transportation planning grants to develop transportation plans and to coordinate technical and policy studies on a wide range of transportation topics. It is the MPO's responsibility to ensure that these federally-supported plans do not have disproportionate negative impacts on minority or other protected communities. The primary products of the transportation planning process include:

- Long-Range Transportation Plan (LRTP);
- Transportation Improvement Program (TIP);
- Congestion Management/Crash Mitigation Process (CM/CMP);
- Transportation Disadvantaged Service Plan (TDSP);
- Public Participation Program (PPP) and Measures of Effectiveness (MOE) Report; and,
- Unified Planning Work Program (UPWP) and Disadvantaged Business Enterprise (DBE) Program.

LRTP: THE IMAGINE 2040 TRANSPORTATION PLAN

Geographic Scale:	Hillsborough County
Timeframe:	2015-2040
Communities of Concern within area of impact:	All

Outreach and engagement strategies:

- Invitations were emailed to groups such as the local branch of the NAACP, Hispanic Services Council, and Seminole Tribe of Florida, promoting the Imagine 2040: Part 2 survey and offering to make a presentation to their members.
- Counter cards were distributed to organizations serving these population segments, notably including HART’s entire fleet of vehicles, Hispanic Service Council, and Seminole Tribe of Florida.
- Meeting and event locations were tracked, ensuring that communities and organizations representing these populations had ample opportunities to participate.
- A Spanish interpreter was secured from the Hillsborough County Community Affairs Department for an Imagine 2040: Part 2 Survey event sponsored by the Good Samaritans in Wimauma, where there is a concentration of persons with limited English proficiency.

Engagement Statistics:

- More than 2,400 surveys were collected;
- 18 of the 65 (28%) of all meetings either engaged with or were held in EJ groups and areas; and,
- Staff interacted with more than 6,800 meeting attendees, and approximately 1,500 were from Communities of Concern populations.

Summary:

The LRTP is the MPO’s primary responsibility and includes the most extensive public engagement program performed by the agency. In accordance with federal requirements, the LRTP assesses the multimodal transportation needs of Hillsborough County and sets forth goals, objectives, policies, and improvements necessary to address those needs over a 20-year period. The Hillsborough MPO includes Environmental Justice and other equity measures in its analysis for the LRTP. This includes tracking of vehicle and transit trips originating and terminating in Environmental Justice areas as well as determining the levels of service for all transportation modes within these areas. The modeling also determines outcomes for underserved communities, including access to jobs and services based on transportation priorities and decisions. The MPO ensures that all major new projects for specific corridors are pre-screened through the Efficient Transportation Decision-Making process before being added to the LRTP. This web-based tool allows dozens of State and Federal agencies and MPOs to share geographic data and provide preliminary comments about potential impacts of projects. The pre-screening process results in a degree-of-effect determination about issues spanning from social

PART II: Title VI Work in MPO Program Areas

effects, land-use, relocations, mobility impacts, economic, aesthetics, and secondary/cumulative effects.

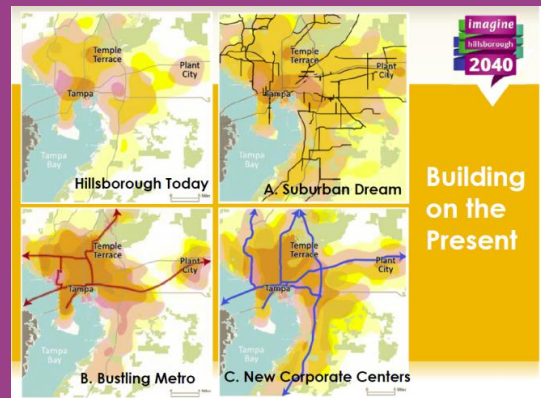
Beginning in 2013, the Hillsborough MPO began updating its LRTP to the 2040 horizon year, and used a scenario planning process that included access to jobs from Environmental Justice communities as one of its performance measures. Three alternative scenarios of 2040 growth and transportation were produced for public information and discussion. These were somewhat exaggerated sketch-plans of the implications of growth management and transportation investment decisions, to facilitate a communitywide conversation about values. The results would guide policy for the LRTP and local comprehensive plans, and enable the creation of a more nuanced "hybrid" growth/transportation scenario reflecting the community's informed preferences. The scenario planning exercise is described in more detail in the technical memoranda of the *Imagine 2040* Long Range Transportation Plan.

Access to jobs from Environmental Justice communities was one of four transportation performance measures for the scenarios, out of 12 total measures that also included environmental, energy, infrastructure cost, and other considerations. The scenario planning exercise showed that as Hillsborough County grows, disadvantaged populations' access to jobs will be worse if the transit system is not expanded. Growth continues to push farther out, covering more geographic area, and if bus service does not grow similarly, transit dependent populations will be limited to those jobs located nearby. Images pictured here, among others, were published in a special eight-page insert in the Sunday edition of the Tampa Bay Times; displayed in an interactive webpage soliciting feedback; and, hand-distributed to civic groups around the county by MPO staff.

The "Bustling Metro" scenario illustrated 2040 conditions if all of Hillsborough County's growth were contained within the current urban services boundary and there was significant investment in bus and passenger rail service. The other two scenarios did not expand transit, but focused on collector and arterial roads in the Suburban Dream scenario and on interstate highway express toll lanes in the New Corporate Centers scenario. Outcomes for Environmental Justice communities were better than today in the Bustling Metro scenario, while the other scenarios were worse than today.

As a result of this exercise, the cost-feasible LRTP and the 2040 comprehensive plans that have since been adopted by three of the four local governments are based on a hybrid scenario that includes only very limited expansion of the urban service boundary and a significant investment in transit.

The 2040 LRTP evaluated three different growth scenarios:



The scenarios were evaluated with different metrics:



PART II: Title VI Work in MPO Program Areas

As a follow-up activity, the MPO developed financial scenarios for various levels of investment in bus service; paratransit service; the trail/sidepath network; and roadway safety improvements (including wholesale application of "Complete Street" treatments in high-crash corridors); among other programs. These investment options, with associated price tags, were developed for public information, discussion and feedback as part of the *Imagine 2040: Part 2* outreach exercise; two levels of investment in "Real Choices When Not Driving" are shown in the box to the right.

The performance measures for the bus, paratransit, and trail/sidepath programs were based on providing good levels of service to as much of the population as possible, and the highest priority was placed on centrally located improvements.

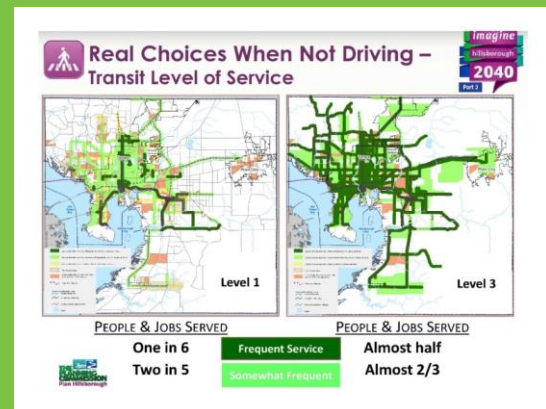
Imagine 2040: Part 2 outreach brought a user-friendly interactive web-survey to neighborhood groups and civic organizations at 65 different meetings and events around the county.¹⁴

Consistent with its mandate to reach out to all segments of Hillsborough County's diverse populations, the MPO sought out and involved groups that traditionally have not been represented in transportation decision-making. These population groups include low-income, minority populations, and people with limited English proficiency.

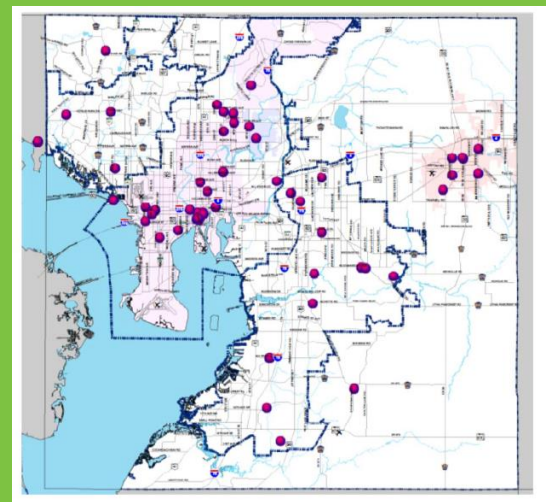
During the interactive web-based survey exercise, respondents had the option of defining themselves by race or ethnicity and provided the following breakdown.

Regarding outreach to traditionally under-represented population groups, 18 out of 65 events or meetings (28 percent) engaged Environmental Justice groups or areas, with an estimated attendance of 1,523 out of a total of 6,830 (22 percent).

Varying levels of investment resulted in varying levels of service:



Distribution of outreach activities:



¹⁴ http://www.planhillsborough.org/wp-content/uploads/2014/10/NeedsAssessment-PublicEngagement_FINAL_Nov_2014.pdf.

PART II: Title VI Work in MPO Program Areas



Tampa General Hospital "Healthpark" Event



Eastern Heights Civic Association monthly meeting



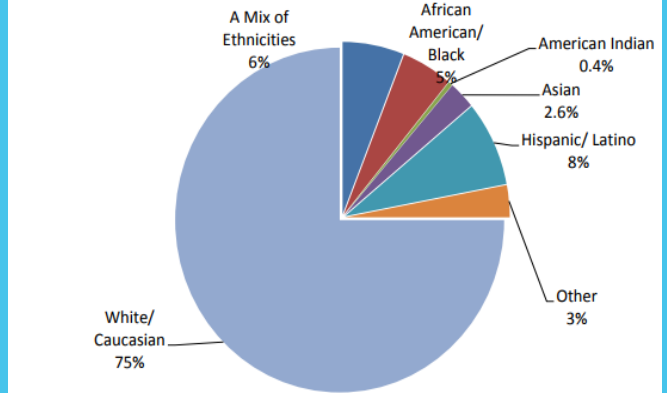
Good Samaritan Mission Back-to School Festival



Ybor City Rotary Club meeting



"Campo YMCA" festival



Self-reported outreach results from the Imagine 2040 planning exercise

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Geographic Scale:	Hillsborough County
Timeframe:	Updated every 5 years
Communities of Concern within area of impact:	All
Outreach and engagement strategies:	

The TIP is a five-year plan that identifies, prioritizes, and allocates funding for transportation projects across the county. In June of each year, the MPO Board must adopt the annual update of the TIP to program money for projects. Similar to the LRTP planning process, the TIP adoption also requires a major public outreach effort to inform county residents of new projects added to that year's TIP, solicit their feedback on those projects, and encourage them to attend the adoption hearing. The great diversity of Hillsborough County residents is reflected in the approach to public engagement. While the specific techniques may change from year to year, the strategy remains the same: to use a combination of high-tech and low-tech approaches; publicize the event in multiple languages; utilize direct mailers to inform communities of new projects near their homes; and run advertisements in both mainstream and special interest periodicals.

Engagement Statistics:

The inclusive approach to outreach has been a major success in recent years. At the June 2016 TIP public hearing, several participation records were set as 281 total emails and over 70 Facebook comments were received, and 132 speakers signed up to leave public comment. To encourage that level of participation, more than 6,000 direct mail flyers were sent out to property- and business owners near major projects. Nearly 20 brightly-colored notice signs were also posted near community centers like libraries, coffee shops, and post offices to inform renters. Two designated phone lines, one in English and one in Spanish, and a Facebook event page were created for residents to leave comments either on the phone or online.

Summary:

The MPO is responsible for the development and maintenance of the five-year TIP. Annual updates of the TIP consolidate the funded work programs of FDOT, local governments and transportation authorities. The TIP also includes a priority listing of projects for Surface Transportation Program, Transportation Alternatives Program, and other funds.

Public participation for development of the TIP is implemented primarily through the committee structure of the MPO. The MPO also provides summaries in its quarterly newsletters, which have a wide audience. The agency uses social media to alert the public as implementing agencies move forward with projects and hold community meetings or provide online information. They also use direct-mail, road signs, and evening meeting times when there is public interest in a TIP update. The

PART II: Title VI Work in MPO Program Areas

TIP is a year-by-year implementation of the LRTP, so the public outreach and technical analysis conducted for the LRTP applies to the implementation of the LRTP through the TIP.

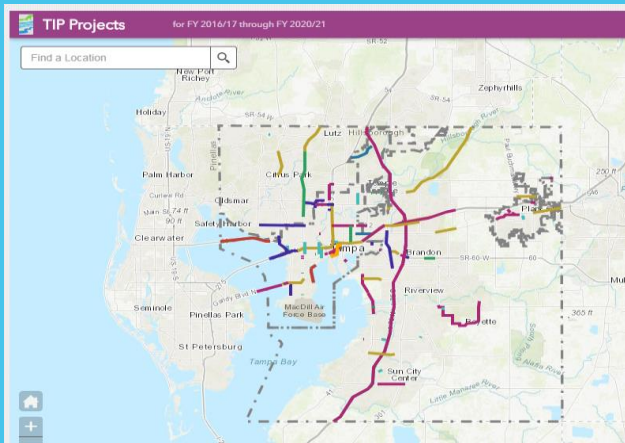
An additional measure of inclusion is the TIP Tool, a web based interactive map, developed by the MPO that allows the public to query any project of interest to them.



TIP public hearings



TIP public hearings



Screenshot of the interactive online tool for the TIP



TIP public hearings

CM/CMP: COLUMBUS DR AND 17/18/19TH AVENUES STUDY

Geographic Scale:	Neighborhood
Timeframe:	2014-2015
Communities of Concern within area of impact:	Minorities and low-income
Outreach and engagement strategies:	

Unlike many other Communities of Concern, the affected neighborhood has a relatively high rate of home ownership. To take advantage of this anomaly, the study team elected to mail out flyers to 947 addresses inviting residents to attend the Open House and participate in the discussion. Recognizing that some residents may be unfamiliar with the planning process, the project team listed some preliminary conceptual designs in the flyer and requested residents attend to provide feedback.

Engagement Statistics:

The first public meeting was held on the evening of September 17, 2014, at the Academy Prep Center of Tampa with more than 50 participants in attendance. A second public meeting was held January 5, 2015, at the same location with more than 40 participants in attendance. The first meeting introduced the project to the residents and solicited broad, preliminary suggestions for improving the corridor, while the second meeting served to present the work efforts to the community and capture their final thoughts on the study’s final recommendations. In addition to the in-person meetings, the study team also solicited project feedback via paper and electronic surveys to accommodate those who had no means of attending the meetings.

Summary:

The MPO studied the option of returning the one-way pairs of Columbus Drive and 17/18/19th Avenues to two-way operations, after requests were made by civic groups in the corridor. The one-way pair runs through a historically African American neighborhood in East Tampa. Historical injustices perpetrated against Tampa’s African American community make it especially important for planners to thoroughly assess the community’s feedback with respect to transportation plans. To establish rapport with residents, the project team created a Transportation Advisory Group which included representatives from the local business community and civic associations. Advisory Group members played an integral role in disseminating information and soliciting feedback from their respective groups.

At the public meetings, participants were asked to complete a survey to share their experiences and concerns on Columbus Drive and 17th/18th/19th Avenues and to assess support for the corridor being switched to two-way traffic. There was significant support for changing the roadways to two-way operations, adding on-street parking where possible, shifting the bulk of traffic to Columbus

PART II: Title VI Work in MPO Program Areas

Drive, and transforming 17th/18th/19th Avenues into neighborhood streets with slower traffic for safer walking and cycling.



Comments collected at the two outreach meetings had a direct impact on the final recommended project design. Initially, the study team considered converting to two-way traffic on the more residential 17/18/19th corridor and using the additional pavement for buffered bicycle lanes or a separated bi-directional trail. The residents, however, preferred that the additional pavement be repurposed for on-street parking. Parking is in high demand for residents who front 17/18/19th Avenues, as many of the lots are not large enough to allow a driveway, and existing driveways are often too shallow for more than one car to fit. The design was thus changed to include on-street parking alternating from side-to-side, which has an added benefit of calming traffic. Slower traffic in combination with midblock crossings and shared lane markings makes cycling safer and gives the neighborhood its much-needed parking.

With strong public support and traffic analyses showing little to no impact on the circulation system, it was recommended that Columbus Drive and 17/18/19th Avenues be converted to two-way operations with pedestrian, bicycle and/or on-street parking amenities within the existing right-of-way. Because the cost to install traffic signals would have exceeded the available funding, stop signs were proposed on 17/18/19th Avenues.

PART II: Title VI Work in MPO Program Areas



At a public meeting in January 2015 with more than 40 attendees, improvement options were presented for feedback

CM/CMP: TAMPA ST/HIGHLAND AVE AND FLORIDA AVE CORRIDOR STUDY

Geographic Scale:	Corridor and Neighborhood
Timeframe:	2015-2016
Communities of Concern within area of impact:	Minorities and low-income
Outreach and engagement strategies:	

The Tampa Street/Highland Avenue and Florida Avenue Corridor Study (Florida-Tampa Study) is an example of the community enthusiastically seeking to provide input to the transportation planning process. Whereas the original study scope included only limited opportunities for the community to offer feedback, the study quickly gained recognition among residents of affected neighborhoods after a presentation was provided to the MPO’s Citizens Advisory Committee. Once residents learned of the study, they began requesting presentations be made to civic associations and neighborhood groups. The study team effectively utilized time offered by civic groups to make public presentations and solicited feedback from the community. This strategy was economical and advantageous to both the study team and neighborhood groups.

Engagement Statistics:

Invitations to present to civic associations and digital surveys are two effective, low-cost options to collect valuable community feedback. After receiving requests and invitations, presentations were made to the Tampa Heights Civic Association, the Old Seminole Heights Neighborhood Association, the Business Guild of Seminole Heights, and the Downtown Partnership Transportation Committee. Surveys were also provided to community members and nearly 200 were returned with comments and suggestions.

Summary:

At the City of Tampa’s request and working closely with FDOT, the MPO kicked off a study in February 2015 to evaluate various design options for the one-way pair of Florida Avenue and Tampa/Highland Street. The study area is roughly from I-275 north to Hillsborough Avenue.

The Florida-Tampa Study began in February 2015. The purpose of the study was to identify and evaluate potential alternative configurations of the Florida Avenue and Tampa Street/Highland Avenue one-way pair, including two-way and road diet options. The study provided a technical review of how the options address the needs of a wide range of people using this corridor. The corridor passes through several Environmental Justice area neighborhoods.

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The evaluation of the alternatives included how each provides safe access between Downtown and surrounding neighborhoods for transit users, walkers and cyclists; how the corridors would function as a “main street” and commercial district; if the alternatives allow them to continue to function as a regional transportation corridor; and, how well the configurations contribute to the City’s public realm.

A project advisory group of local and state representatives developed criteria to compare the benefits of the alternatives. After reviewing the existing conditions on the two corridors, a number of different road configurations were identified for evaluation.



Existing conditions in the study area

131ST AVENUE AND 46TH STREET COMPLETE STREETS STUDIES

Geographic Scale:	Corridor
Timeframe:	2014
Communities of Concern within area of impact:	Minorities and low-income
Outreach and engagement strategies:	

The 131st Avenue and 46th Street Complete Streets studies benefited immensely by raising project awareness via low-cost techniques which ultimately led to four outreach events. The engagement strategies employed by the project team were intentionally low-tech, informal, and based on face-to-face human interaction. This boots-on-the-ground approach was supplemented with public surveys which were distributed throughout the adjacent neighborhoods and at outreach events.

Engagement Statistics:

The first outreach event had the project team hosting an informational booth at an annual walk/bike celebration held at the USF campus in Tampa. Enticing students with free giveaways – slap bracelets, stickers, pamphlets, etc. – approximately 30 students stopped by to learn more about the studies. Coincidentally, many of the students who stopped to chat lived near the study area and took a keen interest in the project moving forward.

The second opportunity for public engagement was facilitated by then-Chairwoman of the MPO’s Livable Roadways Committee (LRC), Lisa Montelione. Lisa was a member of both the LRC and the New North Transportation Alliance, which is a diverse transportation-related interest group based in the USF/New Tampa area representing neighborhood and business interests and several large institutions. Nearly 50 members attended the meeting to provide feedback on the studies and became advocates of the project due to its strong emphasis on connectivity.

The third and fourth meetings were hosted by FDOT and USF Student Government, respectively. The meeting hosted at FDOT District Seven headquarters brought to light a potential safety issue regarding pedestrians and stray golf balls. This issue was mediated by the USF Student Government, which called a special meeting to declare its support for the recommendations coming out of the Complete Streets studies.

Summary:

In 2014, a Complete Streets concept plan was initiated for 131st Avenue and 46th Street/Skipper Road. It was intended to develop an integrated plan for street and landscaping improvements, with particular attention being paid to pedestrian, bicycle, and transit accommodations on both roadways. The project limits on 131st Avenue were from Nebraska Avenue to Bruce B. Downs Boulevard and from Fletcher Avenue to Bruce B. Downs Boulevard on 46th Street/Skipper Road.

TAMPA-HILLSBOROUGH GREENWAYS AND TRAILS PLANS UPDATE

Geographic Scale:	Hillsborough County
Timeframe:	2015
Communities of Concern within area of impact:	All
Outreach and engagement strategies:	

Greenway and trail plans must take special care to solicit input from those potentially affected by the final project, especially the cyclists and pedestrians who actually use the trails regularly. Traditional approaches to outreach may not be sufficient to access either recreational pedestrians and cyclists or those whose primary mode of travel is walking/biking. To account for this, the Tampa-Hillsborough Greenways and Trails Plan Update skirted tradition in favor of a pragmatic approach to gain feedback from key stakeholders. Evening meetings were held to encourage greater participation by low-income community members, and one meeting was even held on-site at the Veterans Memorial Park and Museum.

Engagement Statistics:

Several meetings were held to gain feedback from the community. One particularly successful meeting was held at All People’s Life Center on Sligh Avenue, and saw dozens of attendees from diverse backgrounds show up to offer comments and suggestions. Another meeting was held on-site at the Veterans Memorial Park and Museum. A diverse group of pedestrians, rollerbladers, mountain bikers, road bikers, hikers, and environmentalists attended the night meeting to voice their ideas about connecting trails across the county. That strategy worked so well that the project team remained at the park after dark, with people continuing to show up long after the original schedule time had passed.

Summary:

Work began in February 2015 when MPO staff, together with Hillsborough County and City of Tampa staff, updated and integrated trails and greenways plans for the City of Tampa and the Hillsborough County. The update had two major objectives: 1) Update the County's Greenways Master Plan by integrating recent pedestrian, bicycle, and multi-use trail projects and initiatives into the Plan; and 2) Identify opportunities to improve the region's multimodal networks providing further trail connections to Pasco, Manatee, and Polk counties as potential components of Florida’s Shared Use Non-motorized Trails (SUNTrail) system.

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Staff working with the volunteer Greenways and Trails Committees identified priority gaps critical to the completion of an overall trail network. This project unifies the planning documents and refines some of the opportunities defined in the Hillsborough County Greenways Master Plan (1995) and the City of Tampa's Greenways and Trails Master Plan (2000).



This effort also combined the plans of Tampa and Hillsborough County to create one coordinated plan.

On May 19, 2015, 50 people attended the Tampa Hillsborough Greenways and Trails Committee meeting at the All Peoples Life Center. This provided a valuable opportunity for staff and committee members to provide feedback and help prioritize the proposed trails.

The key trails identified by this study were:

- Interstate 275 Greenway;
- Selmon Greenway Connector;
- Kirby Creek Trail;
- NW Hillsborough/Upper Tampa Bay Trail Connector;
- South County Greenway Connector;
- USF/Tampa Bypass Canal Connector;
- Memorial Bikeway /Oldsmar-Pinellas County Connection;
- US 301/Pasco County Connection; and,
- Plant City/Polk Connection.

GEORGE ROAD COMPLETE STREETS FEASIBILITY AND HEALTH IMPACT ASSESSMENT

Geographic Scale:	Corridor and Neighborhood
Timeframe:	2013-2015
Communities of Concern within area of impact:	Minorities and low-income
Outreach and engagement strategies:	

The public outreach efforts for the George Road Complete Streets Study included four meetings: three at the Town 'n' Country Regional Public Library and one at the Hillsborough County Sports Authority complex at Raymond James Stadium. Because of the high percentage of Hispanic residents, a Spanish translator attended the three meetings at the library.

Engagement Statistics:

Public participation grew over the course of the study. The first meeting saw more than 30 people in attendance to learn about the project and identify a route for a north-south trail connection from the Upper Tampa Bay Trail to Skyway Park. Four potential routes were considered. One particularly controversial corridor would have run through a predominantly upper-middle income community with a median home value comparatively higher than the surrounding communities. At the second meeting, approximately 40 people attended, with several residents vociferously opposing the proposed trail. The study team painstakingly reviewed the potential connections and alternative routes, and came back with a new proposal based on improving existing walk/bike facilities along George Road. Sidewalks, crosswalks, lighting, and traffic calming on George Road -- which suffers from cut-through traffic avoiding the Veteran's Expressway -- will improve the lower income neighborhood's access to recreational facilities such as Skyway Park. This concept was presented to the community at the final meeting, and with community support, was selected as the preferred alternative. The concept was further evaluated for its health impacts the following year, and determined by a Department of Health panel of subject matter experts to be likely to result in positive community health outcomes.

Summary:

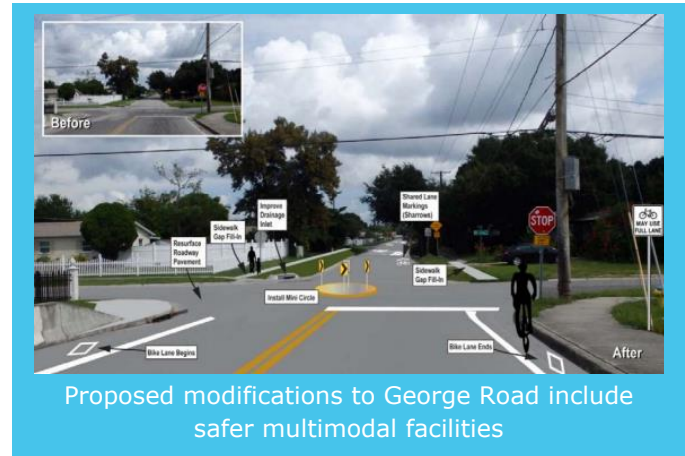
The George Road Connector Study took place over a two-year period from February 2013 to February 2015. The task of the study was to recommend a connecting trail or other walk/bike facility that would provide links to neighborhood assets in the Town 'n' Country (TNC) community and close a gap between the regionally significant Upper Tampa Bay Trail and the new Courtney Campbell Trail. The George Road Connector Study Team was specifically tasked to investigate a proposed north-south connection between the existing TNC Greenway and the north end of the U-path Trail at

PART II: Title VI Work in MPO Program Areas

Skyway Park, which connects to the Courtney Campbell Trail. The U-path, on the west side of the Veterans Expressway, runs south to the City of Tampa's Cypress Point Park and the Westshore area.

Over the course of the study, several routes were examined and input was received from residents, community groups, and stakeholders in the area. After evaluating the input received, George Road was selected as the preferred alternative.

Based on the constrained nature of the road, the proposal is to modify George Road to include sidewalks and bicycle facilities to connect the U-path Trail to the TNC Greenway. The resulting proposal is identified as the George Road Complete Street. Based on community input received during the two meetings, the complete streets project provided recommendations along the corridor to address bike and pedestrian activated crosswalks, address the feasibility of a pedestrian/bicycle overpass at Hillsborough Avenue, evaluate the possibility of optimizing the traffic signal timings at Hillsborough Avenue. Lighting, gateway treatments, traffic circles and raised intersections, and other pedestrian friendly treatments were also assessed. The design process was completed in April 2016.



Lighting, gateway treatments, traffic circles and raised intersections, and other pedestrian friendly treatments were also assessed. The design process was completed in April 2016.

TRANSPORTATION DISADVANTAGED SERVICE PLAN

Geographic Scale:	Hillsborough County
Timeframe:	2016-2021
Communities of Concern within area of impact:	All

Outreach and engagement strategies:

The MPO conducts an annual public hearing through the Transportation Disadvantaged Coordinating Board (TDCB). The Hillsborough MPO discusses with the TDCB the needs and characteristics of persons with disabilities and the elderly, and considers how best to adapt transportation planning activities to ensure access to work, health, and recreational activities in Hillsborough County and across the Tampa Bay region.

Engagement Statistics:

The following lists the statistics for the engagement during the update of the Transportation Disadvantaged Service Plan (TDSP):

- 4,000 people engaged;
- 1,340 comments received;
- 1 online tool used;
- 1 project-specific meeting; and,
- 1 community meeting.

The 2016 Transportation Disadvantaged Summit received an award from the Commission for the Transportation Disadvantaged; the Transportation Disadvantaged Coordinating Board also received an award for Local Coordinating Board of the year.

Summary:

The MPO produces an annual update to the TDSP¹⁵ to address the needs of elderly, disabled, and/or economically disadvantaged populations. While the TD population may include *anyone* less than capable of traveling or managing safe travel on their own, some common challenges this population faces can be summarized as follows:

Access to Employment and Education. The TD population has the desire and ability to work if transportation is available. However, the fixed-route transit service area is limited in Hillsborough County. The 2016 TDSP Human Services Transportation Survey found that over 70 percent of TD clients are unable to get to work.

Access to Healthcare. Many individuals of the TD population have medical needs requiring frequent and specialized visits for healthcare, and may even need to travel outside of Hillsborough County for treatment. Respondents to the 2016 TDSP Human Services Transportation Survey stated that almost 60 percent of their clients are unable to access healthcare.

¹⁵ http://www.planhillsborough.org/wp-content/uploads/2016/08/TDSP_06-30-16_ADA-Compliant.pdf

PART II: Title VI Work in MPO Program Areas

Access to Shopping. The TD population, by definition, has few transportation options to reach supermarkets. The 2016 TDSP public involvement effort estimated that approximately 50 percent of clients were unable to access basic groceries.

Access to Recreation. Recreation is a vital part of health and wellbeing. The 2016 public involvement effort estimated that approximately 50 percent of clients are unable to access recreational activities.

Access to Transportation for Children-at-Risk. Special needs noted in the report are access to afterschool activities, school, faith-based activities, and therapy and psychiatry appointments.

2016 PUBLIC PARTICIPATION PLAN MEASURES OF EFFECTIVENESS REPORT

Geographic Scale:	Hillsborough County
Timeframe:	Updated every two years – latest update in 2016
Communities of Concern within area of impact:	All
Outreach and engagement strategies:	

The Public Participation Plan Measures of Effectiveness Report (PPP MOE) lists all of the known strategies which may be used to successfully engage communities in the transportation planning process. As such, it serves as a comprehensive toolbox of engagement strategies, techniques, tips, and technologies to solicit feedback from the public. Recognizing that each transportation plan may require a unique approach to engagement, the PPP MOE toolbox is not a list to be pared down or abbreviated over time – the value of the toolbox is that it provides planners with a comprehensive menu of options to reach residents.

Engagement Statistics:

The PPP MOE¹⁶ is a biennial review of the MPO’s performance in facilitating outreach. Contained within the document are statistics related to the visibility & productivity of the agency, participation opportunities, public’s interest in the agency and feedback on its work products, and evaluation of the content of public comments received.

Summary:

Inclusive public participation is a priority consideration in all MPO activities, as it is well-understood that impacts of transportation projects affect all residents. Therefore, the Hillsborough MPO provides language and comprehension assistance for planning materials and seeks public input related to the LRTP, UPWP and TIP. In 2016, the MPO began providing Spanish versions of the LRTP, UPWP, TIP, Public Participation Plan, and select other documents. Future activities will include fact sheets and summaries in both English and Spanish.

The PPP MOE Report documents the MPO's proactive outreach, which includes attending meetings of civic groups and providing display tables at community events. The outreach logs in that report's appendix provide a complete listing of the public events and meetings that the MPO sponsored, spoke at, or displayed at, over the two-year reporting period between 2014 and 2015. Of the 168 total meetings and events (not including the *GoHillsborough* outreach workshops organized by county administration), at least 36, or 21 percent, were held in locations or involved groups associated with

¹⁶ www.planhillsborough.org/public-participation-plan-evaluation-report

PART II: Title VI Work in MPO Program Areas

Environmental Justice areas. The perspectives of protected demographic groups were sought out and incorporated into plans and studies.

UNIFIED PLANNING WORK PROGRAM & DISADVANTAGED BUSINESS ENTERPRISE UTILIZATION

Summary:

The Unified Planning and Work Program (UPWP) is a document which lists all of the tasks for which the MPO is responsible, including administrative tasks, short- and long-range planning, and special projects (as needed). The MPO is responsible both for completing these tasks and communicating its efforts with numerous stakeholders, including the public. Constant two-way communication and facilitating public participation are critical to MPO success in planning. In fact, some planning studies are initiated due to proposals from the public. Vision Zero, for example, is an ongoing major MPO project which is led by community activists with MPO support. Furthermore, the following planning studies were initiated with strong community support in Environmental Justice areas:

- 131st Avenue and 46th Street Complete Streets Studies;
- East Hillsborough Avenue Corridor Study;
- USF Area Multimodal Study; and,
- Busch Boulevard Accessibility Evaluation.

It is important for the MPO and its stakeholders to work together to ensure that tasks and projects listed in the UPWP will not cause disproportionately high or adverse effects to specific population groups.

The Hillsborough MPO has established a Disadvantaged Business Enterprise (DBE) program in accordance with regulations of the US Department of Transportation (USDOT), 49 CFR Part 26. The DBE program awards contracts to certified businesses which meet the federal criteria for “socially and economically disadvantaged.” The MPO’s assurance is recorded in the UPWP.

ORGANIZATION STAFFING AND STRUCTURE

Summary:

The **Executive Director** is responsible for ensuring the implementation of the MPO's Title VI Plan. The MPO Title VI Coordinator, under supervision of the Executive Director, is responsible for coordinating the overall administration of the Title VI program, plan, and assurances. The Executive Director is responsible for ensuring that her/his staff understand and adheres to the various Title VI requirements and produce a report documenting compliance annually to the federal agencies, from which the MPO receives financial assistance. The organizational chart for Plan Hillsborough is included below.

The **Title VI Coordinator** is responsible for overseeing compliance with applicable nondiscrimination authorities in each of the metropolitan transportation planning and programming areas. Other staff members are expected to provide information and support to assist the Title VI Coordinator perform her or his tasks pertaining to nondiscrimination regulations and procedures set forth in federal guidance and in accordance with the MPO Title VI Plan. The Title VI Coordinator will:

- Identify, investigate, and work to eliminate discrimination when found to exist;
- Process discrimination complaints received by the MPO. Any individual may exercise her or his right to file a complaint with the MPO, if that person believes that she or he or any other program beneficiaries have been subjected to discrimination, in their receipt of benefits/services or on the grounds of race, color, national origin, sex, (dis)ability, age, or income status;
- Make a concerted effort to resolve complaints in accordance with Discrimination Complaint Procedures;
- Meet with appropriate staff members to monitor and discuss progress, implementation, and compliance issues related to the MPO Title VI Plan;
- Keep current with the Title VI requirements, attend training when needed and provide training to the MPO staff, board, committees and the public if they have questions;
- Periodically review the MPO Title VI Plan to assess whether administrative procedures are effective, staffing is appropriate, and adequate resources are available to ensure compliance;
- Work with staff involved with Consultant Contracts and if the sub-recipient is found to be noncompliant, resolve the deficiency status and write a remedial action if, necessary, as described in the Consultant Contracts section of this document;
- Review important issues related to nondiscrimination with the Executive Director, as needed;
- Maintain a list of Interpretation Service Providers;
- Assess communication strategies and address additional language needs when needed;
- Disseminate information related to the nondiscrimination authorities. The MPO Title VI Plan is to be disseminated to MPO employees, contractors, the general public, and any of the MPO sub-recipients; and,
- Coordinate with appropriate federal, state, and regional entities to periodically provide MPO employees with training opportunities regarding nondiscrimination.

The Title VI Coordinator, with involvement and assistance from other members of the MPO staff, is responsible for ensuring these elements of the plan are appropriately implemented and maintained. If information produced by the MPO is needed in another language or if there are questions about

PART II: Title VI Work in MPO Program Areas

the information contained within this document, please contact Johnny Wong, Title VI Coordinator at (813) 273-3774 or e-mail at wongj@plancom.org.

All **MPO staff members** involved in public involvement are responsible for evaluating and monitoring compliance with Title VI requirements in all aspects of the MPO's public involvement process. Staff will:

- Ensure that all communications and public involvement efforts comply with Title VI/LEP and Environmental Justice requirements;
- Develop and distribute information on Title VI programs to the general public and provide information in languages other than English, as needed;
- Disseminate information to minority media and ethnic/gender related organizations, to help ensure all social, economic, and ethnic interest groups in Hillsborough County are represented in the planning process;
- Include the Title VI Notice to the Public, full or abbreviated versions in relevant press releases and on the MPO website;
- Notify affected, protected groups of public meetings regarding proposed actions, and make the meetings accessible to all residents, including the use of interpreters when requested, or when a strong need for their use has been identified;
- Collect statistical information voluntarily from attendees of public meetings using zip codes if possible to track how well different segments of the population are represented; and,
- Encourage Hillsborough MPO's committees to include representation from Title VI-relevant populations.



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Executive Director

Vacant
Assistant Executive Director

Sandy Mortellaro
Office Manager

Vacant
Secretary

Sharon Snyder
Admin. Spec. II

Felicia Pulliam
Financial Manger

Kathleen Venzon
Office Asst. III



Beth Alden
Executive Director

Rich Clarendon
Assistant Executive Director



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Executive Planner

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Melissa Lienhard
Principal Planner

Yeneka Mills
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Equity Health

Michele Ogilvie
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Wade Reynolds
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Nondiscrimination Issues



RECOMMENDATIONS

Equitable transportation decision-making depends upon identifying and properly addressing the needs, cultural perspectives, and financial limitations of different socioeconomic groups who use transportation or are affected by transportation decisions. In that spirit, this plan has provided a profile of Hillsborough County's population, highlighting key patterns, trends, and other factors that governing institutions and transportation practitioners should understand to work in accordance with the core nondiscriminatory principles and laws which are an important foundation of this civil society. Several topics and considerations are presented relevant to identifying the basic socioeconomic conditions and concerns of traditionally underserved populations, including minority populations, low-income populations, foreign-born residents and LEP persons, low-literacy populations, transit-dependent households, seniors, children-at-risk, and persons with disabilities.

The MPO has a number of public information, public engagement, and analytical tools in place to promote inclusivity and equity and address environmental justice. Recommendations for continued, future progress include:

- Continue to use the MPO's inventory of civic groups and neighborhood associations to engage affected communities in the transportation decision-making process, from the beginning of each plan or study. Update and expand the inventory on a regular basis;
- Include more explicit discussion and detail about protected demographic groups, and how their interests are taken into consideration in MPO planning documents;
- Explore the use of new analytical tools that display travel time contours by driving, walking, biking, and transit, to help graphically illustrate how various investment decisions affect access to jobs and life-sustaining services;
- Continue to investigate the relationship between transportation systems and community health outcomes in Hillsborough County, building on the past year's partnership with Florida Department of Health. Grow the scope of analysis from the corridor level (the 2016 George Road Complete Streets Project Health Impact Assessment pilot study) to the system-wide level;
- Consider incorporating equity-based considerations and/or performance targets into the State of the System Report. The report should include benchmarks and track progress;
- Continue to use the Tampa Bay Regional Planning Model to evaluate the cumulative impacts of the Long Range Transportation Plan, and consider expanding the measures that are calculated by the model to include new measures;
- Consider incorporating equity as a criterion in the Transportation Improvement Program prioritization methodology; and,
- Develop a Checklist/Scorecard for each project. The checklist should provide steps to guide planners when beginning the outreach and analysis for a project. The checklist should include coordinating with a GIS and/or modeling professional to clearly understand the population demographics and which communities of concern to engage and/or are likely to be impacted by the project and its components. The scorecard should document the communities of concern engaged and outreach and engagement strategies and statistics. When possible, benefit and burden impacts should also be calculated and summarized.

APPENDIX A: METHODOLOGY TO IDENTIFY COMMUNITIES OF CONCERN AND ENVIRONMENTAL JUSTICE AREAS

Introduction

A critical first step in fulfilling the federal rules is locating communities with high concentrations of historically underrepresented groups within Hillsborough County. Identifying concentrations of underrepresented communities helps the Hillsborough MPO and its partner agencies determine how those communities could be impacted by proposed transportation projects, if they are adequately served by the existing transportation system, and what steps may be necessary to be more inclusive in the planning process. To accomplish this critical first step, disadvantaged groups were identified for this report.

Methodology: Data Sources and Thresholds

The methodology for locating COCs is based on the NITC report and input from the Hillsborough MPO staff. The data for the seven COCs were collected from the American Community Survey (ACS) five-year estimates (2011-2015), which was the most current, available data. Geographic Information Systems (GIS) was used to organize the data and calculate the percentage of the underrepresented group within each block group. Block groups with a total population less than 100 people were removed from the analysis to avoid counting large geographic areas that have very small populations, such as the Hillsborough River State Park. In total, this removed nine block groups from the analysis.

Unlike the NITC report which identified block groups using the average countywide percentage for an underrepresented group, this effort used the median value based on the preference of the MPO staff. The following thresholds were calculated:

- Above the Hillsborough countywide median percentage;
- More than one standard deviation above the countywide median percentage; and,
- More than two standard deviations above the countywide median value.

The methodology for locating EJ communities is also based on the NITC report and input from the Hillsborough MPO staff. As with COCs, the data for EJ communities was collected from the American Community Survey (ACS) five-year estimates (2011-2015). GIS was also used to organize the data and calculate the percentage of the total population that a group makes up in a block group.

The following thresholds were calculated to identify block groups with a COC and the results compared:

- Top Quintile (81%-100%) of the county median
- More than one standard deviation above the countywide median

Communities of Concern

Hillsborough County defines a high concentration of underrepresented people as a community of concern (COC). Underrepresented people have historically been disenfranchised or may need special accommodations to be included in the planning and policy- and decision-making process. Federal guidance and the National Institute for Transportation and Communities (NITC) report, Evaluating

APPENDICES

the Distributional Effects of Regional Transportation Plans and Projects, were used to identify the following groups as COCs:

- **Persons with Disabilities.** Households with at least one person with a disability;
- **Limited English Proficiency Households.** Households in which English is not the primary language and who do not speak English well;

Low-Income Households. Households that earn below the poverty line; for this effort, the threshold was expanded to 185 percent below the poverty line;

- Federal guidelines place that threshold of 185% poverty line at \$37,166.50 for a household size of three, which is the average household size in Hillsborough County.

- **Minorities.** Non-white residents who are Hispanic/Latinos and non-Hispanic/Latinos (e.g., black, Asian or Pacific Islander, American Indian or Alaskan Native);
- **Zero Vehicle Households.** Households who do not own a car;
- **Youth.** Residents who are under 18-year-old; and,
- **Elderly.** Residents who are 65-years-old or older.

The one standard deviation threshold was used to identify COCs and create a composite map that displays block groups containing two or more COCs. No block groups contained more than five COCs. The following table displays the thresholds.

Median % of Total Population	Standard Deviation (SD)	1 SD above Median %	2 SD above the Median %
Race (including Hispanics and Latinos)			
0.234	0.226	0.460	0.686
Income*			
0.400	0.225	0.625	0.850
Limited English Proficiency (All Languages)			
0.029	0.078	0.107	0.185
Zero Car Households			
0.044	0.108	0.152	0.260
Elderly			
0.115	0.127	0.242	0.369
Youth			
0.219	0.092	0.311	0.403
Disability			
0.233	0.122	0.355	0.477

**Low-income threshold is based on an average household size of 2.64; Hillsborough MPO defines the threshold as 185% of the federal poverty line, or \$37,166.50, for a household size of three.*

Source: <https://aspe.hhs.gov/2015-poverty-guidelines#thresholds>

Environmental Justice Communities

Environmental Justice (EJ) areas were also identified for this effort. Compared to COCs, EJ communities focus on minority populations with respect to race, ethnicity, and low-income populations. The following groups of people were identified as an EJ community.

- Low-Income Households: Households that earn at or below the poverty line; for this effort, the threshold was expanded to 185 percent at or below the poverty line
 - Federal guidelines place that threshold of 185% poverty line at \$37,166.50 for a household size of 3, which is the average household size in Hillsborough County.
- Race: Non-white residents who identify as Black, Asian or Pacific Islander, American Indian or Alaskan Native)
- Hispanic or Latinos: Non-white residents who identify as Hispanic or Latin origin

A composite map that displays block groups containing one or more EJ communities was created using the one standard deviation method. The following table displays the thresholds.

Median (% of Total Population)	Standard Deviation	1 Standard Deviation Above Median	2 Standard Deviations Above the Median
Race			
0.157	0.213	0.370	0.583
Hispanics/Latinos			
0.194	0.189	0.382	0.571
Income*			
0.398	0.228	0.626	0.854

**Low-income threshold is based on an average household size of 2.64; Hillsborough MPO defines the threshold as 185% of the federal poverty line, or \$37,166.50, for a household size of three. Source: <https://aspe.hhs.gov/2015-poverty-guidelines#thresholds>*

APPENDIX B: REPORTING DOCUMENTATION

As part of their Title VI reporting processes, all recipients of federal funding, including MPOs, must provide the following documentation, all of which is included in this report.

Documentation	Page #
Annual Title VI Certifications and Assurances: Forms signed by the MPO to assure that MPO programs and activities are fulfilled in compliance with Title VI regulations (signed and inserted in the final report after public review and subsequent approval by the MPO).	i
Notice of Nondiscrimination Rights and Protections to Beneficiaries: A statement by the MPO to apprise members of the public of the protections against discrimination afforded to them by Title VI and related statutes.	ii
MPO Endorsement: Evidence that the MPO has reviewed and approved the Title VI program and report (inserted in the final report after public review and subsequent approval by the MPO).	iv
Complaint Procedures: A process through which individuals can file discrimination complaints against the MPO, and which allows the MPO to track and investigate these complaints.	Appendix C
Title VI Investigations, Complaints, and Lawsuits: A list of any allegations of discrimination by the MPO in its programs and activities during the past three years (the MPO has received none).	Appendix C
Hillsborough MPO Limited English Proficiency Plan (LEPP): The MPO’s plan to identify LEP populations and the languages spoken by them, and to translate vital documents into these languages.	24
Minority Representation on Planning and Advisory Bodies: Documentation of racial breakdowns of the membership of any MPO transit-related, non-elected planning boards, advisory councils or committees for which the MPO selects the members; and a description of efforts made to encourage participation of minorities on such committees.	27
Hillsborough MPO Public Participation Plan: Documentation of the various outreach activities in which the MPO engages to ensure that all members of the public are given the opportunity to participate in the MPO’s transportation planning process.	Separate document

APPENDIX C: DISCRIMINATION COMPLAINT PROCEDURES

Title VI of the Civil Rights Act of 1964, as amended, prohibits discrimination on the basis of race, color and national origin in programs and activities receiving federal financial assistance. As a sub-recipient of FDOT, the Hillsborough County MPO has in place a Title VI complaint procedure.

During the past three years, the Hillsborough MPO has no Title VI investigations, complaints, or lawsuits brought against it.

Any person who believes that he or she, or any specific class of persons, has been subjected to discrimination or retaliation by any Hillsborough County MPO programs or activities, as prohibited by Title VI of the Civil Rights Act of 1964, as amended, and related statutes, may file a written complaint. If you believe you have been discriminated against by another branch of the Hillsborough County Government, please contact the Hillsborough County Equal Opportunity Administrator at (813) 272-6554. All written complaints received by the MPO shall be referred immediately by the MPO Title VI Specialist to the FDOT District 7 Title VI Coordinator for processing in accordance with approved State procedure.

APPENDICES

Written complaints may be sent to:

Johnny Wong, Hillsborough MPO Title VI Coordinator
601 E. Kennedy Blvd., 18th Floor
Tampa, Florida 33601

- A. Verbal and non-written complaints received by the MPO shall be resolved informally by the MPO Title VI Specialist. If the issue has not been satisfactorily resolved through informal means, or if at any time the complainant(s) requests to file a formal written complaint, the Complainant shall be referred by the MPO Title VI Specialist to the FDOT District 7 Title VI Coordinator for processing in accordance with approved State procedures.
- B. The MPO Title VI Specialist will advise the FDOT District 7 Title VI Coordinator within 5 calendar days of receipt of the allegations. The following information will be included in every notification to the FDOT District 7 Title VI Coordinator:
 1. Name, address, and phone number of the Complainant
 2. Name and address of the Respondent
 3. Basis of complaint (i.e., race, color, national origin, sex, age, disability, religion, familial status or retaliation)
 4. Date of alleged discriminatory act(s)
 5. Date complaint received by the MPO
 6. A statement of the complaint
 7. Other agencies (state, local, or federal) where the complaint has been filed
 8. An explanation of the actions the MPO has taken or proposed to resolve the allegation(s) raised in the complaint
- C. Within 10 calendar days, the MPO Title VI Specialist will acknowledge receipt of the allegation(s), inform the Complainant of action taken or proposed action to process the allegation(s), and advise the Complainant of other avenues of redress available, such as the FDOT Equal Opportunity Office (EOO).
- D. Within 60 calendar days, the MPO Title VI Specialist will conduct and complete a review of the verbal or non-written allegation(s) and based on the information obtained, will render a recommendation for action in a report of findings to the MPO Executive Director.
- E. Within 90 calendar days of the verbal or non-written allegation(s) receipt, the MPO Executive Director will notify the Complainant in writing of the final decision reached, including the proposed disposition of the matter. The notification will advise the Complainant of their right to file a formal complaint with the FDOT EOO, if they are dissatisfied with the final decision rendered by the MPO. The MPO Title VI Specialist will also provide the FDOT District 7 Title VI Coordinator with a copy of this decision and summary of findings.
- F. The MPO Title VI Specialist will maintain a log of all verbal and non-written complaints received by the MPO. The log will include the following information:
 1. Name of Complainant
 2. Name of Respondent
 3. Basis of complaint (i.e., race, color, national origin, sex, age, disability, religion, familial status or retaliation)
 4. Date of verbal or non-written complaint was received by the MPO
 5. Date MPO notified the FDOT District 7 Title VI Coordinator of the verbal or non-written complaint
 6. Explanation of the actions the MPO has taken, or proposed, to resolve the issue raised in the complaint

**TITLE VI AND RELATED STATUTES
DISCRIMINATION COMPLAINT AGAINST THE HILLSBOROUGH COUNTY MPO**

Name	Telephone (home)	Telephone (work)
Address:	City, State, Zip Code	
Name of MPO Staff Person that You Believe Discriminated Against You:		
Address:	City, State, ZIP Code	
Date of Alleged Incident:		
You were discriminated because of:		
<input type="checkbox"/> Race	<input type="checkbox"/> Retaliation	<input type="checkbox"/> Sex
<input type="checkbox"/> Color	<input type="checkbox"/> National Origin (Language)	<input type="checkbox"/> Age
<input type="checkbox"/> Familial Status		<input type="checkbox"/> Religion
<input type="checkbox"/> Disability		<input type="checkbox"/> Other
Explain as briefly and clearly as possible what happened and how you were discriminated against. Indicate who was involved. Be sure to include how other persons were treated differently than you. Also attach any written material pertaining to your case:		
Signature		Date

FORMULARIO DE QUEJA
(Condado de Hillsborough MPO)

Nombre de la persona discriminada		Número de teléfono (Residencia)	Número de teléfono (Trabajo)
Dirección de residencia (Número y calle, número de departamento)		Ciudad, estado, y código postal de residencia	
Nombre de la persona que discriminó contra usted, y nombre de la dependencia (si los sabe)			
Dirección de la persona o dependencia que discriminó contra usted		Ciudad, estado y código postal de la persona o dependencia que discriminó contra usted	
Fecha del incidente discriminatorio.			
Causa de la discriminación:			
<input type="checkbox"/> Raza	<input type="checkbox"/> Retaliación	<input type="checkbox"/> Sexo	<input type="checkbox"/> Estado Civil
<input type="checkbox"/> Color de Piel	<input type="checkbox"/> Nacionalidad	<input type="checkbox"/> Edad	<input type="checkbox"/> Impedimento Físico o Mental
<input type="checkbox"/> Religión	<input type="checkbox"/> Otro		
Eplique claramente como sucedió la discriminación y quienes participaron en ella. Incluya en su explicación cualquier conocimiento que tenga de tratamiento diferente a otras personas. Adjunte cualquier otro escrito relacionado con su caso.			
Firma		Fecha	

APPENDIX D: LISTS OF TRAVEL ANALYSIS ZONES FLAGGED FOR ENVIRONMENTAL JUSTICE ANALYSIS AND TRAVEL ANALYSIS ZONES IDENTIFIED AS COMMUNITIES OF CONCERN

Environmental Justice									
TAZ2010	TAZ2015	TAZ2010	TAZ2015	TAZ2010	TAZ2015	TAZ2010	TAZ2015	TAZ2010	TAZ2015
0	0	687	760	346	556	243	264	333	285
212	209	189	178	387	612	243	264	333	285
212	209	189	178	387	612	243	264	333	285
202	192	189	178	239	249	242	263	333	285
87	300	793	193	239	249	242	263	333	285
87	300	201	191	239	249	242	263	333	285
760	312	200	190	538	357	242	263	325	278
791	293	200	190	252	327	242	263	325	278
791	293	187	176	123	291	240	262	325	278
791	293	369	616	118	162	240	262	325	278
791	293	186	175	117	161	240	262	325	278
792	296	188	177	211	208	226	234	325	278
771	77	188	177	211	208	223	231	325	278
205	196	188	177	224	232	221	228	324	276
206	197	197	187	213	211	219	225	324	276
206	197	198	188	215	214	222	229	324	276
204	195	199	189	215	214	222	229	332	284
195	185	199	189	214	213	788	245	332	284
195	185	210	207	214	213	237	248	332	284
194	184	784	204	214	213	238	261	332	284
193	183	348	558	227	235	238	261	332	284
203	194	348	558	241	250	326	652	323	275
192	181	346	556	241	250	326	652	323	275
191	180	346	556	245	265	326	652	323	275
191	180	346	556	243	264	326	652	331	283
191	180	346	556	243	264	333	285	331	283

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Environmental Justice									
TAZ2010	TAZ2015	TAZ2010	TAZ2015	TAZ2010	TAZ2015	TAZ2010	TAZ2015	TAZ2010	TAZ2015
331	283	282	453	347	557	349	559	303	472
322	274	337	547	347	557	350	560	302	469
330	282	340	550	347	557	350	560	299	465
273	269	338	548	347	557	359	670	298	464
272	451	339	549	345	555	359	670	300	466
269	446	339	549	345	555	371	685	301	467
271	448	343	553	345	555	357	574	313	576
266	441	343	553	345	555	361	595	313	576
266	441	343	553	345	555	414	570	314	597
267	442	341	551	345	555	415	571	312	491
267	442	341	551	345	555	422	592	317	578
268	444	342	552	345	555	418	589	315	577
268	444	342	552	345	555	418	589	315	577
278	445	143	131	360	671	356	568	316	598
278	445	156	141	360	671	356	568	372	579
278	445	159	217	364	673	355	567	318	599
278	445	509	654	363	672	355	567	374	585
276	443	334	653	363	672	297	565	374	585
289	456	334	653	362	596	297	565	380	587
289	456	524	666	362	596	297	565	386	610
283	543	523	665	358	575	296	564	386	610
283	543	597	674	358	575	296	564	375	580
281	452	522	664	370	617	295	562	412	569
280	450	353	662	521	663	294	463	412	569
280	450	353	662	521	663	293	462	412	569
280	450	515	358	352	661	293	462	539	380
280	450	344	554	352	661	292	461	419	590
284	544	344	554	351	561	292	461	501	355
284	544	344	554	349	559	305	474	499	354
282	453	344	554	349	559	304	473	498	353

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Environmental Justice									
TAZ2010	TAZ2015	TAZ2010	TAZ2015	TAZ2010	TAZ2015	TAZ2010	TAZ2015	TAZ2010	TAZ2015
495	254	684	757	131	304	581	409	324	277
244	251	686	758	133	309	511	656	518	362
244	251	754	862	133	309	766	470	264	440
155	140	755	882	134	306	767	475	264	440
173	152	752	881	134	306	790	478	289	457
169	148	752	881	132	305	790	478	289	455
165	144	757	883	132	305	764	479	289	455
137	123	742	870	132	305	765	563	263	438
557	386	739	874	132	305	765	563	263	438
151	135	413	588	129	299	765	563	303	471
166	145	413	588	129	299	765	563	305	476
139	125	753	861	129	299	770	490	318	600
138	124	288	454	120	292	785	206	129	298
174	153	288	454	120	292	786	227	129	298
517	360	504	266	120	292	787	230	129	298
518	363	504	266	121	289	763	477	129	298
520	366	250	326	121	289	763	477	302	468
608	686	249	325	759	311	152	136	204	195
541	372	122	294	58	41	120	288	203	194
542	385	89	318	157	215	133	308	289	456
567	395	128	297	157	215	495	252	302	468
152	137	128	297	160	218	755	876	363	672
168	147	128	297	160	218	60	76	370	617
679	731	130	303	162	220	792	295	356	568
671	700	130	303	260	240	134	310	374	585
672	701	130	303	158	216	134	307	356	568
672	701	131	304	158	216	193	182	374	585
673	702	131	304	580	408	324	277	356	568
673	702	131	304	568	396	324	277	413	588
675	703	131	304	582	410	324	277	303	472

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Environmental Justice									
TAZ2010	TAZ2015	TAZ2010	TAZ2015	TAZ2010	TAZ2015	TAZ2010	TAZ2015	TAZ2010	TAZ2015
302	469	289	455	263	579	372	X	X	X
299	465	298	464	317	580	375	X	X	X

Communities of Concern									
TAZ2006	TAZ2010	TAZ2006	TAZ2010	TAZ2006	TAZ2010	TAZ2006	TAZ2010	TAZ2006	TAZ2010
121	791	200	200	81	783	324	324	341	341
122	792	459	459	252	252	332	332	342	342
62	771	369	369	253	253	323	323	144	144
81	81	246	246	123	123	331	331	143	143
72	777	709	709	118	118	322	322	156	156
66	774	700	700	116	116	330	330	147	147
66	66	188	188	117	117	274	274	161	161
205	205	727	727	207	207	273	273	159	159
206	206	68	68	211	211	272	272	176	176
204	204	198	198	224	224	269	269	177	177
203	203	199	199	215	215	271	271	178	178
190	190	185	185	214	214	270	270	510	510
192	192	210	210	227	227	266	266	509	509
73	73	209	784	245	245	264	264	334	334
72	72	208	208	243	243	267	267	513	513
191	191	348	348	242	242	265	265	524	524
66	773	346	346	240	240	275	275	523	523
67	67	368	368	225	225	268	268	344	344
69	69	476	476	223	223	278	278	347	347
648	648	74	74	221	221	276	276	345	345
687	687	239	239	222	222	289	289	521	521
189	189	429	429	220	220	283	283	352	352
202	793	440	440	217	217	281	281	349	349
201	201	439	439	216	216	280	280	350	350
414	414	444	444	181	181	747	747	260	260
415	415	458	458	175	175	741	741	579	579
422	422	461	461	174	174	734	734	585	585
418	418	480	480	517	517	733	733	580	580

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Communities of Concern									
TAZ200 6	TAZ201 0	TAZ200 6	TAZ201 0	TAZ200 6	TAZ201 0	TAZ200 6	TAZ201 0	TAZ200 6	TAZ201 0
356	356	552	552	528	528	739	739	578	578
355	355	483	483	529	529	728	728	586	586
297	297	488	488	518	518	735	735	568	568
296	296	493	493	625	625	736	736	582	582
295	295	489	489	620	620	277	277	581	581
294	294	494	494	621	621	413	413	587	587
293	293	498	498	622	622	740	740	588	588
305	305	257	257	623	623	503	503	592	592
304	304	497	497	541	541	249	249	643	643
303	303	505	505	540	540	122	122	660	660
302	302	495	495	547	547	90	90	512	512
299	299	244	244	542	542	128	128	511	511
298	298	33	33	107	107	130	130	302	766
300	300	170	170	168	168	131	131	304	767
301	301	169	169	167	167	133	133	293	790
310	310	137	137	683	683	134	134	310	768
313	313	571	571	673	673	132	132	311	769
314	314	569	569	674	674	129	129	209	209
312	312	570	570	675	675	59	59	210	785
311	311	694	694	676	676	120	120	221	786
317	317	151	151	677	677	119	119	223	787
315	315	166	166	680	680	121	121	2972	2972
316	316	139	139	738	738	57	57	2984	2984
412	412	138	138	754	754	126	126	2343	2343
419	419	180	180	755	755	163	163	2344	2344
430	430	182	182	705	705	162	162		

APPENDIX E: INVENTORY OF COMMUNITY GROUPS REPRESENTING THE PERSPECTIVES OF PROTECTED POPULATIONS

ORGANIZATION/GROUP	CONTACT	PHONE	EMAIL	Low-Income	Minority	LEP	Disabled	Zero-Vehicle	Youth	Elderly	Womens	Env Justice
Affordable Housing Advisory Board	Gisela Tames	813-246-3150	TamesG@hillsboroughcounty.org	Yes	Yes	No	No	No	No	No	No	Yes
Citizen Advisory Committee	Beth Cardenas	813-274-6790	CardenasE@HCFLGov.net	Yes	Yes	No	No	No	No	No	No	Yes
Community Action Board	Derek Guida	813-272-6770	guidad@hillsboroughcounty.org	Yes	Yes	No	No	No	No	No	No	Yes
Agriculture Economic Development Council	Simon Bollin	813-276-2735	bollins@hcflgov.net	No	Yes	No	No	No	No	No	No	Yes
Animal Advisory Committee	Craig Horner	813-612-8421	HornerC@HCFLGov.net	No	No	No	No	No	No	No	No	Yes
Anti Bullying Advisory Committee	Eva Dyer	813-276-2033	dyere@hillsboroughcounty.org	No	Yes	Yes	No	No	No	No	No	No
Arts Council of Hillsborough County	Martine Meredith Collier	813-276-8250	mcollier@tampaarts.org	No	Yes	No	No	No	No	No	No	No
Hillsborough County Planning Commission	Lynn Merenda	813-273-3374	merendal@plancom.org	Yes	Yes	Yes	No	Yes	No	No	No	Yes
Hillsborough County School Board	Lorraine Duffy-Suarez	813-272-4685	lorraine.duffy-suarez@sdhc.k12.fl.us	Yes	Yes	Yes	No	Yes	No	No	No	Yes
Hillsborough County Youth Leadership Council (HCYLC)	J Monroe	813-264-3819	MonroeJ@HCFLGov.net	No	Yes	Yes	No	Yes	Yes	No	No	Yes
Plant City Economic Development Council	Jake Austin	813-756-7140	jaustin@plantcityedc.com	Yes	Yes	Yes	Yes	Yes	No	No	No	No
100 Black Men of Tampa	Barney Morris	813-867-0995	100bmb@gmail.com	Yes	Yes	No	No	Yes	No	No	No	Yes
Delta Sigma Theta Alumni Chapter	Dr. Leslie Brown	813-684-1302	http://www.dsitta.com/contact	No	Yes	No	No	No	No	No	Yes	Yes
NAACP, Hillsborough County Chapter	Yvette Lewis; Carolyn Collins	813-234-8683	President@naacphillsborough.org ; Secretary@naacphillsborough.org	Yes	Yes	No	No	Yes	No	No	No	Yes
Tampa Bay Black Business Investment Corp.	Albert Lee	813-425-2043		Yes	Yes	No	No	Yes	No	No	No	Yes
Tampa Organization of Black Affairs (TOBA)	Jeffrey Rhodes/James Ransom	813-874-8622	http://tobanetwork.org/contact-us/	Yes	Yes	No	No	Yes	No	No	No	Yes
East Tampa Business and Civic Association	Dianne Hart	813-248-3977	etbca@tampabay.rr.com	Yes	Yes	Yes	Yes	No	No	No	No	No
Greater Tampa Association of Realtors	Grace Smith	813-879-7010	grace@tamprealtors.org	No	No	No	No	No	No	No	No	Yes
Hillsborough County Economic Development Council	Lindsey K. Kimball	813-272-7232	SanabriaT@HCFLGov.net	No	Yes	No	No	No	No	No	Yes	No
Rowe Architects	Rick Rowe	813-221-8771 ext.109	d.croi@rowearchitects.com	No	No	No	No	No	No	No	No	Yes
Ruskin Community Development Foundation Inc Florida Corporation	Sandi Council	813-633-0069	mulletwrappernews@gmail.com	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Tampa Bay Business & Professional Women (BPW)	Celia Petters	813-263-6521	cpetters@petters.org	No	No	No	No	No	No	No	Yes	No
Tampa Bay Partnership	Stuart Rogel	813-878-2208	srogel@tampabay.org	No	No	No	No	No	No	No	Yes	No
Tampa Bay Regional Coalition	Jeff Rogo	813-885-4641	jeff.rogo@gmsgroup.org	No	No	No	No	No	No	No	Yes	No
Tampa Downtown Partnership	Christine Burdick	813-221-3686		No	No	No	No	No	No	No	Yes	No
Tampa Hillsborough Economic Development Corp.	Keith Norden	813-218-3301	knorden@tampaedc.com	No	No	No	No	No	No	No	Yes	No
Tampa Port Authority	Bob Callahan	813-241-1805	bcallahan@tampaport.com	No	No	No	No	No	No	No	Yes	No
The Beck Group	Randall Reid	813-376-1272	randallreid@beckgroup.com	No	No	No	No	No	No	No	Yes	No

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ORGANIZATION/GROUP	CONTACT	PHONE	EMAIL	Low-Income	Minority	LEP	Disabled	Zero-Vehicle	Youth	Elderly	Womens	Env Justice
Women's Transportation Seminar, Tampa Bay	Ms. Nilgun Kamp	813-224-8862	nkamp@tindaleoliver.com	No	No	No	No	No	No	No	Yes	No
Apollo Beach Chamber of Commerce aka SouthShore Chamber of Commerce	Joey Henderson	813-645-1366	accounts@southshorechamberofcommerce.org	Yes	Yes	Yes	No	No	No	No	No	No
Greater Brandon Chamber of Commerce	Amber Aaron	813-689-1221	info@brandonchamber.com	Yes	Yes	Yes	No	Yes	No	No	No	No
Greater Plant City Chamber of Commerce	Ed Verner	813-754-3707;813-657-2078	info@plantcity.org	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Greater Riverview Chamber of Commerce	Elijah Heath	813-234-5944	jandrew@superioralf.com	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Greater Seffner Area Chamber of Commerce	Lori Libhart	813-441-4235;813-627-8686	lori@train4growth.com;info@seffnerchamber.com	Yes	Yes	Yes	Yes	Yes	No	No	No	No
West Tampa Chamber	Dawn Hudson	813-842-7064;813-253-2056	hudson.wtcoc@gmail.com;admin@westtampachamber.com	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Greater Tampa Chamber of Commerce	Josh Baumgartner;Bob Rohrlack	813-276-9421;813-276-9401;813-276-9455	jbaumgartner@tampachamber.com;brohrlack@tampachamber.com	Yes	Yes	Yes	Yes	Yes	No	No	No	No
New Tampa Chamber of Commerce	Rachel Haviland	813-767-9290	rachel@rachelhaviland.com	Yes	Yes	Yes	Yes	Yes	No	No	No	No
South Tampa Chamber of Commerce	Kelly A. Flannery	813-637-0156	kelly@southtampachamber.org	Yes	Yes	Yes	Yes	Yes	No	No	No	No
North Tampa Chamber of Commerce	Jody Fowler	813-510-3462 / 813-563-	Contact@northtampachamber.com jodyfowler@moresuranceservices.com	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Ruskin Chamber of Commerce	Patti Thornton	813-645-3808	patti.thornton@suntrust.com	Yes	Yes	Yes	Yes	Yes	No	No	No	No
SunCity Center Area Chamber of Commerce	Dexter Charles	813-634-5111 ext. 104	dexter@scchamber.com	Yes	No	No	Yes	Yes	No	Yes	No	No
The Greater Temple Terrace Chamber of Commerce	Lee Bell	813-989-7004	lee.bell@templeterracechamber.com	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Upper Tampa Bay Regional Chamber	Mark Howe	813-855-4233	mhowe@utbchamber.com / info@utbchamber.com	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Ybor Now - Ybor Merchant's Association Inc.		813-453-9048	info@ybornow.com	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Ybor Chamber	Copeland More, Courtney Orr	813-248-1531;813-274-7936;813-248-3712	copeland@cubanbread.com;courtney.orr@ampagov.net	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Bell Shoals Baptist Church, Apollo Beach Campus	Matt Hill	813-641-2222	mhill@bellshoals.com	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Bell Shoals Baptist Church, Congregacion Hispana, Iglesia Bautista	Othoniel Valdes	813-689-4229 ext. 242	ovaldes@bellshoals.com	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Bay Life Church	Mark Saunders	813-661-3969	info@baylife.org	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Calvary Lutheran Church	Jack Palzer	813-645-1305	jpalzer@calvarylutheranchurch.net	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Church of Christ in Seffner		813-684-1297	seffner@seffnercofc.org	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Dover Advent Christian Church	Doug Lucas	813-659-2600	church@doverAC.org	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Eastside Baptist Church	Wayne Weeks	813-754-2681	ebc@excitingeastside.org	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Gracepoint Plant City Evangelical Presbyterian Church	Leslie Doopke	813-759-9383	info@gracepointpc.org	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Fellowship Baptist Church of Thonotosassa	Mike Grover	813-982-1000	office@fbc301.org	Yes	Yes	Yes	Yes	Yes	No	No	No	No
First Baptist Church of Plant City	Dr. Brian Stowe	813-752-4104	pastorbrian@fbpc.com	Yes	Yes	Yes	Yes	Yes	No	No	No	No
First Baptist Church of Brandon	Tim Keith	813-689-1204	fbcb Brandon@fbcb Brandon.org;tim.keith@fbcb Brandon.org	Yes	Yes	Yes	Yes	Yes	No	No	No	No

APPENDICES

ORGANIZATION/GROUP	CONTACT	PHONE	EMAIL	Low-Income	Minority	LEP	Disabled	Zero-Vehicle	Youth	Elderly	Womens	Env Justice
First Baptist Church of Gibsonton	Malcolm and Pat Clements	813-677-1301	FBCGoffice@Gmail.com	Yes	Yes	Yes	Yes	Yes	No	No	No	No
First Free Will Baptist Church of Tampa	Roger Duncan	813-626-5383	pportervint@scacrusaders.com	Yes	Yes	Yes	Yes	Yes	No	No	No	No
HighPoint Church of Brandon	David L. Goldsberry	813-685-4827	hpcbrandon@gmail.com	Yes	Yes	Yes	Yes	Yes	No	No	No	No
All Saints Lutheran Church	Pastor Rick Malivuk	813-963-0969	pastor@allsaintstampa.org	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Horizon Christian Church	Brian Hughes	813-659-1457	brian@gohorizon.org	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Legacy Church	John Garcia	813-527-5191	info@legacyfam.com	Yes	Yes	Yes	Yes	Yes	No	No	No	No
LifePoint Church		813-907-9818	info@lifepoint.tv	Yes	Yes	Yes	Yes	Yes	No	No	No	No
New Life Church Tampa	Pastor Tom	813-971-6961	pastortoma@aol.com	Yes	Yes	Yes	Yes	Yes	No	No	No	No
New Life Tabernacle	Daniel & Cyvonne Davy	813-740-1868;813-740-1868 (pastor Davy)		Yes	Yes	Yes	Yes	Yes	No	No	No	No
New Life Church Plant City	Fred Harrold, Jr.	813-390-7830	inquire@newlifepantcity.org	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Pastors on Patrol	Joe Johnson	813-293-8575 / (813) 784-1021 (general)	joejoyce2@yahoo.com	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Plant City Church of God	Robert Herrin	813.752.4591	info@pccog.com	Yes	Yes	Yes	Yes	Yes	No	No	No	No
St. Clement Catholic Church	Fr. Tom Anastasia	813.752.8251	info@stclementpc.org	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Big Brothers Big Sisters of Tampa Bay, Inc.	Nancy Francisco, Tani Gray	813-769-3611 (Nancy) 813-769-3660 (Tani) 813-	NancyF@bbbstampabay.org TaniG@bbbstampabay.org	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Bay Scouts of America Greater Tampa Bay Area	John Baringer	(727) 391-3800 ext. 207 (John) (727) 391-3800	John.Baringer@scouting.org	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Boys and Girls Clubs	Jason Guerra	813-221-8738 (Jason) 813-875-5771 (general)	rgallon@bgctampa.org	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Brandon '86 Rotary	Ted Wilson	813-300-6087	ted@baybrickpavers.com	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Center Place Fine Arts and Civic Association	Tammy Holmberg	813.685.8888	cp@centerplacebrandon.com	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Coalition for Responsible Growth	Denise Layne	813-949-3739	info@C4rg.com	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Council on American-Islamic Relations	Majda Rahmanovic	813-514-1414 ext. 1506	mrahmanovic@cair.com	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Egypt Shriners	Richard Fisher	813-884-8381	rfishe15@tampabay.rr.com	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Firehouse Cultural Center	Georgia Vahue	813-645-7651	georgia@firehouseculturalcenter.org	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Florida Museum of Photographic Arts	Jane Simon	813.221.2222	museummanager@fmopa.org	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Greater Tampa Sertoma Club	GE Jones	813-207-2014	gej114@tampabay.rr.com	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Hillsborough Advocates for Improved Transit	Gloria Mills	813-281-2123	gloria@hafit.org	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Hillsborough Association of Volunteer Administrators (HAVA)	Nancy Drourr	813-238-8410	n.drourr@mealsonwheelstampa.com	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Junior League of Tampa Inc.	Nicole Hubbard	813-254-1734	office@jltampa.org	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Kiwanis Club of Carrollwood	Ed Anderson	813.907.9825, (813) 841-2773	ed@edwardanderson.com	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No

APPENDICES

ORGANIZATION/GROUP	CONTACT	PHONE	EMAIL	Low-Income	Minority	LEP	Disabled	Zero-Vehicle	Youth	Elderly	Womens	Env Justice
Kiwanis Club of Tampa	Susan Maurer	(813) 402-8074 (general)	Admin@tampakiwanis.com	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Philippine Cultural Foundation	Arnell Biglete	813-925-1232	jomila@pcfittampa.org	No	Yes	Yes	No	No	No	No	No	No
Kiwanis Club of Plant City	Sharon Moody	(813) 453-7134	Info@plantcity.org / info@mystrongtower.com	No	Yes	No	No	No	Yes	No	No	No
Fishhawk-Riverview Rotary Club	Michael Broussard	(813) 267-0107	fishhawkriverviewrotary@gmail.com	No	Yes	Yes	Yes	No	No	No	No	No
Rotary Club of Brandon	Fred Schwabe	813-653-0959	fschwabe@tampabay.rr.com	Yes	Yes	No	No	No	No	No	No	No
Rotary Club of Plant City, Inc.	Billy Keel			Yes	Yes	Yes	Yes	Yes	No	No	Yes	No
South Seminole Heights Crime Watch	Leslie Curry		southseminoleheightsca@gmail.com	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Tampa Heights Neighborhood Watch		813-231-6130	tampaheightsneighborhoodwatch@gmail.com	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Sun City Center Men's Club	Don Murphy	813-633-0527	jonlehrscc@aol.com (general) dmurphy5@tampabay.rr.com (Don/Pres)	Yes	No	No	Yes	Yes	No	Yes	No	No
Tampa Metropolitan YMCA	Matt Mitchell	813-224-9622	Matt.Mitchell@tampaymca.org	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Temple Terrace Rotary Club	Rich Downs	813-864-4383	http://www.ismyrotaryclub.org/emailer.cfm? UserID=800246203	Yes	No	No	Yes	Yes	No	Yes	No	No
Valrico Fishhawk Chamber of Commerce	Melissa Haskins	813-438-4123	info@valricofishhawk.org	Yes	Yes	Yes	Yes	Yes	No	No	No	No
CareerSource of Tampa Bay formerly Tampa Bay Work Force Alliance (TBWA)	Alice Cobb, Michelle Schultz, Edward	(813) 397-2033 (Alice) (813) 397-2030	cobba@careersourcetampabay.com / schultzm@careersourcetampabay.com	Yes	No	No	No	Yes	No	No	No	No
Tampa Hillsborough Homeless Initiatives	Antoinette D. Hayes- Triplet, MA	813-223-6115	Info@THHI.org	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes
Children's Board of Hillsborough County	Paula Scott	(813) 229-2884	scottps@childrensboard.org	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
East Tampa Community Revitalization Partnership	Sandy Marshall	(813) 242-3806 (general) / (813) 274-	Sandy.Marshall@Tampagov.net	Yes	Yes	Yes	Yes	Yes	No	No	No	No
CDC of Tampa	Chloe Coney, Ernest Coney	813.231.4362 (general) Ext. 3120 (Ernest)	ernest.coney@cdcoftampa.org	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes
West Tampa Central City CDC	Frank Coto	(813) 629-1944	admin@westtampachamber.com	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes
Renew Tampa Expo	Dawn Mages	813-229-3411					Yes	Yes		No	No	
Florida Office of Health Equity - Hillsborough		(813) 273-3721	DLCHD29WebsiteDistribution@flhealth.gov	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes
Tampa Bay Healthcare Collaborative	Carrie Y. Hepburn	(727) 812-4952	director@tampabayhealth.org	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes
Davis Islands Garden Club		(813) 251-3123	amber.digc@outlook.com	No	No	No	Yes	Yes	No	No	No	Yes
Carver City/Lincoln Gardens Civic & Homeowners Association, Inc.	Dr. Maurice Harvey, Pres	813-874-1166 (office) 813-877-9192 (cell)		Yes	Yes	Yes	Yes	Yes	No	No	No	No
Florida Institute for Community Studies (Hispanic)	Alayne Unterberger	813-249-8100	alayneu@ficsinc.org	No	Yes	Yes	No	Yes	No	No	No	Yes
Enterprising Latinas	Liz Gutierrez	813.699-5811	liz.gutierrez@enterprisinglatinas.org. Info@enterprisinglatinas.org (general)	Yes	Yes	Yes	No	Yes	No	No	Yes	No
Keep Tampa Bay Beautiful	Debbie Evenson	(813) 221-8733	info@keptbb.org	Yes	Yes	No	No	No	No	No	No	Yes
Hispanic Services Council - Tampa	Maria Pinzón	813-936-7700	maria_pinzon@hispanicservicescouncil.org	No	Yes	Yes	No	No	No	No	No	No
Seminole Tribe of Florida - Environmental Resource Management		Phone: 954-965-4380		Yes	Yes	No	Yes	Yes	Yes	No	No	Yes

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ORGANIZATION/GROUP	CONTACT	PHONE	EMAIL	Low-Income	Minority	LEP	Disabled	Zero-Vehicle	Youth	Elderly	Womens	Env Justice
Seminole Tribe of Florida	Mitchell Cypress	(954) 966-6300, (800) 683-7800, 1 954 967	tribalcourt@semtribe.com	Yes	Yes	No	Yes	Yes	Yes	No	No	Yes
Brazil-Florida Business Council, Inc	Ambassador Adalnio Senna Ganem	813 390-8364	info@brazilfloridabusiness.com	No	Yes	Yes	No	No	No	No	No	No
Florida Immigrant Coalition (FLIC) - Tampa	Pamela Gomez	813-850-1076	Pamela@floridaimmigrant.org	Yes	Yes	No	Yes	Yes	Yes	No	No	Yes
Hispanic Outreach Center	Sandra Lyth	727-445-9734	info@hispanicoutreachcenter.org	Yes	Yes	No	Yes	Yes	Yes	No	No	Yes
Hispanic Services Council				Yes	Yes	No	Yes	Yes	Yes	No	No	Yes
Latino Coalition of Tampa Bay	Lydia Medrano	813-204-1772 / (813) 789-7714	lmedrano@childrensboard.org	Yes	Yes	No	Yes	Yes	Yes	No	No	Yes
Hispanic Professional Women's Association (HPWA)	Rosie Paulsen	813.877.5880	info@hpwatampa.org	Yes	Yes	No	Yes	Yes	Yes	No	Yes	Yes
Mayor's Hispanic Advisory Council & Hispanic Young Professionals and	Melisa Martinez	(813) 274-3193	melisa.martinez@tampagov.net	No	Yes	Yes	No	Yes	Yes	No	No	No
Hispanic Chamber of Commerce Tampa Bay	Ileana Martin	813-867-3550	info@tampahispanicchamber.com	No	Yes	Yes	No	No	No	No	No	No
Tampa Bay League of United Latin American Citizens	David Sinclair / Ana Lamb	813-951-6995 (David) 435-849-2360 (Ana)	dsinclair47@gmail.com analamb@gmail.com	Yes	Yes	No	Yes	Yes	Yes	No	Yes	Yes
La Gaceta	Patrick Manteiga	813-248-3921	pmanteiga1@gmail.com	Yes	Yes	No	Yes	Yes	Yes	No	Yes	Yes
Univision	Jorge Friguls	813-872-6262	jfriguls@entravision.com	Yes	Yes	No	Yes	Yes	Yes	No	Yes	Yes
Telemundo		(813) 319-4949	info@holaciudad.com	Yes	Yes	No	Yes	Yes	Yes	No	Yes	Yes
Gay/Lesbian and Bisexual Coalition				Yes	Yes	No	Yes	Yes	Yes	No	Yes	Yes
Holy Spiritual Ecumenical Catholic Church	Steven Rosciewski	727-709-1542	fr.steve@holyspiritcc.org	Yes	Yes	No	Yes	Yes	Yes	No	Yes	Yes
ABC Action News	Brad Davis	813-354-2828	bdavis@abcactionnews.com	Yes	Yes	No	Yes	Yes	Yes	No	Yes	Yes
Osprey Observer	Libby Hopkins		libby@ospreyobserver.com	Yes	Yes	No	Yes	Yes	Yes	No	Yes	Yes
Tampa Bay Times	Sherri Day	727-893-8521	sday@tampabay.com	Yes	Yes	No	Yes	Yes	Yes	No	Yes	Yes
WFLA-TV	Bill Berra	813-314-5421		Yes	Yes	No	Yes	Yes	Yes	No	Yes	Yes
Islamic Community of Tampa	Hatem Fariz	813-958-9433	ict@ictampa.com	Yes	Yes	No	Yes	Yes	Yes	No	Yes	Yes
Islamic Society of Tampa Bay (ISTABA)	Mahmoud Elkasaby	813-270-5441 / 813-628-0007 (general)	info@istaba.org	Yes	Yes	No	Yes	Yes	Yes	No	Yes	Yes
Apollo Beach Civic Assoc.	Barbara Compton, Hans Roese	8136411979 (barbara) 8136499626 (Hans)		Yes	Yes	No	Yes	Yes	Yes	No	Yes	Yes
Balm Civic Association	Marcella O'Steen	(813) 633-5200		No	Yes	No	Yes	No	No	No	No	No
Bay Crest Park Civic Association	John Housand	(813) 290-0626 (John) (813) 884-5511 (general)	contactbaycrest@yahoo.com president@dicivic.org (general)	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Davis Islands Civic Association	Carolyn Langdon	813-476-4588	clangdon@tampaairport.com (Carolyn)	No	No	No	Yes	Yes	No	No	No	Yes
Gandy/SunBay South Civic Association	Alan Steenson	813-215-0544 / (813) 837-1277 (general)	president@sunbaysouth.org	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Seffner Community Alliance		813.689.8490	sca@seffnercommunityalliance.com	Yes	Yes	Yes	Yes	Yes	No	No	No	No
South Seminole Heights Civic Association	Christy Foster, Stephen Lytle		southseminoleheightsca@gmail.com	Yes	Yes	Yes	Yes	Yes	No	No	No	No

APPENDICES

ORGANIZATION/GROUP	CONTACT	PHONE	EMAIL	Low-Income	Minority	LEP	Disabled	Zero-Vehicle	Youth	Elderly	Womens	Env Justice
Tampa Heights Civic Association	Rick Fernandez	(813) 892-8914 (general) 786-837-3818 (Rick)	R.Fernandez@shutts.com / rick@fernandezconsulting.net	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Town N Country Park Civic Association	Sharon Cooper	(813) 886-2015	copral@tampabay.rr.com	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Tampa Homeowners Association of Neighborhoods (THAN)	Wofford Johnson (member) Jerry	813-837-8011 (Wofford)	wjohns7@tampabay.rr.com (wofford) THANpresident@gmail.com (general/Jerry)	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes
Hillsborough County Neighborhoods Conference	Wanda Sloan	813-307-3564		Yes	Yes	Yes	Yes	Yes	No	No	No	Yes
Armory Gardens Civic Association	Sandra Sanchez	(813) 476-4180	armorygardensnow@aol.com or armorygardens2015@gmail.com	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes
Bayshore Beautiful Homeowners Association	Anthony Garcia / Tricia	813-777-9222 (Bayshore Beautiful Hotline/Tricia)	Anthony@aglawinc.com / info@bayshore.com /	No	Yes	Yes	Yes	Yes	No	No	No	Yes
Bayside West Neighborhood Association	Donald Phillips	813-272-6740	info@tampa-xway.com (general) don@pdrllc.com (Donald)	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes
Carrollwood Meadows Neighborhood Association		813-963-6159	President@cmnatampa.com	Yes	Yes	No	Yes	Yes	No	No	No	No
Highland Pines Community Task Force	Betty Bell	813-621-5761	bellsystem5@verizon.net	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes
Historic Hyde Park Neighborhood Association	Kathy Durdin	813-915-6633	president@ehydepark.org	Yes	No	Yes	No	Yes	No	No	No	Yes
Hyde Park Preservation, Inc.	Rolfe Thompson	813-419-3652	ohppipi@gmail.com	Yes	No	Yes	No	Yes	No	No	No	Yes
Hunters Green Neighborhood Association	Tracy Lang	813-991-4818	tlang@huntersgreen.com	Yes	No	No	No	No	No	No	No	No
Old Seminole Heights Neighborhood Association	Debi Johnson	813-867-5309 (general) 813-230-3517 (Debi)	president@oldseminoleheights.org	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes
Palma Ceia Neighborhood Association	Kim DeGance		palmaceiana@gmail.com	No	No	No	Yes	Yes	No	No	No	Yes
Sunset Park Area Homeowners Association	Marlin Anderson (Director) Casey Ahern	813-288-8952 (Marlin) (813- 545-7908)	marlin@tampabay.rr.com casey.ahern@gmail.com	No	No	No	Yes	Yes	No	No	No	Yes
Tampa Palms Owners Association (TPOA) and Tampa Palms Community Development	Bruce St Denis	813 977-3337	CDD.Tampa@verizon.net	Yes	Yes	Yes	No	Yes	No	No	No	No
Virginia Park Neighborhood Association	John Weiss	(813) 839-0572	johnchesterweiss@juno.com	No	No	No	No	No	No	No	No	Yes
VM Ybor Neighborhood Association	Kelly Bailey		kelly.bailey@vmybor.org / info@vmybor.org (general)	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Ballast Point Neighborhood Association	Melanie Higgins or Jerry Miller?	(813) 831-3661	http://ballastpoint.org/contact-us / millertampa@verizon.net	No	No	No	Yes	Yes	No	No	No	Yes
Bayshore Gardens Neighborhood Association, Inc.	Vicki Pollyea	(813) 251-5512	v_pollyea@mindspring.com	No	No	No	Yes	Yes	No	No	No	Yes
Bel Mar Shores Civic Association, Inc.	Stephen Elting	(813) 839-0861	belmarshores@mindspring.com	No	No	No	Yes	No	No	No	No	Yes
Channel District Community Alliance	Vance Arnett		vance.arnett@gmail.com	No	No	Yes	No	No	No	No	No	Yes
College Hill Civic Association	Cynthia Few	813-541-3104	fbckbeauty3@yahoo.com	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes
College Hill Neighborhood Watch Association	Chuck Weber	813-480-3159	chuck.weber@tampagov.net+B229:H230	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes
Culbreath Heights Civic Association	Jay Lenny	8132890723	jay@speakertech.com	No	Yes	Yes	Yes	No	No	No	No	Yes
Seminole Heights East Neighborhood Association	Carole Gordone		eastseminoleheights@aol.com	Yes	Yes	Yes	Yes	Yes	No	No	No	No
East Ybor Historic & Civic Association, Inc.	Fran Costantino	813-244-1800	FranReal@aol.com	Yes	Yes	Yes	Yes	Yes	No	No	No	No
East Ybor Neighborhood Watch			eastyborneighborhoodwatch@gmail.com	Yes	Yes	Yes	Yes	Yes	No	No	No	No

APPENDICES

ORGANIZATION/GROUP	CONTACT	PHONE	EMAIL	Low-Income	Minority	LEP	Disabled	Zero-Vehicle	Youth	Elderly	Womens	Env Justice
Eastern Heights Neighborhood Association & Crimewatch	Samuel Mobley, Sr.	813-628-4243	slmsam1@verizon.net / EHNACW@yahoo.com /	Yes	Yes	No	No	No	No	No	No	No
Florence Villa/Beasley/Oak Park Civic Association	Barbara McGill	(813) 505-6056 / (813) 980-1000 (general)	bmcgill1@tampabay.rr.com pres.fhna@gmail.com / info@foresthillsvillage.org	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes
Forest Hills Neighborhood Association, Inc.	Phil Roder			No	No	Yes	Yes	No	No	No	No	No
Golfview Civic & Garden Association, Inc.	Deborah Brock	8132584707	deborahgannaway@yahoo.com	No	No	No	Yes	Yes	No	No	No	Yes
Grant Park Civic Association	Desmond Key		deskey@msn.com	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes
Gray Gables Neighborhood Association, Inc.	Bruce Clarke	813-205-2350	bclarke19@mac.com	Yes	No	Yes	Yes	Yes	No	No	No	No
Hampton Terrace Neighborhood Association	Brian D. Frey		info@myhtca.org / President@myHTCA.org	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Harbour Island Community Services Association	Mike Gratz, Michael Baptista	813-221-3300 ext. 201	HICSA@HarbourIslandVoice.com Mike@thehsgrp.com	No	No	Yes	No	No	No	No	No	Yes
Heritage Isles Homeowners Association, Inc.	Diana Goetz	813-341-0943 x-3323	Info@HeritagelslesHOA.com / DGoetz@condominiumassociates.com	Yes	Yes	Yes	No	No	No	No	No	No
Historic Ybor Neighborhood Civic Association, Inc.	Tony LaColla or Chris Vela		alacolla@hynca.com / cmvela311@gmail.com	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Hunter's Green Cypress Ridge Neighborhood Association, Inc.	Jack Rader		jrader@tampabay.rr.com	Yes	Yes	No	Yes	Yes	No	No	No	No
Hunter's Green Heather Downs Neighborhood Association, Inc.	Al Donn		adonn@tampabay.rr.com	Yes	Yes	No	Yes	Yes	No	No	No	No
Hunter's Green Pinnacle Neighborhood Association, Inc.	Jeff Bransford		jbransford@aol.com	Yes	Yes	No	Yes	Yes	No	No	No	No
Live Oaks Square Civic Association	Michael Dove		dovetampa@yahoo.com	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Lowry Park Central Civic Association, Inc.	Norbert Holz		norbertholz@hotmail.com	Yes	Yes	Yes	Yes	Yes	No	No	No	No
MacFarlane Park Association and Neighborhood Watch	Melisa Martin	(813) 230-5827	macpark@yahoo.com	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Marina Club Of Tampa, Inc.	Audrey Perez	(813) 876-6791	audrey@mrempanada.com	Yes	Yes	Yes	Yes	Yes	No	No	No	No
New Suburb Beautiful Civic Association, Inc.	Donna Turner	813-220-4996	dturner@smithandassociates.com	No	No	No	No	Yes	No	No	No	Yes
North Bon Air Neighborhood Association, Inc.	Richard Reavis	8138756030	tpalestata2001@yahoo.com	Yes	No	Yes	No	Yes	No	No	No	No
Northview Hills Civic Association, Inc.	John Christopher or Rosalie Jones	(813) 234-3360 (John)	ladyrj56@yahoo.com (Rosalie)	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Oakford Park Neighborhood Association, Inc.	Katherine Echevarria	(813) 877-3357	kechev@aol.com	Yes	No	Yes	Yes	Yes	No	No	No	No
Old West Tampa Neighborhood Association & Crimewatch	Steven Michael Vannetta or Abeba Sauter Woods	(813) 215-3017	mikevannetta@msn.com (mike) or oldwesttampana@gmail.com (general) s.guggino2@verizon.net / palmaceiapines@gmail.com (general)	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Palma Ceia Pines	Sandra Guggino			No	No	No	Yes	Yes	No	No	No	No
Palma Ceia West Neighborhood Association, Inc.	Juan Hernandez, Jr. or Ron Thatcher		jhernandezjr1@tampabay.rr.com / ronthatc@tampabay.rr.com /	No	No	No	Yes	Yes	No	No	No	No
Palmetto Beach Community Association, Inc.	Jennifer Willman	(813) 421-1867	willmanjen@hotmail.com / info@palmettobeach.org	Yes	Yes	Yes	No	Yes	No	No	No	No
Parkland Estates Civic Club, Inc.	Ann Pittman or Julie Atkinson or John	813-253-3411 (current) 813-879-3399 (John M)	Apittman@asapcapital.com (Ann) juleatkinson@verizon.net (Julie)	Yes	No	Yes	No	Yes	No	No	No	No
Port Tampa City, Inc. Civic Association	Tom Vento		catching@tampabay.rr.com (Tom) / president@porttampa.org (general)	No	Yes	No	No	Yes	No	No	No	No
Rainbow Heights	Frankie Jones	813-516-9045	frankiedjones30@gmail.com	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No

APPENDICES

ORGANIZATION/GROUP	CONTACT	PHONE	EMAIL	Low-Income	Minority	LEP	Disabled	Zero-Vehicle	Youth	Elderly	Womens	Env Justice
Ridgewood Park CPCA, Inc	Stacey Warder	(813) 787-3528	staceywarder@hotmail.com	No	Yes	No	No	No	No	No	No	Yes
Riverbend Civic Association	Frank Greco		fgreco@verizon.net	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes
River Bend Community Development District	Debby Hukill	(813) 397-5120	debby.hukill@merituscop.com	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes
River Grove Civic Association, Inc.	Elgin Franklin or Robert R Scott	(813) 239-3823 (Robert)	efran57949@aol.com	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes
Riverside Heights Civic Association	Fred Henry		RiversideHeights@gmail.com	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes
Southeast Seminole Heights Civic Association, Inc.	Stan Lasater	813-239-0025	stantampa@outlook.com	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Sulphur Springs Action League, Inc.	Joseph Robinson	813-546-7568	nojo.ro@verizon.net	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Swann Estates Neighborhood Association, Inc.	Tom Kester (Pres) or Karen Miller	813-353-3011 (Karen)	tkester@tampabay.rr.com	No	Yes	Yes	Yes	Yes	No	No	No	No
Tampa Downtown Partnership, Inc.	Christine Burdick	813.221.3686	cburdick@tampasdowntown.com			Yes	Yes	Yes	No	No	No	No
Tampa Palms Owners Association, Inc.	Bill Edwards	813 977-3337	TPOAMail@aol.com / cdd.tampa@verizon.net	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Temple Crest Civic Association, Inc.	Jim MacKay	(813) 985-0225	ibilde@aol.com	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes
Terrace Park Civic Association, Inc.	Karl DeRoche		onekarfla@yahoo.com	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes
The Sanctuary @ Tampa Palms Owners Association, Inc.	Bill Edwards	8139724238	TheSanctuaryHOA@aol.com	No	Yes	No	No	No	No	No	No	No
University Square Civic Association, Inc.	James Wujek		universitysquareca@gmail.com	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Virginia Park Residential Neighborhood Association, Inc.	Thomas Connelly		virginiaparkna@gmail.com	Yes	Yes	Yes	Yes	Yes	No	No	No	No
West Riverfront Neighborhood Crimewatch Association, Inc.	Ruth McNair		Delphinejones1506@gmail.com	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Woodland Terrace	Ruth Fleming	(813) 244-8385	lflemmingjr@tampabay.rr.com	Yes	Yes	No	No	No	No	No	No	No
Ybor Heights	Walter Gibbons	813-503-0856	glbwalter@gmail.com	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Windsor Park Homeowners Association	Ky Martin	813-968-5665 ext. 318	kmartin@wisepropertymanagement.com	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Fishhawk Ranch Master Homeowners Assoc.	Terri Morrison, Tonya Martinez	(813) 533-2950 (general) 813-533-2950 (Tonya)	gcox@rizzetta.com (general) Seat5@fishhawkcdd.org (Terri)	No	Yes	Yes	Yes	No	No	No	No	No
Kings Point Condo Owners Association	Charles Hassell	813-633-1710	kpcoa@yahoo.com	Yes	No	Yes	Yes	Yes	No	No	No	No
Kings Point Federation	Liz Argott	(813) 633-2083	KPFederation@tampabay.rr.com	Yes	No	Yes	Yes	Yes	No	No	No	No
Westchase Community Association	Debbie Sainz ans. phone. Mary Jo	813-926-6404	manager@wcmanager.com wcacenter@wcmanager.com	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Hillsborough County Neighborhood Watch Association	Tony Brost	(813) 247-8115	Pres.hcnwa@gmail.com	Yes	Yes	Yes	Yes	Yes	No	No	No	No
New North Transportation Alliance	Sara Hendricks	(813) 974-9801	hendricks@cutr.usf.edu	Yes	Yes	Yes	Yes	Yes	No	No	No	No
1-800-Ask-Gary Amphitheatre	Dan Murphy	813.740.2446	info@fordamp.com	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Eagle Audubon				Yes	Yes	Yes	Yes	Yes	No	No	No	No
George Steinbrenner or Legends Field	Dean Holbrook (sp?)	813-875-7753 (813.673.3199 This is a		Yes	Yes	Yes	Yes	Yes	No	No	No	No

APPENDICES

ORGANIZATION/GROUP	CONTACT	PHONE	EMAIL	Low-Income	Minority	LEP	Disabled	Zero-Vehicle	Youth	Elderly	Womens	Env Justice
Stratz Center formerly Tampa Bay Performing Arts Center	Maureen Shaucross (sp?)	813.229.7827	comments@tbpac.org	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Tampa Sports Authority	Barbara Casey	813.350.6504	bcasey@tampasportsauthority.com	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Venice Art Center		941.485.7136		Yes	Yes	Yes	Yes	Yes	No	No	No	No
University of Tampa, Disability Awareness Board	Elizabeth Schoepp	813-257-5757	eschoepp@ut.edu	No	No	No	Yes	Yes	No	No	No	No
YES! of America United Inc. (Advocacy group)	Becky Forsell	(813) 420-7708	yesofamericaunited@gmail.com	No	No	No	Yes	Yes	No	No	No	No
Agency for Persons With Disabilities	Jeff Smith	813-233-4300 / (813) 233-4310 (Jeff)	Jeffrey_Smith@apdcares.org	No	No	No	Yes	Yes	No	No	No	No
Advocacy Center for Persons with Disabilities, Inc.	Gary Blumenthal	(813) 233-2920 (Tampa) 850-488-9071	info@advocacycenter.org / g.blumenthal@advocacycenter.org (Gary)	No	No	No	Yes	Yes	No	No	No	No
Deaf and Hearing Connection of Tampa Bay, Inc.		727-399-9983 (Pinellas) (813) 579-4088	hlisowski@dhctb.org info@dhctb.org	No	No	No	Yes	Yes	No	No	No	No
Deaf Service Bureau of West Central Florida	Wendi Herzman	800-616-4293	Wendi@deafservicebureau.org	No	No	No	Yes	Yes	No	No	No	No
Division of Blind Services	Julius Kimmie	(813) 871-7190 OR (850) 245-0300 (State)	julius.kimmie@dbs.fdoe.org	No	No	No	Yes	Yes	No	No	No	No
Florida Epilepsy Services	Maureen Kelly	(813) 870-3414	kelly@elderaffairs.org	No	No	No	Yes	Yes	No	No	No	No
Epilepsy Services Foundation	Kim Radcliffe	813-374-8907	info@epilepsysf.org	No	No	No	Yes	Yes	No	No	No	No
Federation for the Blind	Gloria Mills Hicks	(813) 254-8249	treasurer@nfbflorida.org or president@nfbflorida.org	No	No	No	Yes	Yes	No	No	No	No
FL Center for Inclusive Communities at USF	Laura Rodriguez L'pez	(813) 974-4612	flcic@usf.edu (general) lrodri11@usf.edu (Laura)	No	No	No	Yes	Yes	No	No	No	No
Hillsborough Association of Retarded Citizens	Richard Lilliston or Sherry Sill	813-273-6364 (Use this number (813) 931-9100.		No	No	No	Yes	Yes	No	No	No	No
Hillsborough County Alliance for Citizens with Disabilities	Melinda Wheatley	(813) 744-5310	WheatleyM@HCFLGov.net	No	No	No	Yes	Yes	No	No	No	No
Independent Services/Caring and Sharing		727.539.7550	info@disabilityachievementcenter.org	No	No	No	Yes	Yes	No	No	No	No
MacDonald Training Center	Debi Hamilton	813-870-1300	dhamilton@macdonaldcenter.org	No	No	No	Yes	Yes	No	No	No	No
Self Reliance Center for Independent Living	Isabel Gonzalez	813-375-3965 ext. 112	igonalez@self-reliance.org	No	No	No	Yes	Yes	No	No	No	No
Sunshine Line	Scott Clark	(813) 272-7272	ClarkSD@HillsboroughCounty.ORG or SunshineLineInfo@HCFLGov.net (general)	No	No	No	Yes	Yes	No	No	No	No
Hillsborough County ADA Officer	Carmen LoBue	813-276-8401	lobuec@hillsboroughcounty.org	No	No	No	Yes	Yes	No	No	No	No
Tampa Lighthouse for the Blind	Sheryl Brown	813-251-2407	sheryl.brown@tampalighthouse.org	No	No	No	Yes	Yes	No	No	No	No
United Cerebral Palsy of Tampa Bay	Laura White	(813) 239-1179 ext: 14148	email lwhite@sunrisegroup.org	No	No	No	Yes	Yes	No	No	No	No
Tampa Bay Young Republicans	Adam D. Smith		president@tbyr.com	No	No	No	Yes	Yes	No	No	No	No
Tampa Democrats for Progress	Edwin Enciso	813-727-7775		No	No	No	Yes	Yes	No	No	No	No
United Citizens' Action Network (U-CAN)	George Niemann			No	No	No	Yes	Yes	No	No	No	No
Yellow Cab of Tampa		813-253-0121	info@yellowcaboftampa.com	No	No	No	No	Yes	No	No	No	No
United Cab of Tampa Bay		813-777-7777		No	No	No	No	Yes	No	No	No	No

APPENDICES

ORGANIZATION/GROUP	CONTACT	PHONE	EMAIL	Low-Income	Minority	LEP	Disabled	Zero-Vehicle	Youth	Elderly	Womens	Env Justice
Cab Plus		813-288-8888		No	No	No	No	Yes	No	No	No	No
Checker Cab of Tampa		813-229-1888		No	No	No	No	Yes	No	No	No	No
OnTime Taxi		813-995-7004	info@ontimetaxicompany.com	No	No	No	No	Yes	No	No	No	No
Tampa Airport Taxi (OnTime)		(813) 810-4600		No	No	No	No	Yes	No	No	No	No
SuperShuttle		800-258-3826		No	No	No	No	Yes	No	No	No	No
Pirate Water Taxi		813-223-7999 or 813-390-3711		No	No	No	No	Yes	No	No	No	No
Tampa Water Taxi Co.		813-900-3288		No	No	No	No	Yes	No	No	No	No
Blue One Transportation		813-282-7351	Reservations@myblue1.com	No	No	No	No	Yes	No	No	No	No
Tampa Luxury Service		813-326-5100	info@tampaluxury.com	No	No	No	No	Yes	No	No	No	No
Amalgamated Transit Union (ATU) Local 1593	Michael Burnett	813-630-2244 (general) (813) 495 1601	m6497bsr@yahoo.com	No	No	No	No	Yes	No	No	No	No
Seniors in Service of Tampa Bay Retired and Senior Volunteer Program	Robin Ingles	(813) 932-5228	https://westtampachamber.com/inforeq/contactmembers	No	No	No	Yes	Yes	No	Yes	No	No
RSVP	Glarisol Traspalacios	(813) 932-5228, ext. 237		No	No	No	Yes	Yes	No	Yes	No	No
South West Florida Bicycle United Dealers (SWFBUD)				No	No	No	No	Yes	No	No	No	No
CHIPS- Collaborative for Children In Hillsborough of Incarcerated Parents		727-568-9333	chipspartnership@gmail.com	Yes	Yes	No	No	Yes	Yes	No	No	No
Lee Davis Neighborhood Service Center		813-272-5220		Yes	Yes	Yes	Yes	Yes	No	No	No	No
Community Tampa Bay	Jen Yeagley	(727) 568-9333	jenn@communitytampabay.org	Yes	Yes	No	No	No	Yes	No	Yes	No
Plant City Neighborhood Service Center	Dee Fordella	813-757-3871 - Ruskin office #813-671-7647		Yes	Yes	Yes	Yes	Yes	No	No	Yes	No
The Children's Board of Hillsborough County (CBHC) Committees	Kelley Parris	(813) 229-2884	parrisk@childrensboard.org	Yes	Yes	No	No	Yes	Yes	No	No	No
Beth Israel Jewish Congregation of Sun City Center	Carla Freedman	(813) 634-2590	rabbi@jssc.org	Yes	No	No	Yes	Yes	No	Yes	No	No
GFWC Tampa Junior Women's Club, Inc.	Diania Pimenta	813-666-5099	tampajuniors@gmail.com (general)	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No
GFWC Brandon Junior Women's Club, Inc.	Leslie Garcia	(813) 464-1025	lhgarcia1@verizon.net	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No
GFWC Brandon Service League	Bradlee Swanson	(858) 254-8499	president@gfwcbrandonserviceleague.org, bradleep6@gmail.com (Bradlee)	Yes	Yes	Yes	Yes	Yes	No	No	Yes	No
GFWC Florida Federation of Women's Clubs	Mary Powell	(863) 647-2642	pmsi1984@aol.com	Yes	Yes	Yes	Yes	Yes	No	No	Yes	No
GFWC Lutz Land O' Lakes Woman's Club	Karin D'Amico		info@gfwclutzlandolakeswomansclub.org or	Yes	Yes	Yes	Yes	Yes	No	No	Yes	No
GFWC New Tampa Junior Women's Club	Melanie Otte, Haadhaq Lawrence, Beth Rhodes,		president@gfwcnewtampajuniors.org ntjwc@gfwcnewtampajuniors.org (general)	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No
GFWC Ruskin Woman's Club	Grace McKee		gfwcrwc@gmail.com	Yes	Yes	Yes	Yes	Yes	No	No	Yes	No
GFWC Temple Terrace Junior Woman's Club	Colleen Garner	(813) 988-4656	admin@tjuniors.org	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No
GFWC Temple Terrace Women's Club	Mary Jane Neale	(813) 988-2000	info@gfwc-templeterrace.org	Yes	Yes	Yes	Yes	Yes	No	No	Yes	No

APPENDICES

ORGANIZATION/GROUP	CONTACT	PHONE	EMAIL	Low-Income	Minority	LEP	Disabled	Zero-Vehicle	Youth	Elderly	Womens	Env Justice
GFWC Valrico Service League	Sue Hadden or Claudia Yates	813-685-6160 (Sue) 813-685-7998 (Claudia)		Yes	Yes	Yes	Yes	Yes	No	No	Yes	No
GFWC Women's Club of Plant City, Inc.	Karen Griggsby	813-481-0419 (Karen) (813) 752-4871 (general)	http://gfwcwomansclubofplantcity.org/contact/	Yes	Yes	Yes	Yes	Yes	No	No	Yes	No
GFWC Plant City Junior Women's Club	Ilene Chavez		plantcityjuniors@hotmail.com http://gfwcwomansclubofplantcity.org/contact/	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No
GFWC/FFWC District 8 Leadership Club	Kay Taylor or Candy Jackson	813-833-3962 (Kay)	kaytaylor13@verizon.net or candy.jackson@verizon.net	Yes	Yes	Yes	Yes	Yes	No	No	Yes	No
Tampa Women's Club	Christine	(813) 839-7457	tampawomansclub1@verizon.net	Yes	Yes	Yes	Yes	Yes	No	No	Yes	No
Hillsborough County Democratic Women's Club	Gwen Szafranski or Patty Cohn	(813) 654-7464 (Gwen)	vongwen@tampabay.rr.com (Gwen) pattycohn1@gmail.com (patty)	Yes	Yes	Yes	Yes	Yes	No	No	Yes	No
League of Women Voters	Sandra Sroka	(813) 649-4309	srokas@hillsboroughcounty.org or President@hclwv.org	Yes	Yes	Yes	Yes	Yes	No	No	Yes	Yes
Mary and Martha House	Jan Falcione	813-645-7874	falcionej@marymarthahouse.org	Yes	Yes	Yes	Yes	Yes	No	No	Yes	No
Sun City Center Woman's Club	Sharon Alvarez	813-938-1682 (Chloe, hospitality chair number)	rosieron@tampabay.rr.com suncitywomansclub@gmail.com	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	No
Woman's Club of Zephyrhills	Gina King Granger	813-404-5789	info@gfwczephyrhills.org	No	No	No	No	No	No	No	Yes	No
Womens Council of Realtors	Janet Swilley	813-719-7068	janetswilley@gmail.com	No	No	No	No	No	No	No	Yes	No
Women's March Hillsborough Chapter	Marina Welch		wmfhtpa@womensmarchfl.org	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	No
Women's Peacepower Foundation, Inc.	Diane McCabe Vaughan - Director		peace@womenspeacepower.org	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	No
Sabal Park Brown Bag Weekly Group	Lisa Jordan		info@sabalparkchamber.org	Yes	Yes	No	No	Yes	No	No	No	No
Hillsborough Alliance of Black School Educators (HABSE)	Bridgette Blake		http://habse.org/contact/	Yes	Yes	No	No	No	No	No	No	No
Bryan Glazer Family JCC	Jack Ross	813.264.9000	webmaster@jewishtampa.com	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	No
Organize Florida - Tampa	Tim Heberlein	(813) 252-9973 (general) 813-532-9846 (Tim)	tim@organizeflorida.org	Yes	Yes	No	Yes	Yes	No	Yes	No	Yes
Restorative Justice Coalition	Sadie Dean	727-385-2183	admin@restorativejusticecoalition.org	Yes	Yes	No	No	Yes	No	No	No	No
Mutual Aid Disaster Relief			MutualAidDisasterRelief@gmail.com	Yes	Yes	No	No	Yes	No	No	No	No
Democratic Disability Caucus	Asher Edelson	813-494-6460		No	No	No	Yes	Yes	No	No	No	No
North Grove Manor Assisted Living, Seffner		813-681-3089		No	No	No	Yes	Yes	No	No	No	No
Lakewood Pointe Apartments Assisted Living, Mango		813-409-2074		No	No	No	Yes	Yes	No	No	No	No
Claymore Crossings, Public Housing, Tampa		813-463-4800		Yes	No	No	Yes	Yes	No	No	No	No
Williams Landing Apartments, Assisted Living, Tampa		813-620-3766		No	No	No	Yes	Yes	No	No	No	No
Knights of Columbus Blessed Antonio Rosmini Council #14278		(813) 681-9115		No	No	No	Yes	Yes	No	No	No	No
Sabal Ridge Apartments, Assisted Living, Tampa		866-964-9203		No	No	No	Yes	Yes	No	No	No	No
Cross Creek Apartments, Assisted Living, Tampa		(866) 995-7105		No	No	No	Yes	Yes	No	No	No	No
Fairview Cove Apartments, Assisted Living, Tampa		(813) 374-9592		No	No	No	Yes	Yes	No	No	No	No

APPENDICES

ORGANIZATION/GROUP	CONTACT	PHONE	EMAIL	Low-Income	Minority	LEP	Disabled	Zero-Vehicle	Youth	Elderly	Womens	Env Justice
Mariner's Cove, Assisted Living, Tampa		(855) 385-7338		No	No	No	Yes	Yes	No	No	No	No
Sabal Ridge Apartments, Assisted Living, Tampa		(866) 964-9203		No	No	No	Yes	Yes	No	No	No	No
Fairview Cove Apartments, Assisted Living, Tampa		(813) 374-9592		Yes	No	No	Yes	Yes	No	No	No	No
All People's Life Center, Tampa		813) 744-5978		No	No	No	No	No	No	Yes	No	No
Vietnam Veterans of America (VVA) # 787		(813) 352-2764	jamesmfletcher@aol.com	Yes	Yes	No	Yes	Yes	No	Yes	No	No
Masonic Lodge of Tampa # 240 F & A M		(813) 626-0445		No	No	No	No	No	No	Yes	No	No
Florida Council of Churches		(813) 435-5335		Yes	Yes	Yes	Yes	Yes	No	No	No	Yes
Metropolitan Ministries Tampa Bay	Tim Marks	813.209.1000		Yes	Yes	No	Yes	Yes	No	Yes	No	Yes
Recovery Services of Tampa Bay		813-969-2068	Info@RecoveryofTampaBay.org	Yes	No	No	Yes	No	No	Yes	No	No
Gracepoint Wellness		813.272.2244		Yes	No	No	Yes	No	No	No	No	No
Tampa Hillsborough Homeless Initiative	Jack Garrett	813-223-6115	Info@THHI.org	Yes	No	No	Yes	No	No	No	No	No
Alpha House of Tampa		813.875.2024		Yes	No	No	Yes	No	No	No	Yes	No
Tampa Crossroads		(813) 238-8557	info@tampacrossroads.com	Yes	No	No	Yes	No	No	No	No	No
Healthy Start Coalition		813-233-2800	info@hstart.org	Yes	No	No	Yes	No	Yes	No	Yes	No
DACCO Behavioral Health		(855) 322-2600 or (813) 384-4000		No	No	No	No	No	Yes	No	Yes	No
ECHO of Brandon (Emergency Care Help Organization)		(813) 685-0935		Yes	No	No	Yes	No	Yes	No	No	No
Military Family Support Trust		(813) 634-4675	president@mfst.us	Yes	No	No	Yes	Yes	No	Yes	No	No
Phoenix House - Heartwood - The Derek Jeter Center	Michael D. Berkowitz	(813) 881-1000 or 1 844-201-1392		No	No	No	Yes	No	Yes	No	No	No
Cuban Civic Club, Town And Country		(813) 855-5771	cccdetampa@gmail.com	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Church Women United of Tampa		(813) 229-1288		Yes	Yes	Yes	Yes	Yes	No	No	No	No
Caregiver's Helping Hands Inc	Richedean Hills-Ackbar	(813) 379-8966	Caregiverstampa@hotmail.com	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Best Buddies	Shane Fletcher	(813) 254-9025	florida@bestbuddies.org	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Crisis Center of Tampa Bay	Jamie Klingman	813-969-4977	education@crisiscenter.com	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Wheels of Success	Susan Jacobs	(813) 498-0102	info@wheelsofsuccess.org	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Nonprofit Leadership Center-Tampa	Emily Benham	(813) 287-8779	info@nonprofitleadershipcenter.com	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Youth Villages Inc, Carver City		(813) 350-4760		Yes	Yes	Yes	Yes	Yes	No	No	No	No
Community Foundation of Tampa, Carver City	Marlene Spalten	813-282-1975	info@cftampabay.org	Yes	Yes	Yes	Yes	Yes	No	No	No	No
United Way Suncoast	Suzanne McCormick	(813) 274-0900	smccormick@uwsuncoast.org	Yes	Yes	Yes	Yes	Yes	No	No	No	No

APPENDICES

ORGANIZATION/GROUP	CONTACT	PHONE	EMAIL	Low-Income	Minority	LEP	Disabled	Zero-Vehicle	Youth	Elderly	Womens	Env Justice
National Pediatric Cancer Foundation	David Frazer	813-269-0955	fundingresearch@nationalpcf.org or dfrazer@nationalpcf.org	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Cystic Fibrosis Foundation	Catherine C. McLoud	(813) 374-9041		Yes	Yes	Yes	Yes	Yes	No	No	No	No
Urban Land Institute Tampa Bay (ULI)	Siobhan O'Kane	(813) 262-2742	tampabay@uli.org	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Ryan Nece Foundation	Ed Ellsasser	813.676.8492	shelley@ryannecefoundation.org	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Westchase Community Development District	Sonny Whyte	813 920-4268	CDD@westchasecdd.com	Yes	Yes	Yes	Yes	Yes	No	No	No	No
Parents Without Partners	Janet Gallinati	(813) 888-7237	Intl_pres@parentswithoutpartners.org	Yes	Yes	Yes	Yes	Yes	No	No	No	No