



# Hillsborough MPO Metropolitan Planning for Transportation

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## Hybrid Virtual & In-Person Meeting of the MPO Board

Wednesday, November 4, 2020 9:00 a.m.

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

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### Public comment opportunities:

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

Comments may also be given up to 5pm the day before the meeting:

- by leaving a voice message at (813) 273-3774 ext. 369
- by e-mail to [mpo@plancom.org](mailto:mpo@plancom.org)
- by visiting the event posted on the [MPO Facebook page](#).

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

## Agenda

- I. **Call to Order, [Pledge of Allegiance](#) & Invocation**
- II. **Roll Call** (Cheryl Wilkening, MPO Staff)
- III. **Confirm Quorum & Virtual Attendance** (Cameron Clark, MPO Attorney)
- IV. **[Approval of Minutes](#) – August 31, 2020 and October 14, 2020**
- V. **Public Comment** - 3 minutes per speaker, 30 minutes total. As needed, additional time may be provided later in the agenda. Staff will unmute you when the chair recognizes you.
- VI. **[Committee Reports & Advance Comments](#)** (Bill Roberts, CAC Chair and Wanda West, MPO Staff)

## **VII. Action Items**

- A. [Committee Appointments \(Rich Clarendon, MPO Staff\)](#)
- B. [Reevaluation of Transit Asset Management, Pavement & Bridge, and System Performance Targets \(Johnny Wong, MPO Staff\)](#)
- C. [Regional TSMO MOU \(Johnny Wong, MPO Staff\)](#)
- D. [MPO Executive Director Performance Evaluation \(Melissa Zornitta, Planning Commission Executive Director\)](#)

## **VIII. Status Reports**

- A. [Non-Discrimination Plan Update \(Joshua Barber, MPO Staff\)](#)
- B. [MPO Bylaws Amendment for TDCB \(Joshua Barber, MPO Staff\)](#)
- C. [Review Last Year's Legislative Positions and Suggest New Ones \(Beth Alden, MPO Director\)](#)

## **IX. Executive Director's Report**

- [2021 MPO Board & Policy Committee Meeting Calendar](#)
- Virtual Workshop of the MPO Chairs Coordinating Committee and TMA Leadership Group – November 20, 8:30am TMA and 10am CCC

## **X. Old Business & New Business**

## **XI. Adjournment**

## **XII. Addendum**

### **A. Announcements**

- [3<sup>rd</sup> Annual Gulf Coast Safe Streets Summit of the MPO Chairs Coordinating Committee of West Central Florida](#)
- [Vision Zero World Day of Remembrance Event](#)
- [Survey & Workshop Dates for the Hillsborough County Sustainability Action Plan](#)

### **B. Project Fact Sheets & Other Status Reports**

- [2021 Regional Priorities DRAFT, West Central Florida MPO Chairs Coordinating Committee](#)

C. Correspondence

- [To CTEDD re support for CUTR research proposal](#)

D. Articles Related to MPO Work

- [North 15th St gets urgent safety upgrade after 3 deaths, 170 crashes](#) | Tampa Bay Times | 10.05.20
- [One Water plan breaks down traditional "silos"](#) | Bay Soundings | 10.05.20
- [One Water amendment adoption by Hillsborough Commissioners set; incorporates input from various stakeholders](#) | In the Field Magazine (page 17) | 10.01.20
- [Beth Alden-New Howard Frankland Bridge Project](#) | NewsRadio WFLA | 09.28.20
- [Colorful new mural in downtown Tampa aims to protect pedestrians](#) | Tampa Bay Times | 09.21.20

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## **MPO Board Meeting of Monday, August 31, 2020**

### **CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION**

The MPO Chairman, Commissioner Les Miller, called the meeting to order at 9:00 a.m., led the pledge of allegiance and gave the invocation. The regular monthly meeting was held via GoToWebinar.

The following members were present:

Commissioner Les Miller, Commissioner Pat Kemp, Commissioner Ken Hagan, Charles Klug, Michael Maurino, Commissioner Kimberly Overman, Councilman Dingfelder, Commissioner Mariella Smith, Mayor Andrew Ross, Adam Harden and Joe Waggoner. Councilman Guido Maniscalco and Gina Evans arrived at 9:10.

The following members were absent: Steve Cona, Rick Lott and Councilman Joseph Citro

A quorum was met.

### **APPROVAL OF MINUTES – July 28, 2020**

**Chairman Miller sought a motion to approve the July 28, 2020 minutes. Commissioner Overman so moved; it was seconded by Commissioner Smith. Roll Call vote. 10-0. Motion passes.**

### **PUBLIC COMMENT**

There was no public comment.

### **COMMITTEE REPORTS, ONLINE COMMENTS**

Bill Roberts, CAC Chair, presented an update from the CAC. First, the MPO Board will be considering the Resolution on Racial Discrimination under action items and it will be presented by Hoyt Prindle who is the CAC Subcommittee Chairman. The CAC also reviewed the TIP Amendments and they are on the agenda for consideration with recommendations from the CAC. Finally, the CAC continues to have a robust discussion about the TAP and will continue to discuss in the upcoming meetings. There were no questions.

Wanda West, MPO Staff, reported on behalf of the other committees. In addition to the CAC report, the committees received updates on Regional Trail Priorities, HART Service Changes for 2021, Clear Guide Overview, Performance Evaluation of E-Scooter in the City of Tampa, Healthy Buddy Program through USF and TBNext Quarterly Update – Section 4 Aesthetics and West Shore SafeTrip. The BPAC received public comment from Mike Lamarca regarding his concerns with Fletcher Avenue. BPAC members expressed interest in future plans with Floribruska. There are stop lights that were installed along Bayshore; however, there were complaints on social media regarding the crosswalks being one block away from the lights. They asked if the crosswalk at Dakota will be removed. Mr. Benson responded there are no plans to remove the crosswalk. The TAC forwarded for approval the Transportation Improvement Roll

Forward Amendment that is an action item on the MPO agenda. The TDCB received an update from Sunshine Line and selected a member and alternate to represent the Hillsborough TDCB at Tri-County meetings. Staff received emails from FDOT thanking Allison Yeh for participating FHWA Peer Exchange on Resilience, Erin McCormick on Community Garden Initiatives, Lena Young Green on Vision Zero and connecting the Sweetwater Farm to the Upper Tampa Bay Trail, Joshua Butts requested a list of the Multi-use trails in Hillsborough and the Total Miles trails, Cornelius Consentino regarding TBARTA Vision 2030 from the Florida Air and Surface Transportation Alliance, Mike Lamarca regarding the state and county service requests, Renee Lindstrom thanked Roger Mathie for the affordable housing shapefiles, Mr. Gary Cloyd phoned in a comment addressing our fundamentals of our transportation system by reducing vulnerability to severe weather, a letter was sent to the deputy audit director for intermodal of FDOT regarding best ways to document overhead costs. All emails were provided to board members prior to the meeting. There were no voicemail messages or Facebook post received.

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

## **ACTION ITEMS**

### **A. Committee Appointments**

Rich Clarendon, MPO Staff, presented the two committee nominees. Letecia Walker nominated by the City of Temple Terrace for the Citizens Advisory Committee and Matthew Pleasant nominated by the Hillsborough County Schools Growth Management & Planning Department for an alternate on the Technical Advisory Committee.

**Chairman Miller sought a motion to approve the committee appointments. Mayor Ross so moved; it was seconded by Councilman Dingfelder. Roll Call vote 11-0. Motion passes.**

### **B. Resolution on Racial Discrimination**

Hoyt Prindle, CAC Subcommittee Chairman, presented the original Resolution on Racial Discrimination to the Citizens Advisory Committee. A subcommittee was formed to review the language of the original Resolution, then they voted on the revised Resolution as a full committee. Mr. Prindle read the Resolution on Racial Discrimination document which was provided in the agenda packet. A special thanks was given to Rich Clarendon and Beth Alden to assist in preparing the Resolution for bringing before the board. Mr. Prindle is recommending the adoption of the Resolution on Racial Discrimination.

Commissioner Miller handed the gavel to Vice-Chair Commissioner Kemp. Commissioner Kemp asked if there was any discussion.

**Commissioner Miller moved to approve the Resolution on Racial Discrimination; it was seconded by Commissioner Smith.**

Mayor Ross stated he is going to support and vote in favor of the resolution but he is concerned about the following section in the resolution: “**Whereas**, the extreme acts of racist violence and excessive force that led to the deaths of George Floyd, Breonna Taylor, Ahmaud Arbery, and far too many other African Americans must be a call to action to all bodies of government that systemic changes are needed”. He feels they are condemning the police without the facts and investigation. Commissioner Miller noted that the referenced statement regarding extreme acts of racist violence and excessive force does not mention anything regarding the police department and it is not condemning the police.

Commissioner Smith thanked the CAC for working hard on the Resolution for the past two months so they were able to bring it forward to the board. She also appreciates Commissioner Miller for his

perspective representing a minority and noting his son works in law enforcement. Commissioner Smith noted this Resolution is progressive and we are moving forward.

Councilman Dingfelder added the City of Tampa is addressing these matters and they respect the police department and the work they do. He would also like to see in the future that we hire with diversity in mind for our vendors and sub-vendors.

Commissioner Kemp is very grateful to the CAC for bringing this forward to the board and knows it required a lot of work and attention. Commissioner Kemp further discussed the National Highway Administration had a policy of targeting minorities and neighborhoods.

There were no more comments.

**Commissioner Kemp sought approval of the Resolution on Racial Discrimination. Commissioner Miller made the motion and it was seconded by Commissioner Smith. Roll Call Vote 13-0. Motion passes.**

### **C. Transportation Improvement Program Roll-Forward Amendment**

Vishaka Shiva Raman, MPO Staff, presented the Annual Transportation Improvement Program Roll-Forward Amendment FY 2020/21 – 2024/25. The TIP is a list of regionally significant transportation projects of the state and local governments within the designated metropolitan planning area of Hillsborough County. It identifies, prioritizes and allocates anticipated local, state and federal funding for transportation projects for the next five years. We received the TIP from FDOT in April, it is adopted by the MPO Board in June and effective on October 1 of the following Fiscal Year. A roll forward amendment identifies projects that were programmed but not allocated in the previous Fiscal Year 2019/2020 and have automatically rolled into Fiscal Year 2020/21 of the FDOT Work Program. It is a process by which budget for unopened and uncommitted project phases in the adopted work program is requested to be moved forward to the next fiscal year; by doing so this reconciles differences between the adopted TIP and the FDOT's adopted Five Year Work Program. It ensures that year one of the TIP, adopted by the board on June 30, 2020, matches year one of the FDOT Work Program. Ms. Raman reviewed the TIP for FY 2020/21 – 2024/25 Roll-Forward funding summary with the 14 projects and provided a sample comparative report. The recommended action is approval of the Roll-Forward Amendment to the adopted Transportation Improvement Program (TIP) for FY 2020/21 – 2024/25 and recommend to the MPO Board for approval.

Councilman Dingfelder commented on the Sulfur Springs Safe Routes to School sidewalk item on the list.

Commissioner Smith noted the typo on the list and it should be the South Coast Greenway instead of Coast County Greenway.

**Chairman Miller sought a motion to approve the Transportation Improvement Program Roll-Forward Amendment. Commissioner Kemp so moved; it was seconded by Charles Klug. Roll Call Vote 13-0. Motion passes.**

### **D. General Planning Consultant Contracts**

Meghan Betourney, MPO Staff, presented the updated list of General Planning Consultant Contracts. In April, the MPO Board authorized staff to negotiate contracts with nine top ranked teams, which include prime and sub-consultants. In July, the MPO approved the contracts of five of the nine consultants. There are four ready for approval. They are AECOM, Cambridge Systematics, Tindale Oliver and Toole. The contract scope follows the MPO Work Program and the Consultant tasks to be negotiated by a work order. Each one comes with their scope and products and lump sums fees negotiated by task. Ms. Betourney

reviewed how they worked with the remaining four to negotiate labor rates by classification plus multipliers. The contracts are 2 base years with an option of 3 additional years. The max fee is under 2 million over the life of the contract and the total amount available for GPC work orders are 600k -900k per year. The recommended action is to approve the General Planning Consultant Contracts with AECOM, Cambridge Systematics, Tindale Oliver and Toole.

Councilman Dingfelder inquired if any of these vendors are women or minority vendors. Commissioner Smith questioned if Fehr and Peers was selected and pointed out Billy Hattaway has joined Fehr and Peers. Commissioner Kemp thanked Commissioner Smith for the information about Billy Hattaway and looks forward to him looking over the work done in Hillsborough County.

**Chairman Miller sought a motion to approve the General Planning Consultant Contracts. Commissioner Kemp so moved; it was seconded by Commissioner Overman Roll Call Vote 13-0. Motion passes.**

## **STATUS REPORT**

### **A. !p Update**

Mark Sharpe is the Executive Director of Tampa Innovation Partnership. Mr. Sharpe stated the Tampa Innovation Partnership is a 501(c)6 originally created in 2011 as the Tampa Innovation Alliance. The Tampa Innovation mission is to unleash the potential of the Uptown area as a world-class innovation District. There is over 2 billion dollars in development in progress. Hillsborough County, City of Tampa, Tampa !p, USF, UACDC, Moffitt Center, RD Management, and AdventHealth Tampa entered into an MOU in December 2019. MOU calls for a business development plan within 1-year. Mr. Sharpe introduced Eddie Burch who is the project coordinator for the planning process and explained the uptown innovation district plan. He reviewed the core values and principles of the Tampa Innovation Partnership. The planning process is based on prior studies that are relevant to this project. The desired outcomes are global catalyst, empower the community, urban density, connect the district, zoning for innovation and governance. There are 27 proposed action steps in the current draft of the uptown strategic plan including create a formal governing authority for the Uptown Innovation District, request that the Tampa City Council consider designation of a commercial overlay district for Fowler Avenue between I-275 and 30<sup>th</sup> Street/Bruce B Downs, create and implement a community benefits program, create the funding mechanism for shared sub-district stormwater management, create a transfer of development rights program and construct multi-purpose trail connecting Rithm Road at Uptown to VA Hospital and expand/connect surrounding trail network. He provided a map showing this trail.

Commissioner Smith inquired where the veteran tech trail was located. Commissioner Kemp questioned if the trail is road also and how long is the trail? Commissioner Miller commented that he has had a connection with this area for 50 years, is very appreciative that this area is being revitalized and thanked Mr. Sharpe for his hard work on this project.

### **B. Tampa-Hillsborough Expressway Authority Projects**

Anna Quinones, project manager with THEA, provided overviews of projects underway. The first is the Selmon West Extension which is a 1.9 mile elevated toll lane in the median of the Gandy Blvd stretching from the Gandy Bridge to the expressway interchange at Dale Mabry and Gandy. This will separate commuter traffic from local traffic thus alleviating traffic congestion. The structure is elevated 30 feet above the existing roadway to increase visibility of business on either side of Gandy Blvd. They are over 75% complete on this project with current opening of this project of Mid 2021. Ms. Quinones provided an overview of the numbers that went into the Selmon extension. The next project is the South Selmon Safety Project which is a concrete barrier wall in the median of the expressway to prevent cross over crashes.

The completion date is Mid October. There are several PD&E (Project Development and Environment) studies underway. The first project is the South Selmon PD&E from Himes Avenue to Whiting Street downtown. The primary purpose of this study is to evaluate the needs, cost and effects of improvement that will increase capacity on the Selmon Expressway. The study is scheduled to wrap up April 2021. As part of the community outreach they are holding a virtual townhall on September 10<sup>th</sup> at 6:30pm to discuss the alternatives and an in-person session is pending. The second PD&E study is Whiting Street, extending Whiting and Washington Street through Meridian Avenue and reconfiguration of ramp 6A and 6B. The study began in July 2019 and is expected to be completed in December 2021. The first public workshop is scheduled for January 2021. The next PD&E study is the Selmon East project. This is the first phase of a three-phase project to improve the capacity, safety and operations from downtown to I-275. This study began in March 2020 and is expected to wrap up in May 2022. Finally, there is the Nebraska Avenue PD&E project which just kicked off this month. They are looking at a small section of Nebraska from South of Twiggs and North of Cass. The study will recommend a preferred alternative of traveling. Next there are the THEA Community Enhancement Projects. The most recent project is the Morrison Gateway Project. Ms. Quinones then reviewed the Selmon Greenway Enhancements.

Councilman Dingfelder questioned if there are plans for a PD&E to fix the Bay to Bay exit to alleviate back-ups on Bay to Bay and will there be sound walls at the Gandy new construction area. He commented on the signage on the Gandy Bridge. Commissioner Smith commented on the community benefits and the Gateway project. Commissioner Kemp noted Bay to Bay exit is a short and steep exit to a small road and suggested moving it to a new road (for example Dale Mabry) to drop more traffic to make it for a smoother exit way.

### **C. HART Service Changes for 2021**

Justin Willits, HART Staff, reviewed the proposed service modifications for FY21. They are in phase 1 of the public outreach. They were tasked to come up with service analysis objectives to reflect the budget. The general objectives are to identify operational savings to maintain fiscal responsibility, preserve as much service coverage and frequency as possible, maximize existing resources on most productive corridors, maintain COVID-19 essential service, address community and operational request since Mission MAX and listen to needs of the customer and community. Mr. Willits reviewed the proposed changes to the university area at Route 5 and Route 48. They proposed 3 options for Route 48 and it would extend west of the University Area Transit Center. Another proposed modification is Route 42 and 45. Part of Route 42 would be merged into Route 45 between UATC and Busch Blvd and Route 45 would no longer serve Yukon Transfer Center. A proposed recommendation in the University Northdale area is Route 33 would be extended to serve St. Joseph's Hospital North. Route 33 would also reduce frequency from 30 minutes to 60 minutes weekdays. The HARTFlex Northdale would no longer be in service. A modification they are looking at is reducing the route 275LX. Route 275LX would no longer serve between University Area Transit Center and TPA and Route 22LX would serve between Wiregrass Park-n-Ride and University Area Transit Center. The proposed changes for the West Tampa area would be Route 60LX would no longer be in service and the new Route 10LX would serve between MTC and TPA via Cypress Street and Route 7 would serve Main St. instead of N. Boulevard. The proposed change in YBOR and downtown would be Route 8. It would serve 4<sup>th</sup> Avenue instead of 7<sup>th</sup> Avenue and would serve Kennedy/Jackson instead of Meridian and Channelside. There is a simple change in Town n Country where all of Route 35 would be merged into Route 30. A big highlight of the plan is Brandon's Route 38 would be extended to Westfield Brandon Mall. Route 14 in South Tampa would be extended to Britton Plaza Transfer Center. There are two options for this proposed change. They would like to reduce frequency on Routes 1, 6, 34, 400, 46 and 24LX and remove Routes 20X, 75LX and HART Flex South county, South Tampa and Town n Country. Mr. Willits reviewed the highlights of the plan and proposed weekday service map along with the current schedule. Important dates are public input August 17, 2020 – October 9, 2020. A public hearing is planned for week of October 5, 2020 and HART Board of Directors approval on November 2, 2020. The changes will be effective January/February 2021.



Commissioner Kemp commented on the map of frequency of the routes and they cut the routes that were not effective.

### **Executive Director's Report**

Beth Alden noted the MPO Vision Zero Leadership Summit is Tuesday, September 22 from 9am – noon. It will be virtual and replaces the Policy Committee meeting. Billy Hattaway will be one of the speakers. The MPO Board Workshop on Managed Lanes is Wednesday, October 14 from 9am – noon. It will be virtual and replaces the regular business meeting of the board. Save the date on September 25 at 9am for a virtual educational workshop on value capture strategies for funding transportation. Lastly, the Independent Oversight Committee for the Transportation Sales Surtax annual public hearing is scheduled for October 26, 2020 at 6pm.

### **OLD & NEW BUSINESS**

Board Information request: TIP projects with toll lanes. FDOT provided a map in the agenda packet and will provide answers to questions at the Managed Lanes Workshop. HART is planning an event on September 18<sup>th</sup> so the TMA meeting will be adjusted to start at 8:30am via Zoom.

Commissioner Overman requested a map of other roads beyond the TIP that are scheduled for Tolls to prepare for the Managed Lanes Workshop.

### **ADJOURNMENT**

The meeting adjourned at 11:11 a.m.



## **Virtual MPO Board Workshop on Managed Lanes**

### **CALL TO ORDER and PLEDGE OF ALLEGIANCE**

The MPO Vice Chairman, Commissioner Pat Kemp, called the meeting to order at 9:00 a.m. and led the pledge of allegiance. The meeting was held virtually via GoToWebinar

### **ROLL CALL**

Roll call was taken by Cheryl Wilkening, MPO Staff. The following members were present:

Commissioner Kemp, Commissioner Overman, Commissioner Smith, Councilman Citro, Councilman Dingfelder, Gina Evans, Melanie Williams, Paul Anderson, Joe Waggoner, Michael Maurino, Bob Frey, Adam Harden and Cindy Stewart

The following members were absent: Commissioner Les Miller, Councilman Guido Maniscalco, Commissioner Ken Hagan, Mayor Lott, Mayor Ross,

### **Goals for Today's Workshop**

Beth Alden, MPO Director, shared background on managed lanes in the Tampa Bay area. The FDOT has planned express lanes, sometimes called managed lanes, for our area interstates since the early 1990s. There were questions expected to be answered later like how those would the express lanes operated, would they have tolls, where would access points be, and would there be transit in parallel with them. We are now 30 years later at the point we need to start answering some of those questions. The first express lanes expected to be built in the Tampa Bay area are the Tampa Bay Next Managed Lanes. The first express lanes would be over the Howard Frankland Bridge into Pinellas county. The next ones would be on I-275 through the center of Tampa to the Westshore Interchange area (shown in red on the map). The LRTP indicates Interstate 4 (shown purple on the map) would be next and it would head towards Orlando then after I4 they would look at I75 through most of the county. Ms. Alden explained a map of what is included in the Transportation Improvement Program. She then provided a brief introduction of all the speakers.

### **FDOT's Managed Lanes Program**

Raj Pannaluri, FDOT Arterial Management Engineer, presented the FDOT's Managed Lanes Program. FDOT's Managed Lanes Policy provide safe travel choices, offers predictable travel times, and prioritizes long distance trips. The goals of managed lanes are to offer safe choice to bypass congestion, reduce congestion and improve traffic flow, ensure efficient use of road capacity and provide innovative travel alternatives. The benefits of managed lanes are to provide drivers with safe travel choices, offer more predictable travel time, reduce fuel consumption, decrease air pollution and support transit usage. There are 80 miles of managed lanes in operation, 100 miles under construction and 400 miles under consideration. Allison Stettner, FDOT Office of Policy Planning Director, noted that there is continuous public engagement through life of the project, align with community vision, match the strategy for

community and facility and solutions must be adaptable and developed collaboratively. The managed lanes guidebook provides direction for the implementation of the managed lanes policy. The managed lanes guidebook content includes project identification, project development, alternatives, design consideration and operations & maintenance. The key takeaways are tailored to community and facility, include an open and collaborative process, apply holistic approaches to manage congestion, follow a consistent process documented by the managed lanes guidebook and are dynamic and flexible.

Councilman Dingfelder inquired about the pricing structure and the exemptions like the Transportation Disadvantaged folks. Councilman Citro commented on the pictures provided that the express lanes were empty and the other lanes were full of traffic. He stated there are accidents everyday on our roads and if there are polls separating the express lanes how will people be diverted to the express lanes and how will mass transit buses be rapid if the lanes are tied up. Commissioner Kemp inquired if the Veterans is activated as congestion management and pointed out in South Florida, they used the existing lanes. Councilman Citro inquired if COVID 19 and telecommuting have been considered. Commissioner Smith commented FDOT will manage the lanes with cost pricing which will price some people out to where they can't afford the toll lanes and congest the regular lanes so how is that more efficient than allowing everyone to use all lanes.

### **Economic, Social, & Community Implications of Congestion Pricing**

Todd Litman, Victoria Transport Policy Institute Executive Director, presented managing lanes for transportation efficiency and fairness. Public roads are valuable and scarce resource so the question is how should they be managed for maximum efficiency and fairness. Most people assume that user fees, such as fuel taxes and tolls, fund roads, but in fact, about half of all roadway costs are funding by general taxes that people pay regardless of how they travel. User fees are more equitable. They ensure that users “get what they pay for and pay for what they get.” They also give travelers an incentive to use alternatives when possible, reducing traffic problems. Most motorists dislike paying tolls, but unpriced roads are not really free, travelers either pay with money or time. Paying with money is more efficient and generates revenue. High Occupancy Toll lanes allow motorists to avoid congestion for urgent trips, if they are willing to pay a premium. Efficient pricing is the only effective way to reduce long-term traffic congestion. When motorists oppose user fees, they are choosing congestion. A basic economic principle is that prices should equal the marginal cost of producing that good. Motorist want roadway expansions provided somebody else pays for them, but if charged the full cost, they often choose alternatives. There is no vocabulary that describes underpricing. With current pricing, people who never drive during peak periods pay for urban highway expansions they never use. With unpriced roads, traffic congestion maintains self-limiting equilibrium which means traffic volumes increase until delays cause motorist to forego some peak-period trips. Expanding those lanes generally does not reduce long-term congestions because the additional capacity is soon filled with generated traffic. Traffic volumes increase until a road experiences congestion. At that point, delays discourage additional peak-period trips. If roads expand, traffic volumes grow to reach a higher equilibrium. The additional peak-period trips on that roadway are called generated traffic. Increases in total vehicle mileage are called induced travel. High occupancy toll lanes during congested periods and discounts during off-peak periods, encourage travelers to shift when and how they travel. Managed lanes make public transit more efficient and attractive. Congestion pricing applies higher during peak periods to reduce congestion. The most effective and cost-effective solution is generally an integrated package that includes roadway management that favors high-occupant vehicles, efficient pricing, public transit service improvements and transportation demand management. Mr. Litman provided ideas on how to attract discretionary riders and gave success stories. He also explained how to respond to criticisms for example pricing can include a limited number of free trips or discounts for lower-income households. A basic planning principle is that individual, short-term decisions should support strategic, long-term goals.

Commissioner Overman asked in the process of FDOT funding and planning where in that process do we address identifying prioritization of our priorities. Commissioner Kemp inquired about frequency and service. Joe Waggoner commented on fast times and reliable trips. Councilman Citro commented on the Westshore interchange and an express bus system would not be able to work here.

### **Use of Toll Revenue for Multimodal Capacity in Northern Virginia**

Kate Mattice, Northern Virginia Transportation Commission Executive Director, presented providing transit options for Northern Virginia Manages Lanes. The Northern Virginia Transportation Commission is responsible for funding and stewardship of WMATA, managing state and regional funding for five jurisdictional bus systems, working across jurisdictional boundaries to coordinate transit service and administering the commuter choice program. Ms. Mattice provided a map of the Northern Virginia's Express Lane Network and the commuter choice program. The commuter choice is to move more people, reduce roadway congestion, increase travel options, enhance transportation and improve transit service. Eligible types of project include expanded transit services and related capital improvements, roadway improvements specific to the corridor, access to transit improvements, transportation system management strategies and transportation demand management. Ms. Mattice explained the technical evaluation process and provided an outline of current projects. The I-66 commuter choice project consists of 35 projects and it is a \$41.5 million dollar investment which includes nine new express bus routes, added service to seven bus routes, park and ride lot, bus stop improvements bikeshare operations carpool and vanpool incentives and ITS/Traveler information. The I-395/95 commuter choice project consists of 10 projects and \$19 million dollar investment. There are eight new bus services and two transportation demand management campaigns. Ms. Mattice explained the changes in I-66 performance to date. The commuter choice program is administered by three FTE plus consultants. Dedicated transit funding does provide toll-free options and may help with community buy-in/equitable access, a competitive metric based program gives public confidence of investment, oversight and performance reporting will ensure funding supports goals and revenue certainty will vary depending on corridor characteristics.

Councilman Citro inquired how did they get the VDOT to fund the grant program and what percentage of their own money was put into this fund. Commissioner Smith commented on slugging and are the toll facility funding transit. Councilman Dingfelder commented about the equity issue and try to allocate to all drivers. Commissioner Kemp commented on the \$35 cost on the express lanes.

### **Addressing Impacts on Lower Income Residents: L.A. Metro's Approach**

Mark Linsenmayer, Congestion Reduction Programs Deputy Executive Officer, presented the Los Angeles Metro Express Lanes Low Income Assistance Program. Mr. Linsenmayer provided a metro system map which consists of 515 freeway miles. The Metro Express Lanes Program goals consists of safety & reliability, throughput, service, economics, sustainable and growth. Mr. Linsenmayer provided a sample cross-section of the express lanes. Express Lanes are equitable and fair. Free roads subsidize driving, and the wealthy drive benefit the most. The transportation disadvantaged are more likely to take transit than drive and road pricing keep transit moving. Road users benefit from free roads, while nearby non-users must deal with the generalized costs. Express Lanes corridor enhancements include reinvest the revenue so that those who incur the costs also receive the benefits and keep revenues focused on transportation investments. There is a low-income assistance plan which is the only program of its kind in the country. There are transit rewards, carpool loyalty and clean air vehicle discounts. The net toll revenue reinvestment targets are transit, roadway improvements and system connectivity and active transportation. Low income assistance plan accountholders make more express lanes trips on average than standard accountholders after adjusting for the effect of income on total annual miles driven. This

includes trips that are charged the SOV toll rates, suggesting that the LIAP is effective at reducing barriers to entry for express lanes among low-income users.

Councilman Dingfelder inquired how LIAP is it verified and why not a greater subsidy of the \$25.00. Commissioner Smith inquired about the revenue reinvestment targets. Commissioner Kemp commented on local impacts on the community on the road widening in the urban areas.

### **FDOT Perspectives on Next Steps**

David Gwynn, FDOT District 7 Secretary, noted there are several ways to look at this and there are building blocks with the County, City and State to work together. He commented that we need regional transit to help the local transit. After listening to everyone's concerns that managed lanes is not the concern it is how equity is applied to the managed lanes. Next year they will start the process of determining the tolling strategies and everyone will be involved. They will take everyone's concerns into account while the managed lanes handbook is developed. Mr. Gwynn does believe Managed Lanes will provide some benefits.

Councilman Dingfelder thought a unified discussion across the bay should happen. Commissioner Overman believes consulting with other organizations that have adopted a managed lanes strategy that does address equity then we can get the results we are looking for. Commissioner Kemp noted options for people to get to places better and commented on the South Florida transit.

### **Public Comment**

Chris Vela commented on equity in TBX and Florida. He sated we have under 1000 miles of toll lanes in Florida which more than anyone in the Nation and we are still in gridlock. It can't hurt the revenue if you operate the train. He pointed out the express lanes are going through the CRA as noted in the SEIS. There is an incomplete report on equity and civil rights matter.

Christopher Gleason commented that he attended the CAC Managed Lanes Workshop and today's MPO Managed Lanes Workshop and he is upset that the speaker was from Canada and he cannot fathom how backwards Florida is. Everything that was said today was all theoretical situations. He feels the speakers should be from our state and city to know exactly the situation we are in today and if there isn't money available to do the projects it doesn't matter what you say anyways.

There were no other public comments.

### **ADJOURNMENT**

The meeting adjourned at 12:00 p.m.



# Hillsborough MPO Metropolitan Planning for Transportation

## Committee Reports

### **Meeting of the Citizens Advisory Committee (CAC) on October 13**

In lieu of our October meeting, we had a **CAC workshop on managed lanes**, which was held the evening before your workshop on the same topic. Mr. Todd Litman of the Victoria Transport Policy Institute, who spoke at your workshop, was our featured speaker. We had a lengthy conversation with Mr. Litman, during which members voiced concern about the State's policy governing the use of toll revenues for transit, the impact of managed lanes on low-income individuals, establishing a cap on variable tolls, how BRT could operate in toll lanes, and the lack of a robust transit system with first and last mile connections that would provide a viable alternative for those who couldn't afford variable tolls.

### **Meeting of the Technical Advisory Committee (TAC) on October 19**

The TAC heard status reports on:

- Review last year's legislative positions and suggest new ones
- ClearGuide - HART staff liked the tool and thanked the MPO for the training.
- MPO Non-Discrimination Plan
- Fowler Ave Multimodal Study

### **Meeting of the Intelligent Transportation Systems Committee (ITS) on October 8**

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

- Reevaluation of Transit Asset Management, Pavement & Bridge, and System Performance Targets
- Regional Transportation Systems Management & Operations Memorandum of Understanding

The committee heard status reports on legislative positions and their 2021 meeting calendar.

### **Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on October 14**

The BPAC heard status reports on:

- *All Love Rideout* Introduction – This introduction was from a group that conducts large bicycle rides and highlighted groups with over 300 people participating.
- Review last year's legislative positions and suggest new ones – The BPAC was supportive of previous positions and also suggested the Florida Bicycle Association legislative priorities be considered.
- Tampa Activities Update – The committee received a report from the Parks Dept. and the Transportation Dept. on the many projects underway in the City.
- Overview of ClearGuide Data Analytics Platform

- Fowler Ave. Multi-Modal Study – Committee members provided feedback on FDOT’s proposed multi-modal improvements for Fowler Ave.

### **Transportation Disadvantaged Coordinating Board (TDCB) on October 23**

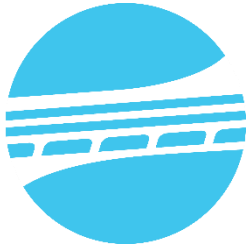
Under Action items, the TDCB approved and forwarded to the MPO Board:

- Community Transportation Coordinator Annual Operating Report
- Plant City Transit Plan

The TDCB heard status reports on reviewing legislative positions and on the MPO Non-Discrimination Plan.

### **Meeting of the Livable Roadways Committee (LRC) on October 28**

The LRC heard a status reports Overview of Clearguide Data and Analysis Platform, the Nondiscrimination Plan Update and last year’s Legislative Positions. During legislative review the Committee made a motion to change language referencing “inner city rail” to “fixed guideway” to allow bus rapid transit to be eligible for funding.



# Hillsborough MPO

## Metropolitan Planning for Transportation

### Board & Committee Agenda Item

#### Agenda Item

Committee Appointments

#### Presenter

Rich Clarendon, MPO Staff

#### Summary

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

The following has been nominated to serve on the CAC:

- Alexis Boback, by Tampa City Councilman John Dingfelder

The purpose of the *Transportation Disadvantaged Coordinating Board (TDCB)* is to assist the MPO in identifying local service needs and providing information, advice, and direction to the Community Transportation Coordinator (CTC) on the coordination of services to be provided to the transportation disadvantaged pursuant to Section 427.0157, Florida Statutes.

The following has been nominated to serve on the TDCB:

- Beth Pasek, by the Florida Department of Children and Family Services

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

The following have been nominated to serve on the TAC representing the Florida Department of Health:

- Nicole Sutton
- Grisel Cisneros (alternate)





The *Intelligent Transportation Systems (ITS) Committee* is responsible assisting in the development of Intelligent Transportation System plan work programs, as well as reviewing ITS related studies, reports, plans, projects.

The following has been nominated to serve on the ITS Committee representing the City of Plant City:

- Frank Coughenour (alternate)

**Recommended Action**

That the MPO confirm the above appointments

**Prepared By**

Cheryl Wilkening

**Attachments**

None



# Hillsborough MPO Metropolitan Planning for Transportation

## Board & Committee Agenda Item

### Agenda Item

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

### Presenter

Johnny Wong, PhD (MPO Staff)

### Summary

Target-setting is an activity required by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) under MAP-21 legislation. In 2018, the Hillsborough MPO adopted performance targets for transit asset management (TAM), pavement & bridge condition, and performance of the National Highway System (NHS). Targets are established for 4 years and will be evaluated at the mid-term period. Adopted targets and actual performance are shown below as bullet points. Numbers highlighted in **green** indicate that the target is currently being met while those in **red** indicate the target is not being met, and the **yellow** indicates that a correction needs to be made.

The *Transit Asset Management* rule requires MPOs to establish asset condition targets in consultation with both transit agencies and the State DOT, and to report performance measures and targets at least once every four years. The bullet points below show the 2018 targets established in coordination with the Hillsborough Area Regional Transit Authority (HART), City of Tampa and FDOT, and the current performance. The Equipment target of  $\leq 81\%$  will need to be corrected to  $\leq 19\%$  of assets NOT in a State of Good Repair:

- Rolling stock target:  $\leq 28\%$  of assets NOT in a State of Good Repair; **40.56% actual**
- Equipment target:  $\leq 81\%$  of assets NOT in a State of Good Repair; **32.54% actual**
- Facilities:
  - Passenger/Parking facilities target:  $\leq 10\%$  rated below 3 on TERM scale; **0% actual**
  - Administrative/Maintenance facilities target: 0% rated below 3 on TERM scale; **28.57% actual**
- Infrastructure target: 0% of segment with performance restrictions; **0% actual**

The *Pavement & Bridge* condition rule establishes performance measures to assess the condition of the pavements and bridges on the National Highway System. The rule requires State DOTs and MPOs to establish targets related to the percentage of pavements on the Interstate System in either good or poor condition; the percentage of pavements on the Non-interstate NHS in either good or poor condition, and the percentage of NHS bridges in either good or poor condition. The bullet points below show the 2018 targets established in coordination with FDOT, and the current performance:

- Interstate Pavements:  $\geq 60\%$  in Good condition (target); **59.5% actual**



- Interstate Pavements: ≤5% in Poor condition (target); 0.3% actual
- Non-interstate NHS Pavements: ≥40% in Good condition (target); 36.3% actual
- Non-interstate NHS Pavements: ≤5% in Poor condition (target); 0.1% actual
- NHS Bridges: ≥50% in Good condition (target); 76.38% actual
- NHS Bridges: ≤10% in Poor condition; 0% actual

The *System Performance* rule establishes performance measures to assess the travel time reliability of the NHS for both vehicles and freight. The rule requires State DOTs and MPOs establish targets related to the percentage of the Interstate network that is considered reliable for vehicles; the percentage of the Interstate network that is considered reliable for freight, and the percentage of the Non-interstate NHS that is considered reliable for vehicles. The bullet points below show the 2018 targets established in coordination with FDOT, and the current performance:

- Interstate Reliability: ≥75% of network reliable (target); 75% actual
- Interstate Reliability for Freight: ≤2.00 index score (target); 1.89 actual
- Non-interstate NHS Reliability: ≥50% of network reliable (target); 81% actual

The MPO Board prioritizes projects for funding, many of which of meet the criteria for transit asset management, pavement & bridge condition, and system performance projects under the *Good Repair* and *Smart Cities* categories of the 2045 Long Range Transportation Plan (LRTP). The 2020-21 TIP includes numerous funded projects that enhance transit, resurfacing of facilities, bridge repair, and traffic management which will make progress toward achieving targets in future years:

- HART bus replacements, bus computer aided dispatch & automatic vehicle location (CAD/AVL) technology, Marion Transit Center improvements, and TBARTA vanpool services;
- Resurfacing pavement at segments of I-275, I-75, I-4, US301, and US41;
- Repairing bridges at I-75 over Alafia River, and Gandy Bridge; and,
- Advanced traffic management system (ATMS) expansion and a lane addition at US301 and Bloomingdale Ave.

### **Recommended Action**

Recommend Correcting Transit Asset Management Equipment Target from ≤81% to ≤19% of assets NOT in a State of Good Repair

### **Prepared By**

Johnny Wong, PhD (MPO Staff)

### **Attachments**

Performance target summary table and presentation slides

# Hillsborough Dashboard

## MAP-21 Performance Targets

for federally required measures

### pavement

59.50 %

≥ **60%** interstate pavement in good condition

≤ **5%** interstate pavement in poor condition

36.30 %

≥ **40%** non-interstate NHS pavement in good condition

≤ **5%** non-interstate NHS pavement in poor condition

### bridges

≥ **50%** NHS bridges in good condition by deck area

≤ **10%** NHS bridges in poor condition by deck area

### transit assets

40.56 %

≤ **22%** rolling stock (buses & vans) meeting or exceeding useful life benchmark

32.54 %

≤ **19%** equipment (support vehicles) meeting or exceeding useful life benchmark

**0%** rail fixed guideway track with performance restrictions

≤ **10%** passenger & parking facilities rated below 3 on term scale

28.57 %

**0%** administrative & maintenance facilities rated on term scale

**0%** Infrastructure segments with performance restrictions

### travel time reliability

≥ **75%** interstate NHS network with a level of travel time reliability < 1.50

≥ **50%** non-interstate NHS network with a level of travel time reliability < 1.50

≤ **2.00** truck travel time reliability index score



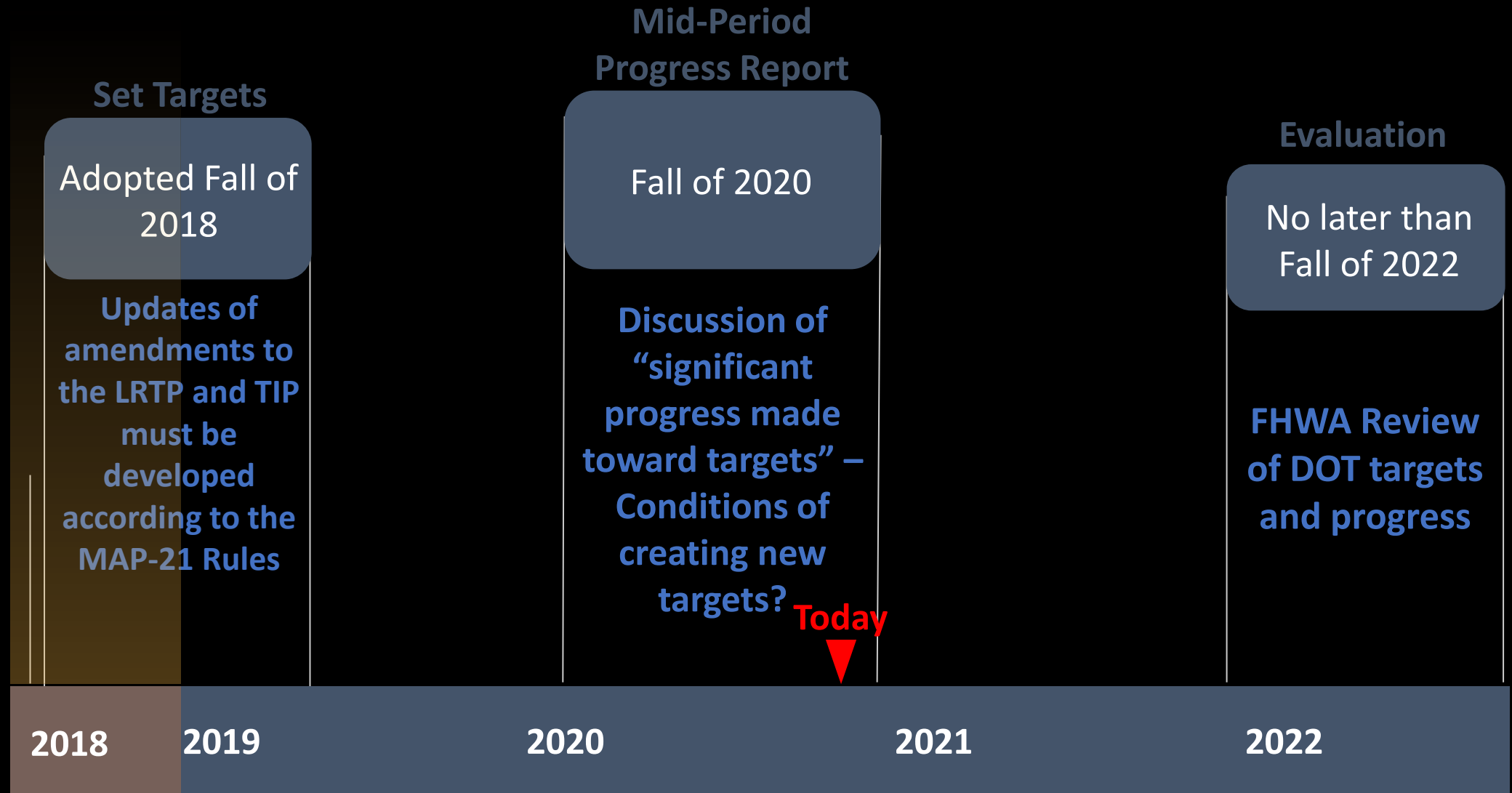
*Performance Update:  
Transit Asset Management,  
Pavement & Bridge and  
System Performance*

4 November 2020

# MAP-21 (2012) and the FAST Act (2015)

- Develop objectives relating to goal achievement
- Ensure measurability of goals by establishing achievable and data-driven targets and evaluating progress
- Foster coordination among stakeholders
- Use performance data to identify strategies of achieving goals and objectives

# Schedule for Performance Evaluations



# Transit Asset Management

## Section 1

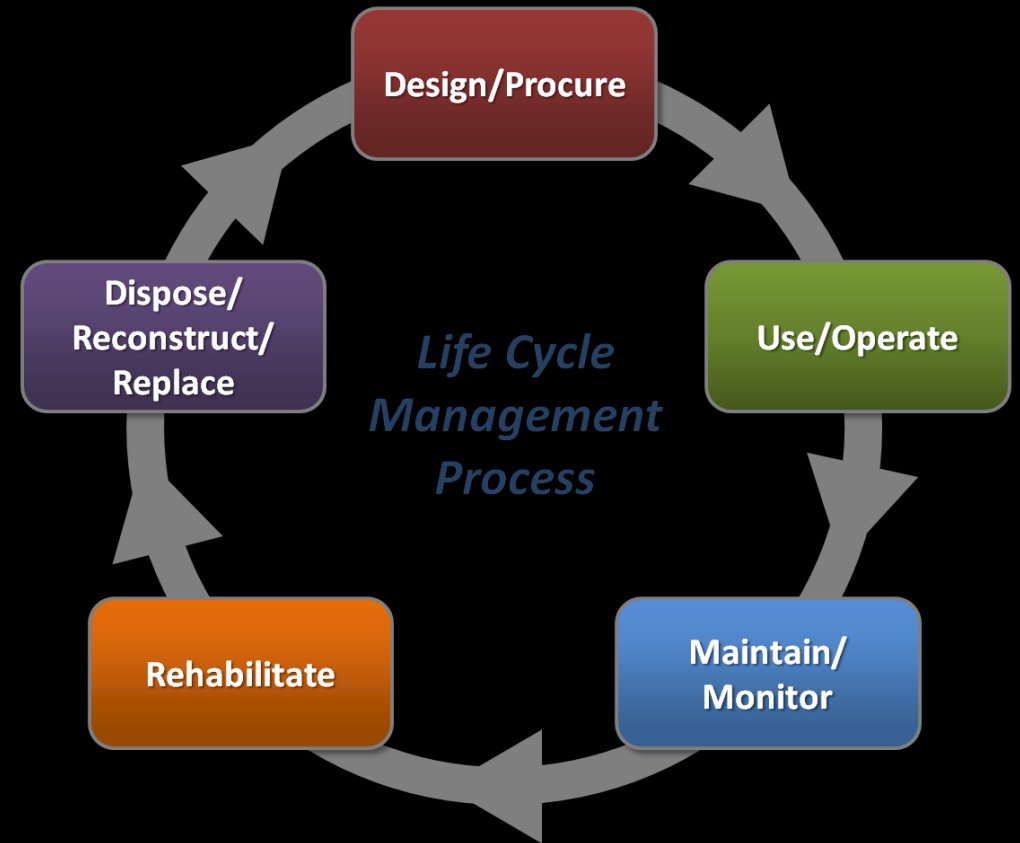


# What is Transit Asset Management (TAM)?

TAM is a business model that uses the **condition of assets** to optimize funding priorities in order to keep our transit networks in a **State of Good Repair (SGR)**

**State of Good Repair** means that a capital asset is operating at a full level of performance

- Perform intended function;
- No known safety risk; and,
- Lifecycle investments met or recovered



# The TAM Rule: What is Required for Providers?

- Inventory all capital assets belonging to one of four categories:
  - **Rolling Stock** – railcars, buses, ferries, other passenger vehicles;
  - **Equipment** – construction, service vehicles, maintenance;
  - **Facilities** – support, passenger, parking; and,
  - **Infrastructure** – fixed guideway, signal systems, structures, power
- Rate condition of each asset and create a method of prioritizing investments
- Coordinate with MPOs and DOTs to establish performance targets of the % of each asset category NOT in a State of Good Repair

# Target Condition for Rolling Stock Assets

Asset Category	Performance Metric	2018 Performance	2020 Performance
Rolling Stock	% of revenue vehicles NOT in a SGR	28%	40.6%

# Target Condition for Equipment Assets

Asset Category	Performance Metric	2018 Performance	2020 Performance
Equipment	% of equipment NOT in a SGR	19%	32.5%

# Target Condition for Facilities Assets

Asset Category	Performance Metric	2018 Performance	2020 Performance
Facilities	Percentage of facilities rated below 3 on the TERM* condition scale (by passenger/parking and administrative/maintenance facilities)		
	Passenger/Parking Facilities (only those assessed)	10%	0%
	Administrative/Maintenance Facilities (only those assessed)	0%	28.6%

\*TERM stands for Transit Economic Requirements Model

# Target Condition for Infrastructure Assets

Asset Category	Performance Metric	2018 Performance	2020 Performance
Infrastructure	Percentage of track segments with performance restrictions (track segments evaluated by the City of Tampa*)		
	Track segments	0%	0%

\*Streetcar track conditions do not currently restrict performance based on operating speeds of the system

# What is the MPO Doing to Improve Assets?

- Prioritized \$4M/yr in grant funds for the past 5+ yrs for bus replacements
- Prioritized \$10M grant to invest in upgrading Computer Aided Dispatch – Automated Vehicle Location (CAD/AVL)
- Prioritized \$1M for Marion Transit Center concrete improvements

# Pavement & Bridge Condition

## Section 2



# Adopted Targets

- In November of 2018, Hillsborough MPO agreed to support the statewide targets for both pavement and bridge condition, which are shown to the right

Performance Measure	2-Year Target	4-Year Target
<i>Pavement</i>		
% of Interstate pavements In <b>GOOD</b> condition	Not Required	≥ 60%
% of Interstate pavements In <b>POOR</b> condition	Not Required	≤ 5%
% of non-Interstate NHS pavements In <b>GOOD</b> condition	≥ 40%	≥ 40%
% of non-Interstate NHS pavements In <b>POOR</b> condition	≤ 5%	≤ 5%
<i>Bridge</i>		
% of NHS bridges by deck area classified as In <b>GOOD</b> condition	≥ 50%	≥ 50%
% of NHS bridges by deck area classified as In <b>POOR</b> condition	≤ 10%	≤ 10%

# 2020 Performance

Asset Category	Target	2018 Performance	2020 Performance
Interstate Pavement	≥60% in Good Condition	50.9%	59.5%
Interstate Pavement	≤5% in Poor Condition	0%	0.3%
Non-interstate NHS Pavement	≥40% in Good Condition	42%	36.3%
Non-interstate NHS Pavement	≤5% in Poor Condition	0.2%	0.1%
NHS Bridges	≥50% in Good Condition	78%	76.4%
NHS Bridges	≤10% in Poor Condition	0%	0%




# System Performance

## Section 3

# What is Travel Time Reliability (TTR)?

TTR is the dependability in travel times, as measured from day-to-day and/or across different times of the day

- **High reliability** means that your travel time is consistent over a specified period
- **Low reliability** means that your travel time varies considerably over a specified period



Data &  
Analytics  
Portal –  
Why?

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Working smarter, not harder

---

Centralize datasets across entire D7

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Consistent analyses – error free

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Eliminate data duplicates

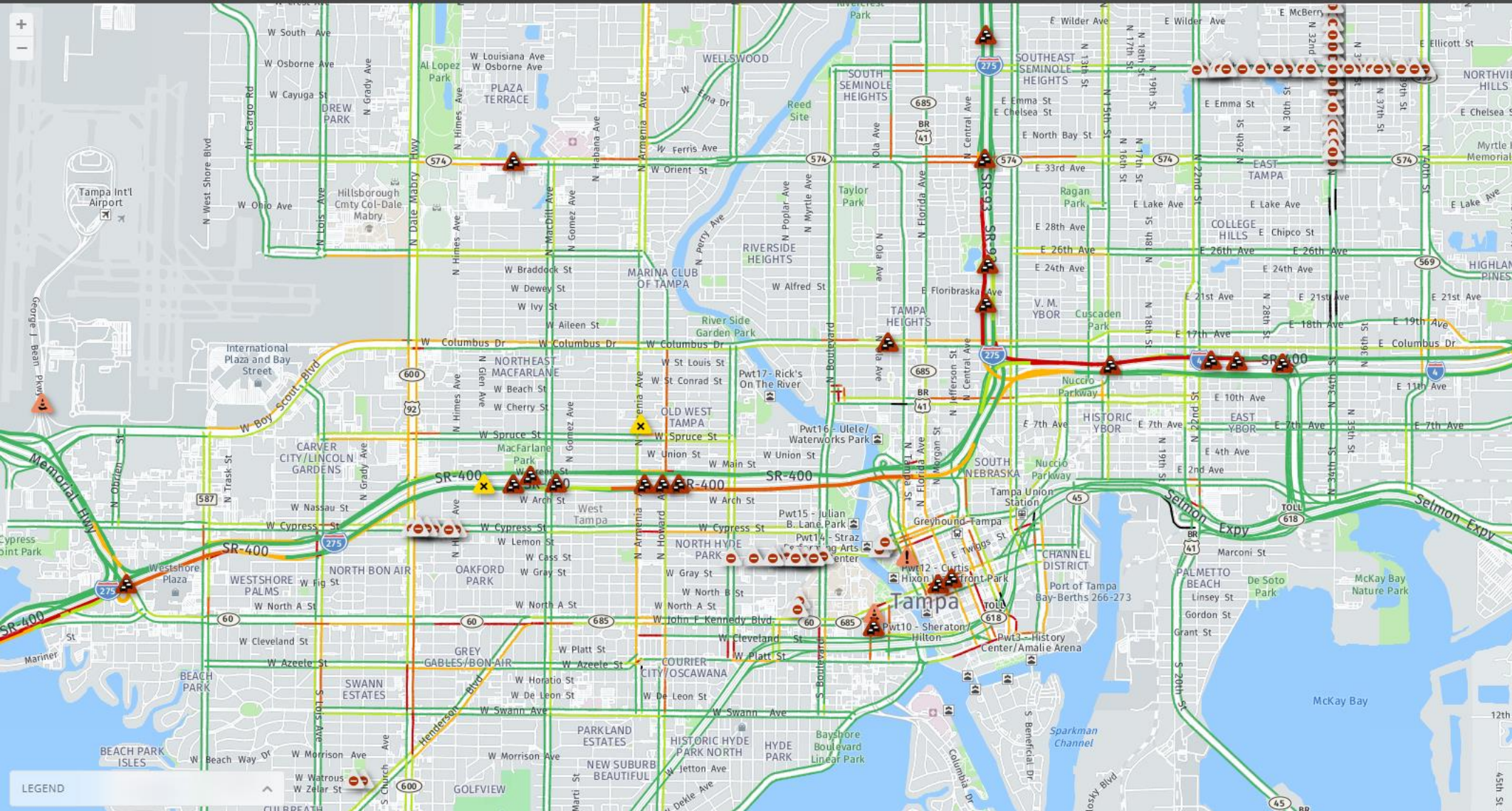
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Agreement on performance measures

TODAY

NOW  
2:42:07 PM

Incidents ON  
Layers, Refresh, Favorites icons



### Incidents

Sources:  
Agency Crash  
Waze Incidents

- Crash
- Advisory
- Breakdown
- Construction
- Congestion
- Closure
- Police
- Hazard/Debris
- Other
- Weather

RELIABILITY SCORE  
All

LEGEND

# Adopted Targets

In Nov 2018, Hillsborough MPO agreed to support statewide targets, as follows:

- ◆ *Interstate National Highway System: ≥75%* of the network should have a LOTTR less than 1.50 – considers reliability under moderate congestion
- *Interstate National Highway System Freight: truck travel time reliability (TTTR) index value of ≤2.00*, where a higher TTTR index indicates lower reliability – considers reliability under heavy congestion
- ◆ *Non-interstate National Highway System: ≥50%* of the network should have a LOTTR less than 1.50 – considers reliability under moderate congestion

*\*LOTTR = Level of travel time reliability*

# Adopted Targets

Performance Metric	Target	2018 Performance	2020 Performance
LOTTR on Interstate NHS	LOTTR less than 1.50, $\geq 75\%$ of the time	71%	75%
LOTTR on Non-interstate NHS	LOTTR less than 1.50, $\geq 50\%$ of the time	59%	81%
TTTR	TTTR index value of $\leq 2.00$	2.08	1.89

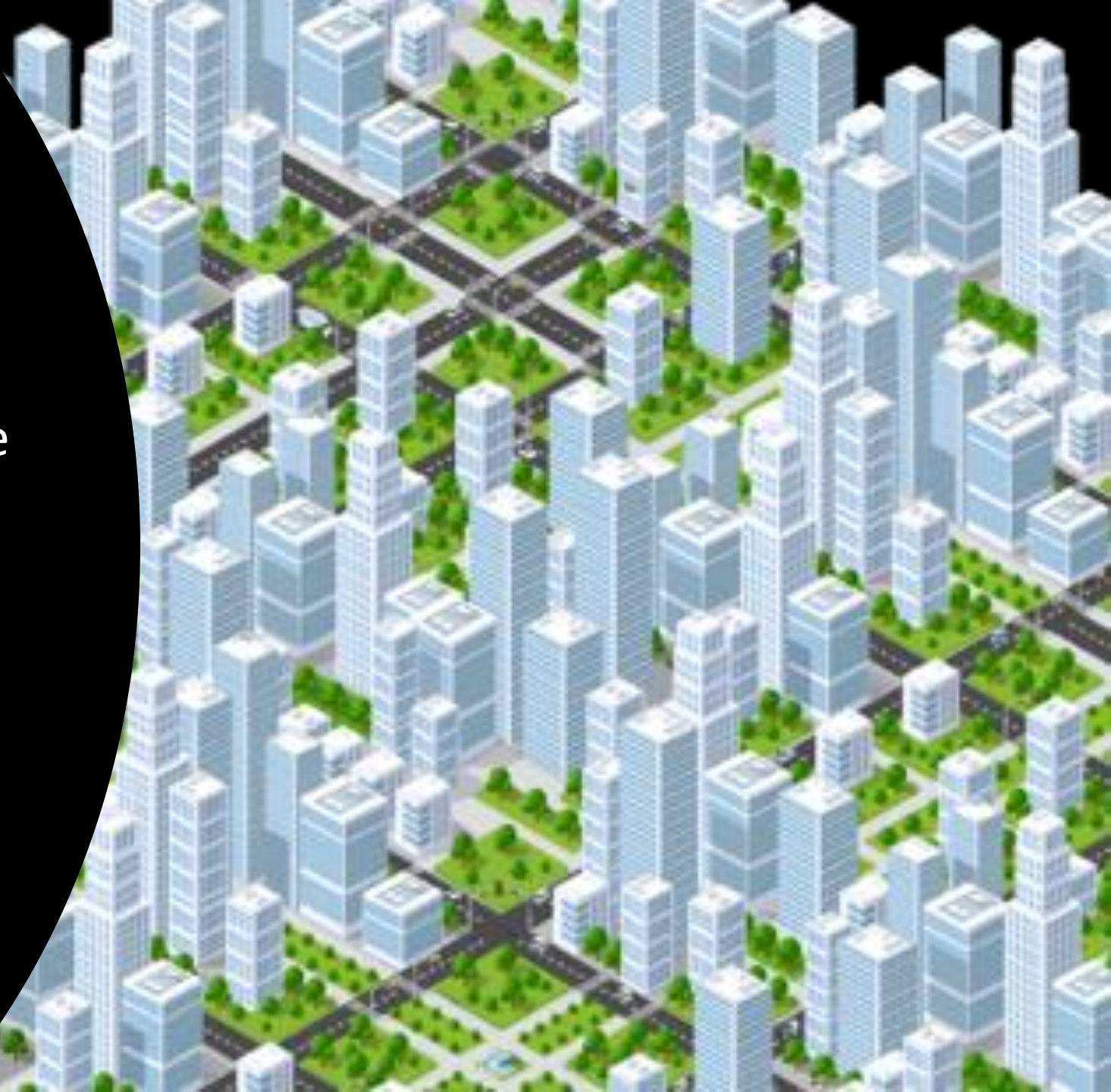


## Recommended Action:

- Approve a correction to the TAM targets by changing:
  - $\leq 81\%$  Equipment Assets NOT in a SGR to  $\leq 19\%$   
Equipment Assets NOT in a SGR

## Next steps for data & analytics platform

- Building dashboards on website
- Continue data exploration
  - Transit
  - O-D
  - Micro-mobility options
- Predictive analytics
- Open source
- Expansion to other services?



# Questions & Discussion

Contact me at  
[wongj@plancom.org](mailto:wongj@plancom.org)



# Hillsborough MPO Metropolitan Planning for Transportation

## Board & Committee Agenda Item

### Agenda Item

Regional Transportation Systems Management & Operations (TSMO) Memorandum of Understanding (MOU)

### Presenter

Johnny Wong, MPO Staff

### Summary

Transportation Systems Management & Operations, also known as TSMO (say “tiz-moe”) refers to a large toolkit of strategies for getting the most use out of the existing road system. Strategies include everything from high-tech traffic monitoring to simple adjustments in turn-lane length, signal timing, or promoting carpooling.

MetroPlan Orlando, in collaboration with Hillsborough MPO and other MPOs along the I-4 corridor, recently formed a working group to advance TSMO strategies across Central Florida. Under this proposal, Eric Hill, as one of the region’s most experienced and respected TSMO planners, would continue serving as an advisor and dedicated staff person to the working group. The proposed Memorandum of Understanding would formally recognize the spirit of regional collaboration regarding TSMO strategies, while also ensuring that each participating jurisdiction maintains autonomy over its TSMO planning and network & infrastructure maintenance. The proposed MOU will not require a financial contribution from the Hillsborough MPO other than staff labor time to participate in regional planning activities.

### Recommended Action

Approve the Regional TSMO MOU

### Prepared By

Johnny Wong, PhD

### Attachments

Regional TSMO MOU (draft)



**MID/CENTRAL FLORIDA CORRIDOR COALITION MEMORANDUM OF UNDERSTANDING**

Between

MetroPlan Orlando, Pinellas County MPO (dba Forward Pinellas), Hillsborough MPO, Pasco County MPO, Polk County TPO, Sarasota/Manatee MPO, Space Coast TPO, and River-to-Sea TPO

THIS MEMORANDUM OF UNDERSTANDING (MOU), dated the \_\_\_\_ day of \_\_\_\_\_, 20\_\_, by and between MetroPlan Orlando, and Forward Pinellas, Hillsborough MPO, Pasco County MPO, Polk County TPO, Sarasota/Manatee MPO, Space Coast TPO, and River-to-Sea TPO, all metropolitan planning agencies created by separate interlocal agreement and all operating pursuant to Section 339.175, Florida Statutes (hereafter referred to as the “the M/TPOs”)

RECITALS:

**WHEREAS**, this MOU is for the purpose of facilitating cooperation and coordination of the Mid/Central Florida I-4 Corridor Coalition (Regional Transportation Systems Management & Operations (TSMO) Program in Central Florida; and

**WHEREAS**, TSMO is the application of multimodal transportation strategies and technologies intended to maximize the efficiency, safety, and utility of the existing transportation network; and

**WHEREAS**, TSMO # includes a set of projects and strategies that use technology and real-time operational procedures, that when integrated at the state, regional and local levels, enhances the movement of people and goods, all with a positive impact on individual and national economic prosperity.

**WHEREAS**, strategies, services or projects that have proven effective include:

- Work Zone Management;
- Traffic Incident Management;
- Special Event Management;
- Transit Management;
- Traffic Signal Coordination;
- Congestion Pricing; Active Transportation and Demand Management; and
- Integrated Corridor Management

**WHEREAS**, the application of Information and Communication Technologies (ICT) to manage and operate transportation systems will expand and evolve as more innovative solutions appear in transportation operations and planning, including connected and autonomous vehicles; and

**WHEREAS**, for transportation systems in the 21<sup>st</sup> Century, M/TPOs will need to advance, further, and increase their capacity in this area through workforce development and understanding of TSMO applications to improve the safety, efficiency and performance of a transportation system; and

**WHEREAS**, since the M/TPOs provide support for and planning of individual TSMO programs at varying levels of maturity, and a means of establishing a regional cooperative approach to TSMO may facilitate regional mobility across planning boundaries in the I-4 Corridor; and

**WHEREAS**, a knowledge transfer opportunity exists in creating an innovative relationship among the M/TPOs to plan, fund and collaborate on TSMO strategies in *Mid/Central Florida*.

**WHEREAS**, the M/TPOs each have by virtue of their creating interlocal agreements, Section 163.01(14), Florida Statutes, and Section 339.175(6)(j)1., Florida Statutes, the power to execute and implement an agreement or MOU for regional cooperation with regard to TSMO; and

**WHEREAS**, Section 339.175(6)(j)1., Florida Statutes, provides that:

(j)1. The Legislature finds that the state's rapid growth in recent decades has caused many urbanized areas subject to M.P.O. jurisdiction to become contiguous to each other. As a result, various transportation projects may cross from the jurisdiction of one M.P.O. into the jurisdiction of another M.P.O. To more fully accomplish the purposes for which M.P.O.'s have been mandated, M.P.O.'s shall develop coordination mechanisms with one another to expand and improve transportation within the state. The appropriate method of coordination between M.P.O.'s shall vary depending upon the project involved and given local and regional needs. Consequently, it is appropriate to set forth a flexible methodology that can be used by M.P.O.'s to coordinate with other M.P.O.'s and appropriate political subdivisions as circumstances demand; and

**WHEREAS**, the M/TPOs have determined that this MOU is a flexible method of coordination for a transportation project, namely the *Mid/Central Florida Corridor Coalition*,

**NOW, THEREFORE**, in consideration of the covenants herein to the other and of the mutual benefits to be realized by the parties hereto, and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties hereto agree as follows:

**SECTION 1. Recitals.** Each and all of the above recitals (“WHEREAS”) are hereby incorporated herein.

**SECTION 2. Process.**

(a) MetroPlan Orlando has been active in collaborating with its partners to advance TSMO strategies for several years by: establishing TSMO as a business unit; enriching staff’s abilities to integrate TSMO alternatives investments; maintaining a formal TSMO Advisory Committee represented by planners and traffic engineers in the planning area; allocating resources to deploy projects in MetroPlan Orlando’s Transportation Improvement Program (TIP); mainstreaming TSMO in the transportation planning process; and cultivating local, state and federal “Champions”.

(b) As the agency initiating this process, MetroPlan Orlando proposes to advance their TSMO planning activities as described below.

1. A Work Plan, attached as Exhibit “A” to this MOU and incorporated herein by this reference into this MOU, provides a high-level description of the activities for the first year of this Program, terminating on December 31, 2021. The Work Plan will be modified, as needed, to suit each of the M/TPOs that is a party to this MOU. The Work Plan will be used to monitor the activities and progress on performance of the Mid/Central Florida Corridor Coalition Regional Transportation Systems Management & Operations Program.

2. The parties to this MOU agree that each individual M/TPOs shall continue to have the authority to maintain autonomy to direct and to oversee their own TSMO activities, planning and strategies.

3. MetroPlan shall provide overall operational and administrative guidance for this program pursuant to this MOU. Technical and/or additional administrative support will be provided by existing staff from each respective M/TPOs. This MOU is not a commitment of funds by or to any M/TPO that is a party to this MOU on behalf of any other M/TPO that is a party to this MOU. When funding is needed by any M/TPO that is a party to this MOU to pursue an agreed upon project, program or activity within the spirit of this MOU, then the expectation and requirement is that the funding may be pursued by the one M/TPO only with the endorsement and support of an other M/TPO, only if such endorsement and support has been approved by the governing board of the other M/TPO. Additionally, this MOU does not commit any M/TPO to any project or financial obligation. The M/TPOs understand that any and all approvals of a project, program and activity must first be obtained by the governing board of each M/TPO that is going to participate in said project, program, or activity, prior to any funding and commitment to any project, program or activity.

**SECTION 3. The Director.** The Director of TSMO pursuant to this MOU shall be unilaterally appointed, suspended, or removed by MetroPlan Orlando as it shall choose. Upon resignation, suspension or removal of any person as the Director, MetroPlan Orlando shall provide notice within ten (10) days to the other M/TPOs that are a party to

this MOU. Thereafter, MetroPlan Orlando shall appoint a new person to serve as the Director and shall provide notice within ten (10) days to the other M/TPOs that are a party to this MOU. The initial Director pursuant to this MOU shall be Eric Hill.

**SECTION 4. Notice.**

(a) A notice or communication, under this MOU by one party, on the one hand, to other parties to this MOU shall be sufficiently given or delivered if dispatched by hand delivery, or by nationally recognized overnight courier (i.e. – Federal Express, United Parcel Services, electronic delivery, etc.) providing receipts, or by U.S. certified mail, postage prepaid, return receipt requested to:

Forward Pinellas  
310 Court Street  
Clearwater, FL 33756

Polk TPO  
330 W. Church Street  
Bartow, FL 33830

Hillsborough MPO  
601 E. Kennedy Blvd., 18th Floor  
P.O. Box 1110  
Tampa, FL 33602

River to Sea TPO  
2570 W International Speedway Blvd  
Ste. 120  
Daytona Beach, FL 32114-8145

MetroPlan Orlando  
250 S. Orange Ave. Suite 200  
Orlando, FL 32801

Sarasota/Manatee MPO  
8100 15th Street East  
Sarasota, FL 34243-3248

Pasco County MPO  
West Pasco Government Center  
8731 Citizen Drive, Suite 230  
New Port Richey, FL 34654

Space Coast TPO  
2725 Judge Fran Jamieson Way, #B  
Melbourne, FL 32940

(b) Notices; Addresses; Time. Any M/TPO that is a party to this MOU may unilaterally change its addressee or address by giving written notice thereof to the other M/TPOs but the change is not effective against another M/TPO until the change notice is actually received by the other M/TPO. Notice given by U.S. certified mail, return receipt requested, properly addressed and with postage fully prepaid, is deemed given when deposited in the United States mails within the continental United States, if the notice is thereafter delivered in due course at the address to which properly sent. Notice given by overnight courier, service prepaid, properly addressed is deemed given when deposited with the courier within the continental United States, if the notice is thereafter delivered in due course at the address to which properly sent. Notice given by manual delivery is deemed given only when actually received by the recipient.

(c) Relay of Official Notices and Communications. If any M/TPO that is a party to this MOU receives any notice from a governmental body or governmental officer that pertains to this MOU, or receives any notice of litigation or threatened litigation affecting the



MOU or a project, program, or activity being conducted pursuant to this MOU, the receiving party shall promptly send it (or a copy of it) to all other M/TPO parties to this MOU.

**SECTION 5. Governing Law; Interpretation; Severability; Attorneys Fees.**

(a) Governing Law. This Agreement shall be governed by and construed in accordance with the laws of the State of Florida, without application of its conflict of law principles.

(b) Interpretation. All parties to this MOU have participated in the drafting of this MOU, and each party to this MOU has had an opportunity to avail itself of the advice of legal counsel. Consequently, no provision herein shall be more strictly enforced any party as the drafter of this MOU.

(c) Severability. Invalidation of any one of these covenants or restrictions or any part, clause or word hereof, or the application thereof in specific circumstances, by judgement, court order, or administrative hearing or order shall not affect any other provisions or applications in other circumstances, all of which shall remain in full force and effect.

(d) Attorneys' Fees. If any action or other proceeding is commenced to enforce or interpret any provision of this MOU, each party shall be responsible for their own attorneys' and paralegals' fees.

**SECTION 6. Term of MOU; Admission to or Withdrawal from MOU.**

(a) This MOU shall have an initial term of one (1) non-calendar year, from , 202x, to , 202x. This MOU shall automatically renew in each subsequent year, unless terminated at least sixty (60) days prior to any renewed term; provided, that in no event shall this MOU have a term beyond September 30, 2025. During 2025, the parties to this MOU may review, revise, and sign a new MOU, if so desired.

(b) Notwithstanding sub-section (a), any party may terminate its participation as a party to this MOU for its convenience at any time upon sixty (60) calendar days prior written notice to the other parties, without liability, penalty or obligation, including but not limited to financial commitments.

(c) Notwithstanding other provisions in this MOU, additional parties may be admitted as parties to this MOU by amendment to the MOU approved and executed by all parties then a party to this MOU.

**SECTION 7. Effective Date; Counterpart Signature Pages.**

(a) This MOU shall become effective on \_\_\_\_\_, 2020, and each party that has executed this MOU by said date shall be deemed a party to this MOU.

(b) This MOU may be executed in counterparts, each of which shall be

deemed an original. Any such counterparts shall constitute one and the same instrument. This MOU shall become effective only upon Effective Date and delivery of this Agreement by the parties hereto.

**IN WITNESS WHEREOF**, the parties hereto have caused this Memorandum of Understanding to be signed in their respective names by their authorized representatives, all duly attested to by their respective Agency Clerks.

Signed, sealed, and delivered in the presence of:

**METROPLAN ORLANDO:**

BY: \_\_\_\_\_

TITLE: \_\_\_\_\_

ATTEST: \_\_\_\_\_

TITLE: \_\_\_\_\_

**FORWARD PINELLAS:**

BY: \_\_\_\_\_

TITLE: \_\_\_\_\_

ATTEST: \_\_\_\_\_

TITLE: \_\_\_\_\_

**HILLSBOROUGH MPO:**

BY: \_\_\_\_\_

TITLE: \_\_\_\_\_

ATTEST: \_\_\_\_\_

TITLE: \_\_\_\_\_

**PASCO COUNTY MPO:**

BY: \_\_\_\_\_

TITLE: \_\_\_\_\_

ATTEST: \_\_\_\_\_

TITLE: \_\_\_\_\_

**POLK COUNTY TPO:**

BY: \_\_\_\_\_

TITLE: \_\_\_\_\_

ATTEST: \_\_\_\_\_

TITLE: \_\_\_\_\_

**SARASOTA/MANATEE MPO:**

BY: \_\_\_\_\_

TITLE: \_\_\_\_\_

ATTEST: \_\_\_\_\_

TITLE: \_\_\_\_\_

**SPACE COAST TPO:**

BY: \_\_\_\_\_

**RIVER TO SEA TPO:**

TITLE: \_\_\_\_\_

ATTEST: \_\_\_\_\_

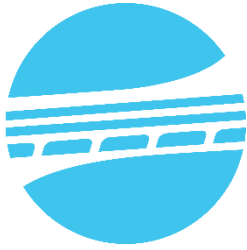
TITLE: \_\_\_\_\_

BY: \_\_\_\_\_

TITLE: \_\_\_\_\_

ATTEST: \_\_\_\_\_

TITLE: \_\_\_\_\_



# Hillsborough MPO

## Metropolitan Planning for Transportation

### Board & Committee Agenda Item

#### Agenda Item

MPO Executive Director Performance Evaluation

#### Presenter

Melissa Zornitta, AICP, Planning Commission Executive Director

#### Summary

The MPO's attorney administered a board survey to conduct the annual performance evaluation of the Executive Director, Ms. Alden, in April 2020. A report of the results was accepted by the MPO at the May 13, 2020 meeting, with her performance scores in eight competency areas averaging 4.2-4.4 out of 5. Though the dates were not specified in the board survey, the previous review was completed April 2, 2019, and so this performance evaluation generally covers the period of April 2019-March 2020.

Because the MPO Board has a staffing services agreement with the Planning Commission, administration of any performance-based merit increase directed by the board is handled by the Planning Commission Executive Director. On May 13, the MPO board supported the recommended action of transmitting the evaluation report to the Planning Commission Director for consideration of any merit increase consistent with agency standards, with the caveat that in light of the pandemic, the Planning Commission should have an opportunity to take another look at the agency budget before finalizing a number. The board asked that the Chair meet with the Planning Commission Executive Director in a few months' time. This meeting occurred in August. A memo, providing information to assist the MPO board in deciding on whether a salary increase is appropriate, is attached.

#### Recommended Action

Based on board discussion

#### Prepared By

Melissa Zornitta, AICP

#### Attachments

Memo on MPO Director Performance Evaluation for period April 2019-March 2020





# Hillsborough County City-County Planning Commission

## Memorandum

October 14, 2020

To: Commissioner Leslie “Les” Miller, Jr., Chair of the Metropolitan Planning Organization

From: Melissa Zornitta, AICP, Planning Commission Executive Director

Re: MPO Director Performance Evaluation for period April 2019-March 2020

The Metropolitan Planning Organization’s (MPO’s) attorney administered a board survey to conduct the annual performance evaluation of the Executive Director, Ms. Alden, in April 2020. A report of the results was accepted by the MPO at the May 13, 2020 meeting, with her performance scores in eight competency areas averaging 4.2-4.4 out of 5. Because the MPO Board has a staffing services agreement with the Planning Commission, administration of any performance-based merit increase directed by the board is handled by the Planning Commission Executive Director.

On May 13, the MPO board supported the recommended action of transmitting the evaluation report to the Planning Commission Director for consideration of any merit increase consistent with agency standards, with the caveat that in light of the pandemic, the Planning Commission should have an opportunity to take another look at the agency budget before finalizing a number. The board asked that I meet with you to discuss this matter in a few months’ time. As requested, we met in August, and based on that conversation, I am providing the following information to assist you in making a determination on whether a salary increase is appropriate.



Plan Hillsborough  
[planhillsborough.org](http://planhillsborough.org)  
[planner@plancom.org](mailto:planner@plancom.org)  
813- 272-5940  
601 E Kennedy Blvd  
18<sup>th</sup> Floor  
Tampa, FL, 33602

- The MPO and Planning Commission staff received merit increases for the performance review period that largely overlaps this one – that is, from December 2018-November 2019 – in December 2019. Those merit increases ranged from 3%-4.25% based on performance exceeding expectations to varying degrees.
- The FY2021 Fiscal Year budget does not include personnel money to provide for performance increases for any Planning Commission or MPO staff this coming December.
- Ms. Alden’s salary is paid almost exclusively out of MPO grants. While many MPO staff are shared between being grant-funded and Planning Commission funded, that is not the case for Ms. Alden. Any change in her base salary would not significantly impact the Planning Commission’s personnel budget. The MPO grant budget, largely from federal sources, has remained stable or increased slightly, and Congress recently approved a continuing resolution that extends transportation funding for another year.
- It was requested that information be provided on how the most recent Planning Commission Executive Director performance evaluation was handled. In June

Commissioner Miller  
October 14, 2020  
Page 2

2020, the Planning Commission selected to provide a 2.5% one time bonus to the Executive Director to ensure that the bonus was paid in the FY 2020 Fiscal Year, not affecting the Planning Commission's FY 2021 budget.

Please let me know if any additional information is requested. Thank you.



# Hillsborough MPO Metropolitan Planning for Transportation

## Board & Committee Agenda Item

### Agenda Item

Nondiscrimination Plan Update

### Presenter

Joshua Barber, MPO Staff

### Summary

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

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

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

### Recommended Action

None – for information and discussion

### Prepared By

Joshua Barber

### Attachments

Presentation slides





Plan  
Hillsborough

# Nondiscrimination Plan

October 2020



[planhillsborough.org](http://planhillsborough.org)



# Project Background

- Hillsborough MPO *Title VI and Nondiscrimination Plan* adopted by MPO on March 2018
  - Required by Federal Law
  - Must be updated every 3 years; next update due in 2021
- Nondiscrimination Plan covers:
  - Identifying underserved communities and where they are located
  - How we engage those communities in our work and what can be improved
  - Past performance of plans and how we measure progress toward more equitable outcomes
  - Internal agency procedures and processes
  - Recommendations



# Goals of an Agencywide Nondiscrimination Plan

- Institutionalize Equity as a priority throughout the Hillsborough Metropolitan Organization, Hillsborough County City -County Planning Commission and Hillsborough River Board
- Update, improve, and expand data tracking and performance measurement of equity conditions and outcomes.
- Improve community engagement and empowerment processes, strategies, and data tracking.
- Improve community representation throughout the agency.



# What groups are covered?

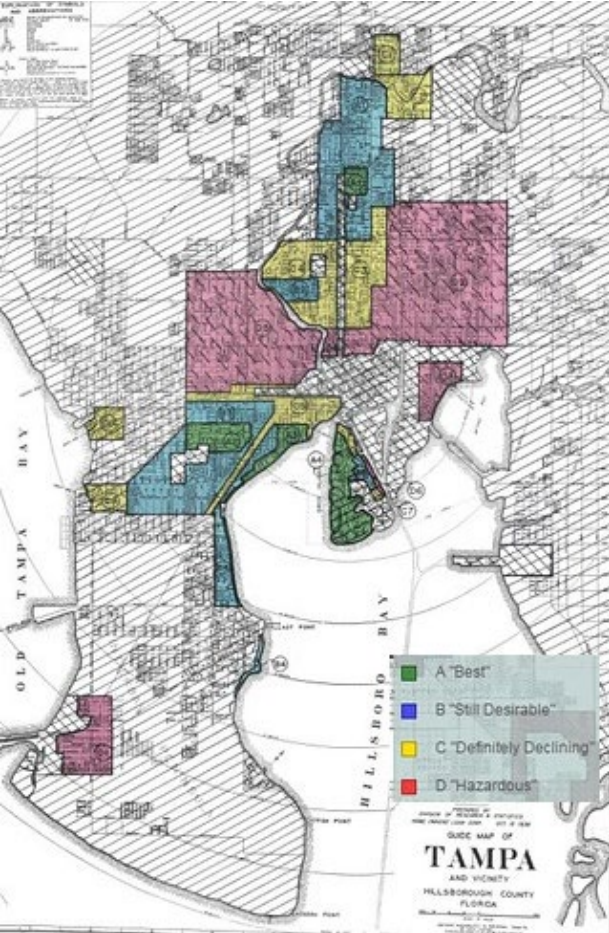
Federal law requires agencies receiving federal funds to ensure that the rights of specific historically disadvantaged groups are protected. These groups that have experienced discrimination in the U.S. in the past are identified:

- by **sex, gender** , and **sexual orientation** including women and the LGBTQ population
- by **ability** , including those with physical and mental disabilities
- by **race, ethnicity, color** , or **national origin** including African-American, Latinx, Asian, Native American, Caribbean, and those who are undocumented
- by **age**, including youth and seniors
- by **income** , including low and very-low income populations
- by **limited English proficiency (LEP)**

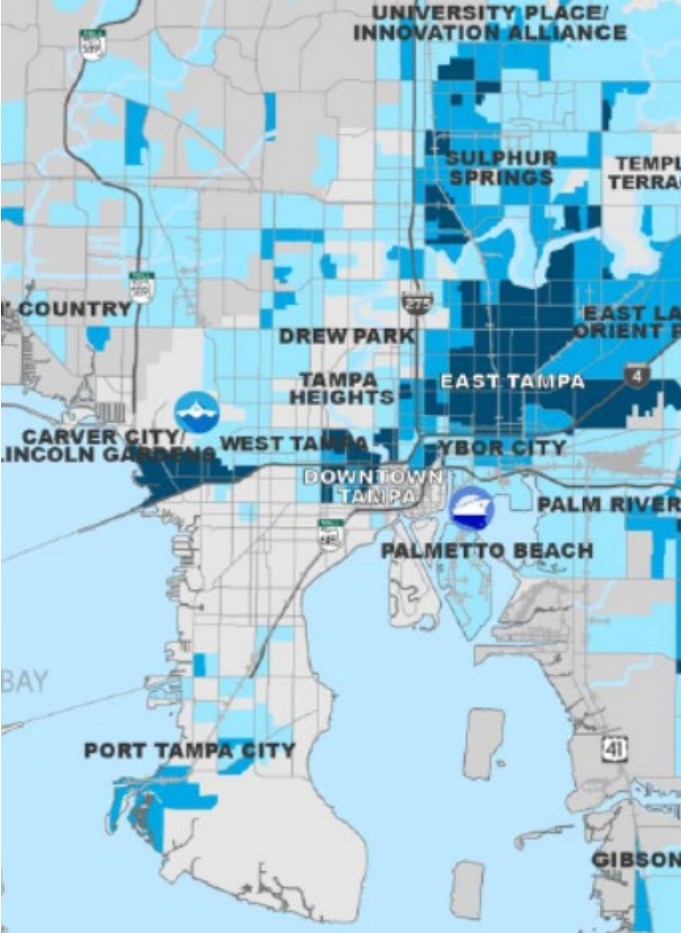


# Context: Past Policies have resulted in Disparate Outcomes

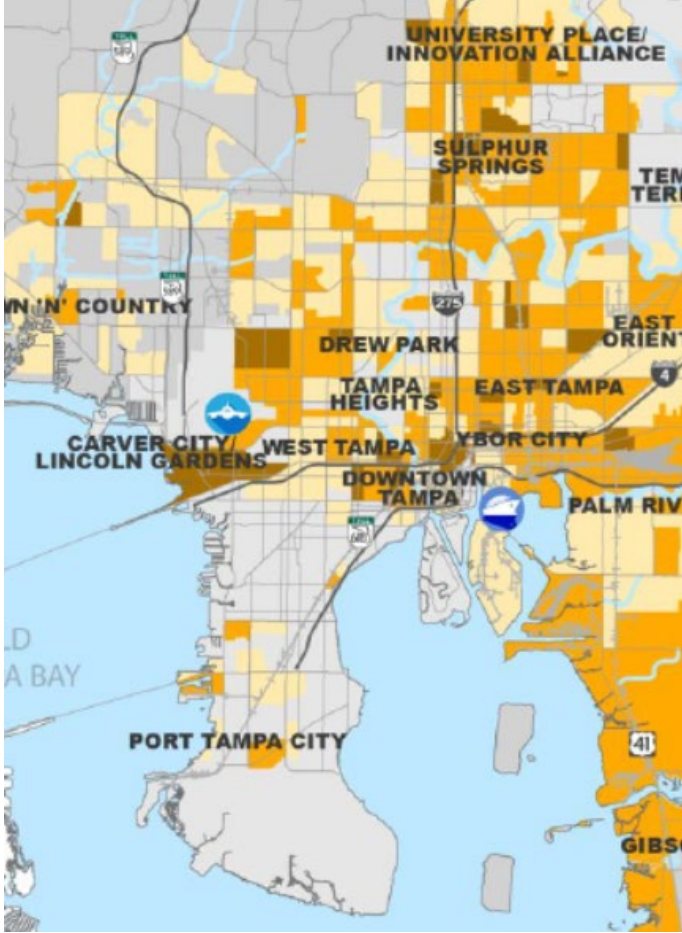
1940s Redline Map



2018 Black Population

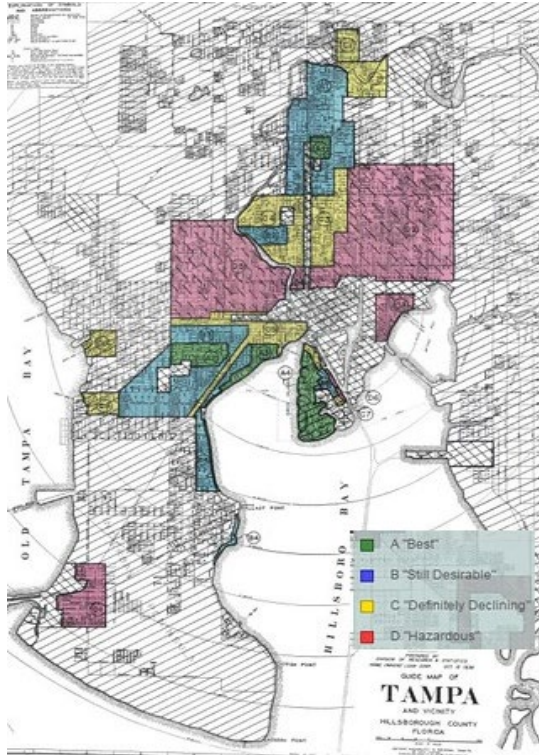


2018 Low-Income Population

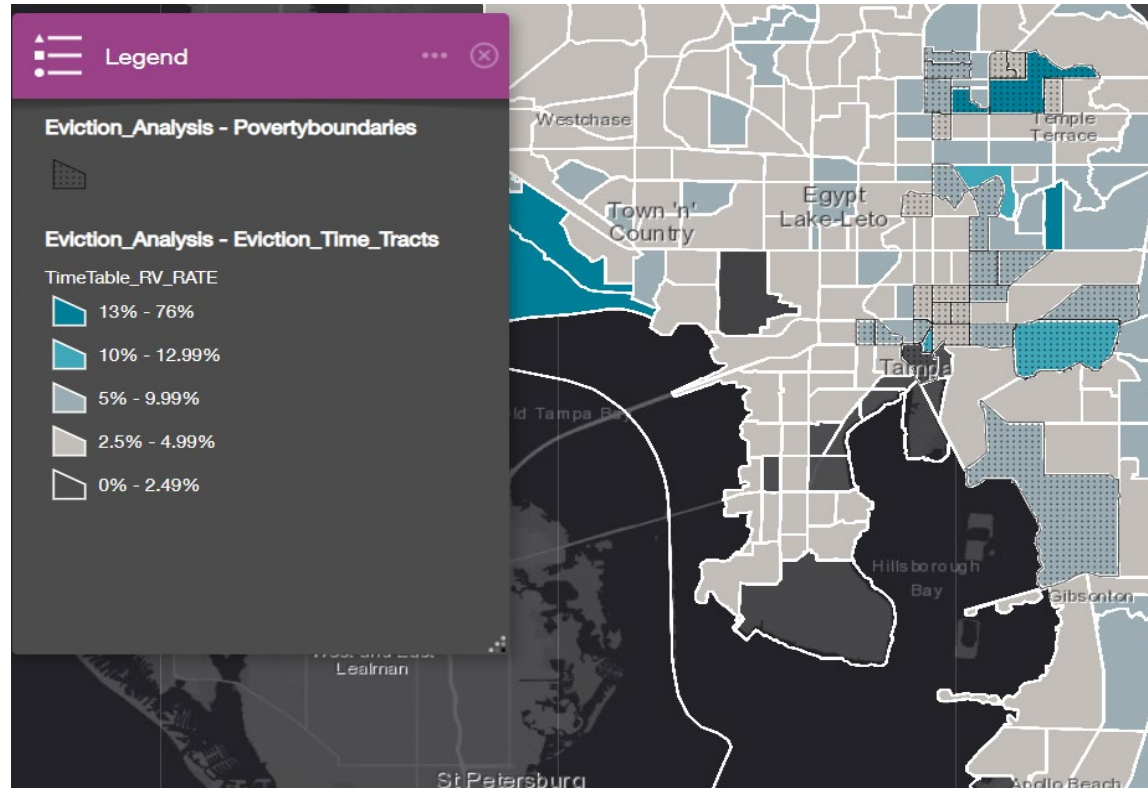


# Context: Past Policies have resulted in Disparate Outcomes

1940s Redline Map



Eviction Rate Filings (2000 – 2016)

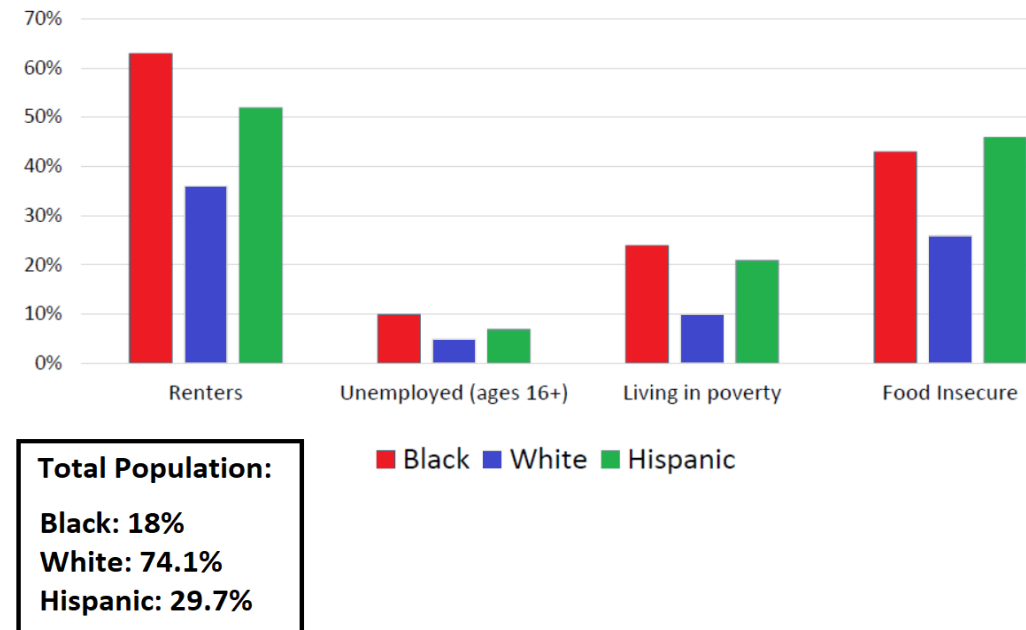


How can we involve the people most impacted by our decisions in our processes?



- **Home Ownership** - White (73.3%) versus Black (40.8%) = *32.5% gap*
- **Air Quality** - Hillsborough County's adult asthma rate of 9.2% ranks the highest among large counties in Florida. 1/5<sup>th</sup> of us live within 300m of high-volume roadway, and the proportion is 13% higher if you're a COC resident.
- **Transportation Safety** - If you are in a COC, you are *20% more* likely to be in a severe crash.
- **Neighborhood Safety** - 1 in 5 parents with household income less than \$25,000 report feeling unsafe in their neighborhood compared to less than 1 in 10 parents with household incomes of \$50,000 or over.

Economic Conditions Among Adults in Hillsborough County by Race/Ethnicity (2018)



How can we influence policy to have more equitable outcomes in the future?



# Scope of Work

- Task 1. Define Equity
- Task 2. History of Inequities from Planning Policy in our Community
- Task 3. Identify Communities of Concern
- Task 4. Identify Existing Conditions
  - Internal Agency Plans and Processes
  - External Community Outcomes
- Task 5. Community Engagement
- Task 6. Recommendations
- Task 7. Writing the 2021 Nondiscrimination Plan

**Nondiscrimination Plan**

Hillsborough MPO  
Metropolitan Planning  
for Transportation

Adopted March 2018

Hillsborough County Metropolitan Planning Organization  
601 East Kennedy Boulevard  
Tampa, FL 33602  
www.hillsboroughmpo.org  
Una versión en Español está disponible en [www.planhillsborough.org](http://www.planhillsborough.org)  
LARGE PRINT AVAILABLE AT [www.PLANHILLSBOROUGH.org](http://www.PLANHILLSBOROUGH.org)

HILLSBOROUGH COUNTY, FLORIDA  
HIGH CONCENTRATIONS OF  
MINORITY POPULATIONS  
BY BLOCK GROUP

LEGEND

Minority Populations:  
Greater than Median  
1 Standard Deviation Above the Median  
2 Standard Deviations Above the Median

Legend:  
Road  
Railroad  
Hillsborough County Boundary  
City Boundaries  
Urban Service Area  
City Utility Service Area  
Port  
Airport

Concentrations measure as a percentage of the overall population.

Figure 1: Areas with High Concentrations of Minority Populations



# Resources and Next Steps

- Resources:

- Predominantly conducted by in-house staff with assistance from:

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

- Internal Staff Diversity and Inclusion Training completed August –October 2020

- Timeline:

Phase 1. Foundation and Background: July 2020 – January 2021

Phase 2. Public Engagement: February and March 2021

Phase 3. Drafting Recommendations: March - July 2021

Phase 4. Ongoing Public Engagement (Carrying out the Recommendations): July 2021 and Beyond







# Hillsborough MPO Metropolitan Planning for Transportation

## Board & Committee Agenda Item

### Agenda Item

MPO Bylaws Amendment for Transportation Disadvantaged Coordinating Board (TDCB)

### Presenter

Joshua Barber

### Summary

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

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

### Recommended Action

No action this month; bylaws amendments require two readings

### Prepared By

Joshua Barber, MPO Staff

### Attachments

MPO Bylaws with two proposed changes highlighted



**BY-LAWS OF  
THE HILLSBOROUGH COUNTY  
METROPOLITAN PLANNING ORGANIZATION  
AND ITS COMMITTEES  
Amended October 23, 2020**

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

**2.0 DEFINITIONS:**

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

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

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

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

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

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

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

**2.8 WORKSHOP:** A conference where members are present and are meeting to discuss a specific subject. A workshop may be convened with less than a

quorum present; however, no official action other than adjournment or continuation of the workshop to another time may be taken.

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

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

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

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

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

**3.4.1 CHAIR:** The Chair shall:

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

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

**4.0 COMMITTEES:**

#### **4.1 AD HOC COMMITTEES:**

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

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

#### **4.2 STANDING COMMITTEES:**

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

**4.2.2 Termination of Committee Membership:** Any member of any committee may resign at any time by notice in writing to the Chair. Unless otherwise specified in such notice, such resignation shall take effect upon receipt thereof by the Chair. Each member of each committee is expected to demonstrate his/her interest in the committee's activities through attendance of the scheduled meetings, except for reasons of an unavoidable nature. In each instance of an unavoidable absence, the absent member should ensure that his/her alternate will attend. The MPO may review, and consider rescinding, the appointment of any member of any committee who fails to attend three (3) consecutive meetings. In each case, the MPO will warn the member in writing, and if applicable the member's nominating organization, thirty days in advance of an action to rescind membership. The MPO Chair may immediately terminate the membership of any committee member for violations of standards of conduct, defined as conduct inconsistent with Florida Senate Administrative Policies and Procedures. At a minimum, committee member attendance will be reviewed annually. In the case of members representing an organization on a committee as specified in the committee membership list, the individual's membership may also be rescinded by the nominating organization, by letter to the Chair.

- 4.2.3 Officers of Standing Committees:** The committee shall hold an organizational meeting each year for the purpose of electing a committee chair (unless designated by the MPO), a committee vice-chair, and, at the discretion of the committee chair, an officer-at-large. Officers shall be elected by a majority vote of a quorum of the members. Except as otherwise provided in these By-laws, officers shall serve a term of one year starting with the next meeting. The powers and duties of the committee chair shall be to preside at all meetings; to express the position of the committee as determined by vote or consensus of the committee; and to ensure that all actions of the committee are taken in accordance with the bylaws and applicable law. The committee vice chair shall have these same powers and responsibilities in the absence of the committee chair. The officer-at-large shall, during the absence of both the committee chair and the committee vice-chair or their inability to act, have these same duties and responsibilities, and in addition shall perform other duties as may from time to time be assigned by the committee chair.
- 4.2.4 Conduct of Committee Meetings:** Sections 5 through 9, excluding Section 8.1, of these MPO By-laws shall be used for the conduct of all MPO committee meetings.
- 4.2.5 Standing Committee Sub-Committees:** An MPO standing committee or the MPO may establish such sub-committees to a standing committee as deemed necessary to investigate and report on specific subject areas within the scope of the standing committee. Such sub-committees shall be of limited duration and shall dissolve at such time as designated at the time of establishment or upon completion of the task(s) specified at the time of establishment. These MPO By-laws shall be used for the conduct of such sub-committees meetings in the same manner as the MPO committees.
- 4.2.6 MPO Technical Advisory Committee (TAC):** Established pursuant to Section 339.175, Florida Statutes, the TAC shall be responsible for considering safe access to schools in the review of transportation project priorities, long-range transportation plans and transportation improvement programs and shall advise the MPO on such matters. In addition, the TAC shall be responsible for assisting in the development of transportation planning work programs; coordinating transportation planning and programming; review of all transportation studies, reports, plans and/or programs, and making recommendations to the MPO that are pertinent to the subject documents based upon the technical sufficiency, accuracy, and completeness of and the needs as determined by the studies, plans and/or programs. The TAC shall coordinate its actions with the School Board of Hillsborough County and other local programs and organizations within Hillsborough County that participate in school safety activities and shall also coordinate its actions with the

appropriate representatives of the Florida Department of Transportation.

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

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

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

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

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

All members must be residents of Hillsborough County. Membership will be as follows: one (1) member nominated by each member of the Board of County Commissioners serving on the MPO, one (1) member nominated by each member from the City of Tampa serving

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

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

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

**Membership:** The Policy Committee shall be composed of at least five (5) members of the MPO who shall serve on a voluntary basis. Volunteers for membership will be solicited at the MPO meeting at which the Chair is elected and at any MPO meeting thereafter if the total membership of the Policy Committee falls below five (5). Those MPO members requesting to be made Policy Committee members in response to such solicitation or upon the initiative of an individual MPO member shall be so appointed by action of the MPO and shall serve terms that last until the next MPO meeting at which the Chair is elected.

**4.2.9 Transportation Disadvantaged Coordinating Board (TDCB):** The primary purpose of the TDCB is to assist the MPO in identifying local service needs and providing information, advice, and direction to the Community Transportation Coordinator (CTC) on the coordination of services to be provided to the transportation disadvantaged pursuant to Section 427.0157, Florida Statutes.

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

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



- care facilities, assisted living facilities, hospitals, local health department or other home and community based services, and;
- A local representative of the Agency for Persons with Disabilities

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

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

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

- a. Maintain official meeting minutes, including an attendance roster, reflecting official actions and provide a copy of same to the Commission for the Transportation Disadvantaged and the MPO Chairperson;
- b. Review and approve the CTC's memorandum of agreement and the transportation disadvantaged service plan;
- c. On a continuing basis, evaluate services provided under the transportation disadvantaged service plan. Not less than annually provide the MPO with an evaluation of the CTC's performance relative to the standards adopted by the Commission for the Transportation Disadvantaged and the MPO. Recommendations relative to performance and the renewal of the CTC's memorandum of agreement with the Commission for the Transportation Disadvantaged shall be included in the report;
- d. In cooperation with the CTC, review and provide recommendations to the Commission for the Transportation Disadvantaged and the MPO on all applications for local, state, or federal funds relating to transportation of the transportation disadvantaged in the county to ensure that any expenditures within the county are provided in the most cost effective and efficient manner;
- e. Review coordination strategies for service provision to the transportation disadvantaged in the county to seek innovative ways to improve cost effectiveness, efficiency, safety, working hours, and types of service in an effort to increase ridership to a broader population. Such strategies should also encourage multi-county and regional transportation service agreements between area CTCs and consolidation of adjacent counties when it is appropriate and cost effective to do so;

- f. Appoint a Grievance Subcommittee to process, investigate, resolve complaints, and make recommendations to the TDCB for improvement of service from agencies, users, or potential users, of the systems in the county. This Subcommittee shall meet as often as necessary to resolve complaints in a timely manner;
- g. In coordination with the CTC, jointly develop applications for funds that may become available;
- h. Prepare quarterly reports outlining the accomplishments and activities or other areas of interest to the Commission for the Transportation Disadvantaged and the MPO;
- i. Consolidate the annual budget of local and federal government transportation disadvantaged funds estimates and forward them to the Commission for the Transportation Disadvantaged. A copy of the consolidated report shall also be used by the TDCB for planning purposes;
- j. Develop and maintain a vehicle inventory and utilization plan of those vehicles purchased with transportation disadvantaged funds for inclusion in the transportation disadvantaged service plan for the Commission for the Transportation Disadvantaged;
- k. Assist the MPO in preparing a Transportation Disadvantaged Element in their Transportation Improvement Program (TIP);
- l. Assist the CTC in establishing eligibility guidelines and priorities with regard to the recipients of nonsponsored transportation disadvantaged services that are purchased with Transportation Disadvantaged Trust Fund moneys;
- m. Work cooperatively with regional workforce boards established in Chapter 445, Florida Statutes, to provide assistance in the development of innovative transportation services for participants in the welfare transition program.

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

**ITS Committee Membership:** The ITS Committee shall be composed of members technically qualified in the planning, programming, engineering and/or implementation of intelligent transportation systems or projects within the Hillsborough County Metropolitan Planning Organization area boundary or in the case of

the member nominated by the Environmental Protection Committee, technically qualified in the area of air quality impacts of transportation. The membership shall be composed of: one (1) member each from Hillsborough County, the City of Tampa, the Environmental Protection Commission, Tampa-Hillsborough Expressway Authority, Hillsborough Area Regional Transit Authority, the City of Plant City and the City of Temple Terrace. Members and Alternate Members shall serve terms of indefinite length at the pleasure of their respective governmental bodies or agencies and the MPO.

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

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

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

- 4.2.12 MPO Livable Roadways Committee (LRC):** The LRC shall be responsible for integrating Livable Roadways principles into the design and use of public rights-of-way and the major road network throughout Hillsborough County. The LRC seeks to accomplish this responsibility by: making recommendations to create a transportation system that balances design and aesthetics with issues of roadway safety and function; ensuring that public policy and decisions result in a transportation system that supports all modes of transportation, with a special emphasis on pedestrian and bicycle infrastructure and transit infrastructure and service;

providing information and assistance to the MPO, local governments and transportation agencies relating to the mission of the Committee; and enhancing coordination among MPO member agencies and public participation in the transportation planning process. The LRC shall coordinate its actions with the appropriate representatives of the Florida Department of Transportation.

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

## **5 MEETINGS:**

### **5.1 SCHEDULE OF MPO MEETINGS:**

- 5.1.1 Regular Meetings:** Regular meetings shall take place on the first Tuesday of each month, unless otherwise decided by the MPO and shall be held in the Chamber of the Hillsborough County Board of County Commissioners or at another suitable location designated by the Chair.
- 5.1.2 Special Meetings and Workshops:** Special meetings and workshops shall be held at the call of the Chair or majority of officers. Special meetings and workshops shall convene at a time designated by the Chair and shall be held in the Chambers of the Hillsborough County Board of County Commissioners or at another suitable location designated by the Chair.
- 5.1.3 Public Hearings:** Public hearings of the MPO shall be held at a time designated by the Chair. A public hearing can be continued until a date and time certain, with due allowance of time for public notice of the continuation of the public hearing. Public hearings shall be held in the Chambers of the Hillsborough County Board of

County Commissioners or at another suitable location designated by the Chair.

- 5.2 SCHEDULE OF STANDING COMMITTEE MEETINGS:** Each standing committee shall meet monthly, with the exception of the Intelligent Transportation Systems Committee and the Transportation Disadvantaged Coordinating Board which shall meet every two months, at a regular date and time designated by the Chair.
- 5.3 SCHEDULE OF AD HOC COMMITTEE MEETINGS:** Each ad hoc committee shall meet at the call of the committee chair. Ad hoc committee meetings shall not be scheduled during the times reserved for MPO meetings. Ad hoc committee meetings shall be held at a suitable location designated by the committee chair.
- 5.4 NOTICE OF MPO AND COMMITTEE MEETINGS:** The Executive Director of the MPO shall be responsible for providing written public notice of all MPO meetings, public hearings and committee meetings. Except in case of emergencies, written notice of any meeting shall be given at least five (5) days prior to the meeting. In case of emergency, notice of such meeting shall be given to each member as far in advance of the meeting as possible and by the most direct means of communications. In addition, notice of such emergency meeting shall be given to the media, utilizing the most practicable method. Written notice of any meeting shall state the date, time and place of the meeting, a brief description of the agenda for the meeting, and shall be provided in accordance with the requirements of Florida law and the MPO's Public Participation Plan.
- 5.5 AGENDA OF MPO AND COMMITTEE MEETINGS:** The agenda for all MPO regular and special meetings, workshops and public hearings shall be established by the Chair with the assistance of the Executive Director. Members or the Executive Director may request that an item be placed on the agenda by communicating such request to the Executive Director at least ten (10) days prior to the meeting date. The Chair shall consider with the Executive Director on a month to month basis whether there shall be a consent agenda.

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

The agenda shall list the items in the order they are to be considered. For good cause stated in the record, items on the agenda may be considered out of order with the approval of the MPO Chair or the committee chair.

The agenda for any MPO or committee meeting shall be delivered to each member at least five (5) days prior to the meeting date and shall be mailed or delivered to interested persons at that time, except in case of an emergency meeting, where the agenda will be provided to members, and interested parties as far in advance of such meetings as practicable.

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

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

**5.8 CONDUCT OF MEETINGS:**

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

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

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

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

**5.8.5** Motions: The Chair shall restate motions before a vote is taken and shall state the maker of the motion and the name of the supporter.

**5.8.6** Voting: Voting shall be done by voice, as a group, but a member shall have his/her vote recorded in the minutes of the meeting if so desired. A roll call vote shall be taken if any member so requests. Any member may give a brief explanation of his/her vote. A tie vote shall result in failure of a motion.

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

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

**5.9.1** Regular MPO Meetings:

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

**5.9.2** Special Meetings or Workshops

- (a) Call to Order
- (b) Consideration of individual agenda items
- (c) Adjournment

**5.9.3** Public Hearings

- (a) Call to Order

- (b) Consideration of individual agenda items
  - 1. Presentation by staff
  - 2. Public comment
  - 3. Board deliberation
- (c) Adjournment

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

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

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

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

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

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

**7.0** **CODE OF ETHICS:**

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

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

**7.3** **LOBBYING ACTIVITIES:** Members shall use their discretion in conducting private discussions with interested persons regarding MPO business, as long as all interested persons are treated equally. Any written material received



by a member in connection with a private discussion with an interested person shall be given to the Executive Director for distribution to other members and as appropriate, to staff.

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

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

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

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

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

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

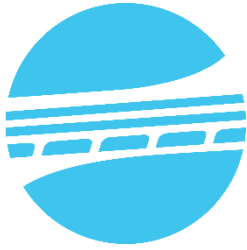
- 8.3 STAFF:** The staff of the MPO shall consist of the Executive Director and such additional employees as provided by the Hillsborough County City-County Planning Commission. The staff shall be directed by the Executive Director of the MPO.

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

- 9.1** The particular controls the general.

- 9.2** The word "shall" is mandatory and not discretionary. The word "may" is permissive.

- 9.3 Words used in the present tense include the future; words used in the singular number shall include the plural and the plural the singular unless the context indicates the contrary.
- 9.4 Words not defined shall have the meaning commonly ascribed to them.
- 10.0 **AMENDMENT**: The *By-laws* may be amended by two-thirds majority vote of the total voting membership of the MPO. Any amendment shall be proposed at a regular meeting and voted upon the next regular meeting.



# Hillsborough MPO

## Metropolitan Planning for Transportation

### Board & Committee Agenda Item

#### **Agenda Item**

Review last year's legislative positions and suggest new ones

#### **Presenter**

MPO Staff (Committee Liaisons)

#### **Summary**

In preparation for the upcoming session of the Florida Legislature, staff seeks input from the MPO's advisory committees before bringing legislative proposals to the MPO board.

Attached are correspondence and position statements from the past year. Some of these measures have been adopted, notably full funding for reconstructing the I-275/SR 60 interchange and enforcement of cell phone laws as a primary offense. However, several have not been adopted, including:

- Increased penalties for dangerous drivers and injuries to pedestrians
- Higher standards for school hazardous walking conditions, with continued state support for required bus service
- Opposing the elimination of crosswalks equipped with Rectangular Rapid Flashing Beacons (RRFB) at uncontrolled marked intersections
- Allowing the use of toll revenues for public transit priorities as defined by the MPO planning process

More recently, MPO staff have worked with the TMA Leadership Group to develop a position statement against legislative earmarks for public transit projects because they do not result in more funding and could take away funds from essential services. Instead, the TMA Leadership Group seeks to expand transit funding rather than reallocating scarce existing resources.

#### **Recommended Action**

Review and reiterate support for the previous proposals noted above and propose any others deemed appropriate.

#### **Prepared By**

Rich Clarendon, AICP

#### **Attachments**

Legislative Correspondence and Position Statements





# Hillsborough MPO Metropolitan Planning for Transportation

Commissioner  
Lesley "Les" Miller, Jr.  
Hillsborough County  
MPO Chairman

February 5, 2019

Commissioner Pat Kemp  
Hillsborough County  
MPO Vice Chair

Paul Anderson  
Port Tampa Bay

Councilman Harry Cohen  
City of Tampa

Trent Green  
Planning Commission

Commissioner Ken Hagan  
Hillsborough County

Mayor Mel Jurado  
City of Temple Terrace

Joe Lopano  
Hillsborough County  
Aviation Authority

Mayor Rick A. Lott  
City of Plant City

Councilman  
Guido Maniscalco  
City of Tampa

David Mechanik  
HART

Commissioner  
Kimberly Overman  
Hillsborough County

Commissioner  
Mariella Smith  
Hillsborough County

Cindy Stuart  
Hillsborough County  
School Board

Councilman Luis Viera  
City of Tampa

Joseph Waggoner  
Expressway Authority

Beth Alden, AICP  
Executive Director

The Honorable Sen. Darryl Rouson, Chairman  
Hillsborough County Legislative Delegation  
535 Central Ave, Suite 302  
St. Petersburg, FL 33701

Dear Senator Rouson:

The Hillsborough Metropolitan Planning Organization (MPO) voted on Tuesday, February 5<sup>th</sup>, to support the following positions for the 2019 legislative session:

- We strongly support FDOT District 7's request for full funding of the I-275/SR 60 interchange reconstruction, an essential crossroads of the Tampa Bay region;
- We strongly oppose legislation that restricts citizen participation in key decisions, by eliminating seats on our MPO board, or by restricting the use of voter-approved Charter County Transportation Surtax proceeds to a narrow set of eligible expenditures;
- We urge the Legislature to take all possible steps to reduce Florida's high traffic death rate, such as statute changes that allow officers to enforce existing laws about cell phone use while driving, that increase penalties for injuring pedestrians or for repeat drag-racing, or that allow local governments to appropriately regulate motorized scooters;
- We support raising the standards for determining school hazardous walking conditions, and urge the State to continue to share the cost burden of the required school bus service.

Please contact me or MPO Executive Director Beth Alden if further information is needed. Best wishes for a successful session.

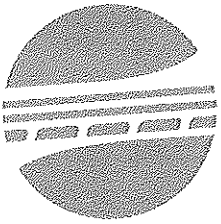
Sincerely,

Hillsborough County Commissioner Lesley "Les" Miller, Jr.  
Chairman, Hillsborough MPO

Cc: Hillsborough County Legislative Delegation members  
Jim Taylor, Hillsborough County Intergovernmental Relations  
Deborah Stevenson, City of Tampa Intergovernmental Relations  
Bill McDaniel, Plant City City Manager  
Charles Stephenson, Temple Terrace City Manager  
Whit Blanton, Forward Pinellas Executive Director  
John Villeneuve, Pasco MPO Manager



Plan Hillsborough  
[planhillsborough.org](http://planhillsborough.org)  
[planner@plancom.org](mailto:planner@plancom.org)  
813 - 272 - 5940  
601 E Kennedy Blvd  
18<sup>th</sup> Floor  
Tampa, FL, 33602



# Hillsborough MPO Metropolitan Planning for Transportation

February 24, 2020

Commissioner  
Lesley "Les" Miller, Jr.  
Hillsborough County  
MPO Chairman

Commissioner Pat Kemp  
Hillsborough County  
MPO Vice Chair

Paul Anderson  
Port Tampa Bay

Councilman Harry Cohen  
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Hillsborough County  
School Board

Councilman Luis Viera  
City of Tampa

Joseph Waggoner  
Expressway Authority

Beth Alden, AICP  
Executive Director

Representative Randy Fine  
222 The Capitol  
Tallahassee, FL 32399-1300

RE: SB 1000 and HB 1371 – Traffic and Pedestrian Safety

Dear Representative Fine,

The Hillsborough Metropolitan Planning Organization (MPO), serving the City of Tampa, City of Plant City, City of Temple Terrace and unincorporated Hillsborough County, has reviewed the proposed House Bill "HB 1371" referred as the "Turn the Flashing Yellow Crosswalks to Red" bill, and the associated Senate Bill "SB 1000", and want to convey our strong opposition.

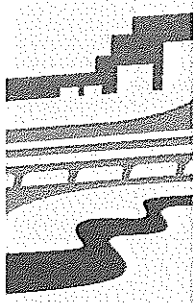
Hillsborough MPO is committed to safety for all roadway users, in a state notorious for being the deadliest in the nation for pedestrians and bicyclists. **The Rectangular Rapid Flashing Beacon (RRFB) is a highly effective and affordable tool that should remain in our safety toolbox.**

Section 316.130(7)(b) of the Florida Statutes requires motorists to come to a complete stop for a pedestrian in a crosswalk. Marked crosswalks at mid-block locations are accompanied by signs, both in advance of and at the crosswalk location, to further emphasize the presence of the crosswalk to the driver. Unfortunately, too many drivers ignore both the markings and the signs, endangering the pedestrians attempting to use the crosswalk. The RRFB, developed approximately fifteen years ago in St. Petersburg, was intended to increase the conspicuity of these crosswalk markings and signs. Pedestrians activating the RRFBs alert the driver to their presence in the crosswalk.

**RRFBs increase pedestrian safety at these uncontrolled marked crosswalks by 98 percent.** The RRFB concept went through extensive testing in the field and was found to have a higher rate of driver stopping compliance than markings and signs by themselves (in St Petersburg -2% prior to installation and over 90% after).

Its simple design, capability for being solar powered, and minimal structural mounting requirements keep the cost low. In these days of limited resources, **the lower cost allows these proven devices to be used at many more locations to enhance pedestrian safety.**

A local RRFB success story is Fletcher Ave, which serves the University of South Florida area. Prior to installation, Fletcher Ave was the highest fatality corridor in Hillsborough County. In 2014, RRFBs and other safety measures were installed. The



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post construction study completed in 2019 demonstrated a **46% reduction in serious injuries and 60% reduction in fatalities** right here in Hillsborough County.

We urge you to consider the negative impacts, both direct and indirect, of this proposed bill. With no state funding for cities and counties to change their traffic devices, it would end up costing millions of dollars that many local governments don't have. If signed into law, **this bill could cause many crosswalks to be removed, including at 170 crosswalks in Hillsborough County**, thus having an additional negative effect on pedestrian/bicycle safety.

Our concern is that proposed legislation removes the use of a **scientifically proven safety device** for reducing serious injuries and fatalities for our most vulnerable road users. Please reconsider your support for this bill and allow the Florida Department of Transportation and the many local jurisdictions that use RRFBs to continue to educate the public about their appropriate use.

Sincerely,



Commissioner Lesley "Les" Miller, Jr.  
Chair

cc: Hillsborough County Legislative Delegation Members



February 12, 2020

The Honorable Senate President Bill Galvano  
305 Senate Building  
404 South Monroe Street  
Tallahassee, FL 32399-1100

The Honorable Speaker of the House José R. Oliva  
420 The Capitol  
402 South Monroe Street  
Tallahassee, FL 32399-1300

Subject: Use of Toll Revenue from High Occupancy Toll or Express Lanes

Dear Senate President Galvano and Speaker Oliva:

We are writing to seek your help regarding a change to state law that could enhance transportation mobility in urban areas by allowing flexibility in the use of toll revenue remaining after bond debt payments, operations and maintenance for transit projects within counties where revenues were collected.

Currently, section 338.166, Florida Statutes, allows for the toll revenues to be used for roads on the State Highway System and for express bus service on the facility where the toll revenues have been collected. A comprehensive approach to addressing the mobility needs in our communities and throughout the state should include not only roads and bus service, but also other modes of transportation, including public transit systems. Allowing for toll revenues to be used for transit would provide regional decisionmakers greater flexibility in addressing the problems of congestion and the need for transportation options.

As such, we seek to amend section 338.166(3) to allow toll revenues to be used not only for roads and express bus service, but also for public transit priorities as defined through the metropolitan planning process.

Thank you for your consideration, please don't hesitate to contact us if you have any questions.

Sincerely,

Oliver G. Gilbert III  
Chairman  
Miami-Dade TPO

Dave Eggers  
Chairman  
Forward Pinellas MPO

Shirley Groover Bryant  
Chairwoman  
Sarasota/Manatee MPO

Lesley "Les" Miller  
Chairman  
Hillsborough MPO



Hillsborough MPO  
Metropolitan Planning  
for Transportation



FORWARD  
PINELLAS  
Integrating Land Use & Transportation

## Tampa Bay Transportation Management Area (TMA) Leadership Group

Representing the MPOs in Pasco, Pinellas, & Hillsborough Counties

### POSITION STATEMENT ON TRANSIT FUNDING

**DRAFT– REV 10.21.20**

For our legislative delegation, transit agencies, and others, the TMA Leadership Group respectfully highlights drawbacks of state legislative budget earmarks for public transit projects.

- State legislative budget earmarks **do not result in new funding for transit** unless they are specifically funded through state general revenue.
- Instead, budget earmarks **shift limited dollars away from the essential transit services** that are a high priority to HART, PSTA, PCPT, and TBARTA.
  - A 2020 \$1.5 million earmark for TBARTA operations required that work on HART's maintenance facility be postponed.
  - A 2020 \$1 million earmark for TBARTA to conduct studies of innovative transit solutions took funds assigned to improve PSTA's 100X express bus service that connects Pinellas to Tampa.
  - FDOT chose these projects for postponement in the context of raising questions about whether the local agencies had additional funds in place to complete those particular projects. But in the absence of earmarks, the funds would likely have been used for projects similar to the above.
- The shift of state dollars away from essential transit services **worsens existing transit revenue shortfalls**. Worth noting, Tampa Bay spends far less on transit than any other major metro area, providing service on par with Sheboygan, WI and Chattanooga, TN, communities one-fifth our size.
- Tampa Bay Partnership has identified poor workforce access to jobs, education, and upward mobility, resulting from the lack of adequate essential transit services, as one of the region's **greatest obstacles to prosperity**.

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



(Optional Page 2) The TMA provides the following suggestions to address these challenges.

**1. Use state general revenue (not the transportation trust fund) to support TBARTA.**

- TBARTA's regional tasks and responsibilities were mandated by the state legislature without state funding. If it is up to the local governments to fund them, the local governments, facing shortfalls, need more tools; see #5.
- Provide \$1.5 million for annual operations directly to TBARTA -- which was created as an agency of the state -- and not as a part of FDOT's budget.
- If general revenue is not available, specify that funding for TBARTA is to be taken off-the-top of the transportation trust fund statewide, rather than falling entirely on the FDOT District 7 budget and thereby the local transit agencies.

**2. Provide greater flexibility in the use of transportation trust fund dollars.**

- Make transit an eligible and prioritized use of funding allocated to the Strategic Intermodal System (SIS) and the state highway system.
- Direct FDOT to allocate no more than the statutory minimum to the SIS.
- This is especially important in sub/urbanized areas where highway expansion will impact adjacent communities. Transit expands the capacity to move people with much less impact.

**3. Allow bus rapid transit (BRT) to be an eligible expense under 341.303 FS.**

- Change "intercity rail" to "intercity fixed-guideway transit," and define "fixed-guideway" as being at least 50% in dedicated ROW.
- This puts BRT on a level playing field with Miami's TriRail and Orlando's SunRail, including state match of local construction funds, plus 7 years of operations.

**4. Consider surcharges on activities that would benefit from expanded transit.**

- A rental car surcharge to fund regional transit was approved by the legislature previously but vetoed by the governor. Other suggestions include a vehicle registration surcharge and/or a voluntary specialty license plate to improve transit in the Tampa Bay area.

**5. Allow local communities to invest in their future.**

- Transportation funding shortfalls in Florida's major metros, including Tampa Bay, are in the hundreds of millions of dollars, affecting maintenance and safety too.
- Consider indexing the local-option fuel tax to inflation, similar to the state fuel tax. Consider expanding the Charter County & Regional Transportation System Surtax to allow municipalities over 150,000 in population (or the largest municipality in a county) to enact a surtax by referendum.
- Importantly, do not put restrictions on local governments' existing tools.

(Optional Page 3)

Finally, the TMA Leadership Group respectfully requests that the transit agencies inform us and each other when they seek federal discretionary grants, such as CIG or BUILD grants, to enable the region to speak with one voice in communicating with the FTA.

The TMA offers to provide letters of support for such regionally significant projects, on behalf of the three MPOs.

### **Advocacy for Virtual Meetings**

- Local government advisory boards and committees comprised of citizen volunteers making recommendations, and not final decisions, should be granted flexibility to conduct virtual meetings.
- Under current law, both elected bodies and citizen advisory bodies are required to meet in-person quorum requirements—a provision that may now be out of date.
- Technology has advanced allowing meetings to fully comply with Florida Sunshine Law requirements via virtual meeting platforms.
- Virtual meetings increase the ability of community members to participate in meetings.
- For large geographies like Hillsborough County, it is easier for people to participate from home rather than to travel downtown for a meeting.
- Over the last 6 months, we have found ways for those who do not have technology to participate in these meetings.
- Meetings that allow non-elected board members and the public to participate both in person or virtually leverages the best of both formats, and may be the wave of the future.
- Recommendation: revise meeting quorum requirements to allow virtual meeting platforms for non-elected advisory boards and committees.

1                                   A bill to be entitled  
2           An act relating to bicycle and pedestrian safety;  
3           amending s. 316.003, F.S.; defining the terms "bicycle  
4           lane" and "separated bicycle lane"; amending s.  
5           316.083, F.S.; revising and providing requirements for  
6           the driver of a motor vehicle overtaking a bicycle,  
7           pedestrian, or nonmotorized vehicle; providing  
8           exceptions; providing a penalty; requiring the  
9           Department of Highway Safety and Motor Vehicles to  
10          provide an awareness campaign, and include information  
11          in certain educational materials, regarding certain  
12          safety precautions; amending s. 316.0875, F.S.;  
13          exempting a motor vehicle driver from certain  
14          provisions relating to no-passing zones when  
15          overtaking a bicycle, pedestrian, or nonmotorized  
16          vehicle; providing a penalty; amending s. 316.151,  
17          F.S.; revising requirements for turning at  
18          intersections; providing turn signaling and distance  
19          requirements for a motor vehicle driver when  
20          overtaking and passing a bicycle; providing a penalty;  
21          amending s. 316.2065, F.S.; prohibiting persons riding  
22          bicycles in a bicycle lane from riding more than two  
23          abreast; providing requirements for persons riding  
24          bicycles in groups when stopping at a stop sign;  
25          providing a penalty; amending s. 322.12, F.S.;

26 requiring a specified portion of the examination for a  
27 Class E driver license to address bicycle and  
28 pedestrian safety; amending ss. 212.05 and 655.960,  
29 F.S.; conforming cross-references; providing an  
30 effective date.

31

32 Be It Enacted by the Legislature of the State of Florida:

33

34 Section 1. Subsections (4) through (57) and (58) through  
35 (99) of section 316.003, Florida Statutes, are renumbered as  
36 subsections (5) through (58) and (60) through (101),  
37 respectively, present subsection (57) is amended, and new  
38 subsections (4) and (59) are added to that section, to read:

39 316.003 Definitions.—The following words and phrases, when  
40 used in this chapter, shall have the meanings respectively  
41 ascribed to them in this section, except where the context  
42 otherwise requires:

43 (4) BICYCLE LANE.—A portion of a roadway or highway that  
44 is designated by pavement markings and signs for preferential or  
45 exclusive use by bicycles.

46 (58)(57) PRIVATE ROAD OR DRIVEWAY.—Except as otherwise  
47 provided in paragraph (81)(b) (79)(b), any privately owned way  
48 or place used for vehicular travel by the owner and those having  
49 express or implied permission from the owner, but not by other  
50 persons.

51       (59) SEPARATED BICYCLE LANE.—A bicycle lane that is  
52 separated from motor vehicle traffic by a physical barrier.

53       Section 2. Section 316.083, Florida Statutes, is amended  
54 to read:

55       316.083 Overtaking and passing a vehicle, bicycle, or  
56 pedestrian.—The following rules shall govern the overtaking and  
57 passing of vehicles, bicycles, and pedestrians proceeding in ~~the~~  
58 same direction, subject to those limitations, exceptions, and  
59 special rules hereinafter stated:

60       (1) The driver of a vehicle overtaking another vehicle  
61 proceeding in the same direction ~~must~~ shall give an appropriate  
62 signal as provided for in s. 316.156, ~~must~~ shall pass to the  
63 left thereof at a safe distance, and ~~must~~ shall not again drive  
64 to the right side of the roadway until safely clear of the  
65 overtaken vehicle.

66       (2) The driver of a vehicle overtaking a bicycle,  
67 pedestrian, or nonmotorized vehicle occupying the same travel  
68 lane must vacate the lane or, if such movement cannot be safely  
69 accomplished, must remain at a safe distance behind the bicycle,  
70 pedestrian, or nonmotorized vehicle until the driver can safely  
71 vacate the lane and must not reenter the lane until safely clear  
72 of the overtaken bicycle, pedestrian, or nonmotorized vehicle.

73       (3) The driver of a vehicle overtaking a bicycle or ~~other~~  
74 nonmotorized vehicle occupying a bicycle lane must pass the  
75 bicycle or other nonmotorized vehicle at a safe distance of not

76 less than 3 feet between the vehicle and the bicycle or ~~other~~  
77 nonmotorized vehicle.

78 (4) Subsections (2) and (3) do not apply when a bicycle or  
79 nonmotorized vehicle occupies a separated bicycle lane.

80 (5)(2) Except when overtaking and passing on the right is  
81 permitted, the driver of an overtaken vehicle must shall give  
82 way to the right in favor of the overtaking vehicle, on audible  
83 signal or upon the visible blinking of the headlamps of the  
84 overtaking vehicle if such overtaking is being attempted at  
85 nighttime, and must shall not increase the speed of his or her  
86 vehicle until completely passed by the overtaking vehicle.

87 (6)(3) A person who violates violation of this section  
88 commits is a noncriminal traffic infraction, punishable as a  
89 moving violation as provided in chapter 318.

90 (7) The department must provide an awareness campaign  
91 informing the motoring public about the safety precautions to be  
92 taken pursuant to this section when overtaking a bicycle,  
93 pedestrian, or nonmotorized vehicle and must provide information  
94 about such precautions in all newly printed driver license  
95 educational materials.

96 Section 3. Section 316.0875, Florida Statutes, is amended  
97 to read:

98 316.0875 No-passing zones.—

99 (1) The Department of Transportation and local authorities  
100 may are authorized to determine those portions of any highway

101 under their respective ~~jurisdictions~~ jurisdiction where  
102 overtaking and passing or driving to the left of the roadway  
103 would be especially hazardous and may, by appropriate signs or  
104 markings on the roadway, indicate the beginning and end of such  
105 zones., and When such signs or markings are in place and clearly  
106 visible to an ordinarily observant person, a every driver of a  
107 vehicle ~~must~~ shall obey the directions thereof.

108 (2) Where signs or markings are in place to define a no-  
109 passing zone as set forth in subsection (1), a no driver may  
110 ~~not,~~ shall at any time, drive on the left side of the roadway  
111 within with such no-passing zone or on the left side of any  
112 pavement striping designed to mark such no-passing zone  
113 throughout its length.

114 (3) This section does not apply to a driver who safely and  
115 briefly drives to the left of the center of the roadway only to  
116 the extent necessary to:

117 (a) Avoid when an obstruction;

118 (b) Turn exists making it necessary to drive to the left  
119 of the center of the highway, nor to the driver of a ~~vehicle~~  
120 turning left into or from an alley, private road, or driveway;  
121 or

122 (c) Overtake and pass a bicycle, pedestrian, or  
123 nonmotorized vehicle pursuant to s. 316.082(2) or (3).

124 (4) A person who violates violation of this section  
125 ~~commits~~ is a noncriminal traffic infraction, punishable as a



126 moving violation as provided in chapter 318.

127 Section 4. Section 316.151, Florida Statutes, is amended  
128 to read:

129 316.151 Required position and method of turning at  
130 intersections.-

131 (1)(a) ~~Right turn.~~-The driver of a vehicle intending to  
132 turn right at an intersection onto a highway, public or private  
133 roadway, or driveway must shall do so as ~~follows~~:

134 1.(a) ~~Make~~ Right turn.-both the approach for a right turn  
135 and a right turn shall be made as close as practicable to the  
136 right-hand curb or edge of the roadway.

137 2. ~~When overtaking and passing a bicycle proceeding in the~~  
138 ~~same direction, give an appropriate signal as provided for in s.~~  
139 ~~316.156 and make the right turn only if the bicycle is at least~~  
140 ~~20 feet from the intersection.~~

141 (b) Left turn.-

142 1. The driver of a vehicle intending to turn left at an  
143 any intersection onto a highway, public or private roadway, or  
144 driveway must shall approach the intersection in the extreme  
145 left-hand lane lawfully available to traffic moving in the  
146 direction of travel of such vehicle, and ~~must make, after~~  
147 entering the intersection, the left turn shall be made so as to  
148 leave the intersection in a lane lawfully available to traffic  
149 moving in such direction upon the roadway being entered.

150 2. A person riding a bicycle and intending to turn left in

151 accordance with this section is entitled to the full use of the  
152 lane from which the turn may legally be made. The person must:

153 a. Whenever practicable, ~~make~~ the left turn shall be ~~made~~  
154 in that portion of the intersection to the left of the center of  
155 the intersection; ~~or-~~

156 (c) Left turn by bicycle.-In addition to the method ~~of~~  
157 making a left turn described in paragraph (b), a person riding a  
158 bicycle and intending to turn left has the option of ~~following~~  
159 the course described hereafter: The rider ~~shall~~

160 b. Approach the turn as close as practicable to the right  
161 curb or edge of the roadway; after proceeding across the  
162 intersecting roadway, ~~make~~ the turn shall be made as close as  
163 practicable to the curb or edge of the roadway on the far side  
164 of the intersection; and, before proceeding, the bicyclist ~~shall~~  
165 comply with any official traffic control device or police  
166 officer regulating traffic on the highway along which the person  
167 bicyclist intends to proceed.

168 (2) The state, county, and local authorities in their  
169 respective jurisdictions may cause official traffic control  
170 devices to be placed within or adjacent to intersections and  
171 thereby require and direct that a different course from that  
172 specified in this section be traveled by vehicles turning at an  
173 intersection. When such devices are so placed, a no driver of a  
174 vehicle may not turn a vehicle at an intersection other than as  
175 directed and required by such devices.

176           (3) A person who violates violation of this section  
177 commits is a noncriminal traffic infraction, punishable as a  
178 moving violation as provided in chapter 318.

179           Section 5. Subsections (5), (6), and (19) of section  
180 316.2065, Florida Statutes, are amended to read:

181           316.2065 Bicycle regulations.—

182           (5) (a) A Any person operating a bicycle upon a roadway at  
183 less than the normal speed of traffic at the time and place and  
184 under the conditions then existing must shall ride in the  
185 bicycle lane marked for bicycle use or, if there is no bicycle  
186 lane on the roadway is marked for bicycle use, as close as  
187 practicable to the right-hand curb or edge of the roadway except  
188 under any of the following situations:

189           1. When overtaking and passing another bicycle or vehicle  
190 proceeding in the same direction.

191           2. When preparing for a left turn at an intersection or  
192 into a private road or driveway.

193           3. When reasonably necessary to avoid any condition or  
194 potential conflict, including, but not limited to, a fixed or  
195 moving object, parked or moving vehicle, bicycle, pedestrian,  
196 animal, surface hazard, turn lane, or substandard-width lane,  
197 which makes it unsafe to continue along the right-hand curb or  
198 edge or within a bicycle lane. For the purposes of this  
199 subsection, a "substandard-width lane" is a lane that is too  
200 narrow for a bicycle and another vehicle to travel safely side

201 by side within the lane.

202 (b) A Any person operating a bicycle upon a one-way  
203 highway with two or more marked traffic lanes may ride as near  
204 the left-hand curb or edge of such roadway as practicable.

205 (6)(a) Persons riding bicycles upon a roadway or in a  
206 bicycle lane may not ride more than two abreast except on a  
207 bicycle path paths or parts of roadways set aside for ~~the~~  
208 exclusive use of bicycles. Persons riding two abreast may not  
209 impede traffic when traveling at less than the normal speed of  
210 traffic at the time and place and under the conditions then  
211 existing and ~~must~~ shall ride within a single lane.

212 ~~(b) When stopping at a stop sign, persons riding bicycles~~  
213 ~~in groups, after coming to a full stop and obeying all traffic~~  
214 ~~laws, may proceed through the stop sign in a group of 10 or~~  
215 ~~fewer at a time. Motor vehicle operators must allow each such~~  
216 ~~group to travel through the intersection before moving forward.~~

217 (19) Except as otherwise provided in this section, a  
218 person who violates violation of this section commits is a  
219 noncriminal traffic infraction, punishable as a pedestrian  
220 violation as provided in chapter 318. A law enforcement officer  
221 may issue traffic citations for a violation of subsection (3) or  
222 subsection (15) only if the violation occurs on a bicycle path  
223 or road, as defined in s. 334.03. However, a law enforcement  
224 officer may not issue citations to persons on private property,  
225 except any part thereof which is open to the use of the public

226 for purposes of vehicular traffic.

227 Section 6. Subsection (3) of section 322.12, Florida  
228 Statutes, is amended to read:

229 322.12 Examination of applicants.—

230 (3) For an applicant for a Class E driver license, such  
231 examination shall include:

232 (a) A test of the applicant's eyesight given by the driver  
233 license examiner designated by the department or by a licensed  
234 ophthalmologist, optometrist, or physician.

235 (b) and A test of the applicant's hearing given by a  
236 driver license examiner or a licensed physician.

237 (c) The examination shall also include A test of the  
238 applicant's ability to read and understand highway signs  
239 regulating, warning, and directing traffic; his or her knowledge  
240 of the traffic laws of this state, including laws regulating  
241 driving under the influence of alcohol or controlled substances,  
242 driving with an unlawful blood-alcohol level, and driving while  
243 intoxicated; and his or her knowledge of the effects of alcohol  
244 and controlled substances upon persons and the dangers of  
245 driving a motor vehicle while under the influence of alcohol or  
246 controlled substances. Twenty percent of the test questions  
247 related to this paragraph must address bicycle and pedestrian  
248 safety.

249 (d) and shall include An actual demonstration of ability  
250 to exercise ordinary and reasonable control in the operation of

251 a motor vehicle.

252 Section 7. Paragraph (c) of subsection (1) of section  
253 212.05, Florida Statutes, is amended to read:

254 212.05 Sales, storage, use tax.—It is hereby declared to  
255 be the legislative intent that every person is exercising a  
256 taxable privilege who engages in the business of selling  
257 tangible personal property at retail in this state, including  
258 the business of making mail order sales, or who rents or  
259 furnishes any of the things or services taxable under this  
260 chapter, or who stores for use or consumption in this state any  
261 item or article of tangible personal property as defined herein  
262 and who leases or rents such property within the state.

263 (1) For the exercise of such privilege, a tax is levied on  
264 each taxable transaction or incident, which tax is due and  
265 payable as follows:

266 (c) At the rate of 6 percent of the gross proceeds derived  
267 from the lease or rental of tangible personal property, as  
268 defined herein; however, the following special provisions apply  
269 to the lease or rental of motor vehicles:

270 1. When a motor vehicle is leased or rented for a period  
271 of less than 12 months:

272 a. If the motor vehicle is rented in Florida, the entire  
273 amount of such rental is taxable, even if the vehicle is dropped  
274 off in another state.

275 b. If the motor vehicle is rented in another state and

276 dropped off in Florida, the rental is exempt from Florida tax.

277         2. Except as provided in subparagraph 3., for the lease or  
278 rental of a motor vehicle for a period of not less than 12  
279 months, sales tax is due on the lease or rental payments if the  
280 vehicle is registered in this state; provided, however, that no  
281 tax shall be due if the taxpayer documents use of the motor  
282 vehicle outside this state and tax is being paid on the lease or  
283 rental payments in another state.

284         3. The tax imposed by this chapter does not apply to the  
285 lease or rental of a commercial motor vehicle as defined in s.  
286 316.003(13)(a) s. 316.003(12)(a) to one lessee or rentee for a  
287 period of not less than 12 months when tax was paid on the  
288 purchase price of such vehicle by the lessor. To the extent tax  
289 was paid with respect to the purchase of such vehicle in another  
290 state, territory of the United States, or the District of  
291 Columbia, the Florida tax payable shall be reduced in accordance  
292 with the provisions of s. 212.06(7). This subparagraph shall  
293 only be available when the lease or rental of such property is  
294 an established business or part of an established business or  
295 the same is incidental or germane to such business.

296         Section 8. Subsection (1) of section 655.960, Florida  
297 Statutes, is amended to read:

298         655.960 Definitions; ss. 655.960-655.965.—As used in this  
299 section and ss. 655.961-655.965, unless the context otherwise  
300 requires:

301 (1) "Access area" means any paved walkway or sidewalk  
302 which is within 50 feet of any automated teller machine. The  
303 term does not include any street or highway open to the use of  
304 the public, as defined in ~~s. 316.003(81)(a) or (b)~~ ~~s.~~  
305 316.003(79)(a) or (b), including any adjacent sidewalk, as  
306 defined in s. 316.003.

307 Section 9. This act shall take effect July 1, 2018.





## *Metropolitan Planning Organizations*

### *Chairs Coordinating Committee*

## **2021 Regional Transportation Priorities**

Hernando/Citrus MPO \* Hillsborough MPO \* Forward Pinellas

Pasco County MPO \* Polk TPO \* Sarasota/Manatee MPO

**DRAFT**

### **Funded Regional Priority Projects – *Thank you for your support!***

- ❖ Howard Frankland Bridge Replacement
- ❖ Gateway Expressway
- ❖ I-75 interchange at Overpass Rd (Phase I)
- ❖ I-275 Express Lanes from I-375 to Gandy Blvd.
- ❖ I-75 Interchange at Big Bend Road
- ❖ Suncoast Parkway 2 Expansion
- ❖ TBARTA Regional Transit Development Plan
- ❖ I-275/SR 60 Tampa Westshore District Interchange
- ❖ Central Avenue Bus Rapid Transit

### **Top Priorities for the Greater Tampa Bay Region**

- ❖ I-75 Interchange at Gibsonton Dr
- ❖ I-75 Interchange at Overpass Rd (Phase II)
- ❖ I-275 improvements north of Downtown Tampa (I-4 to Bearss Ave)
- ❖ Central Polk Parkway Segment 1
- ❖ US 41 from SR 44 to SR 200
- ❖ Desoto Bridge Replacement
- ❖ Bradenton-Palmetto Connector
- ❖ CR 557 from US 17/92 to I-4
- ❖ Regional Rapid Transit in the I-275 Corridor
- ❖ Support HART's exploration and negotiation for use of the CSX right-of-way for passenger transportation



# Hillsborough MPO

## Metropolitan Planning for Transportation

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Beth Alden, AICP  
Executive Director

October 8, 2020

Dr. Jay Rosenberger  
Interim Director  
Center for Transportation, Equity, Decisions and Dollars  
The University of Texas at Arlington  
Arlington, TX 76019-0108

RE: Proposal Title: Barriers to Shared Mobility for at-Risk and Disadvantaged Communities – How Government Orders and Policies Shaped Shared Mobility Strategies Pre- and Post-COVID-19?

Dear Dr. Rosenberger:

The Hillsborough Metropolitan Planning Organization enthusiastically supports the proposal titled *Barriers to Shared Mobility for at-Risk and Disadvantaged Communities – How Government Orders and Policies Shaped Shared Mobility Strategies Pre- and Post-COVID-19?* being submitted to the Center for Transportation, Equity, Decision and Dollars (CTEDD) by the University of South Florida (USF). The MPO appreciates the opportunity to collaborate with Dr. Menon, and Dr. Keita from USF, and Dr. Hyun from UT Arlington on this effort.

The primary goal of this research project is to identify and document barriers faced by disadvantaged communities in accessing shared mobility systems, as well as government policies, rules, and orders that led to effective approaches used by shared mobility providers to accommodate older, at-risk, and disadvantaged residents before and during the pandemic. Results from this effort will greatly help support decisions and policies at the regional/state level. We believe that the guidebook designed as part of this project will provide significant insight to yield equitable outcomes for those populations.

This project also aligns well with this year's major update of our Transportation Disadvantaged Service Plan which addresses the mobility needs of elderly, disabled, and/or economically disadvantaged people in Hillsborough County. Investigating how mobility-as-a-service strategies can assist these populations was included in our Unified Planning Work Program this year. The proposed project will assist with our research regarding the barriers, benefits, and opportunities shared mobility strategies provide for our transportation disadvantaged residents. Our organization will provide a total of \$10,000 in matching in-kind staff support during the fiscal years 2021 and 2022.

We are look forward to working with the Principal Investigator, Dr. Nikhil Menon and this talented team. We are confident that their work will contribute to the field of study and assist Hillsborough county in our transportation disadvantage planning efforts. If you require additional information or assistance, please do not hesitate to contact me or my staff planner, Joshua Barber, at (813) 272-5940 or via email at [barberj@plancom.org](mailto:barberj@plancom.org).

Sincerely,

Beth Alden  
Executive Director



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