

## CHAPTER 2: TPO Board & Committees

All federally supported transportation projects and programs for Tampa, Temple Terrace, Plant City and Hillsborough County go through the transportation planning process. The obligation to provide information and consider public input in decision-making is explicit in federal regulations.

The TPO is created by agreement between local governments and the Governor of the State of Florida.

As indicated below, the Hillsborough TPO Board is composed of representatives from each of the respective governments and transportation authorities. TPO board members are subject to change – up-to-date membership is available on [PlanHillsborough.org](http://PlanHillsborough.org), and advisory committee and working group details are included on the following pages.

All meetings of the TPO and its advisory committees are open to the public. Public comment is welcomed, usually at the beginning of each meeting.

### Committees & Working Groups

**Policy Committee** is a subset of the TPO board that acts as a sounding board for issues that will be brought to the TPO Board for action. In a less formal setting, members can ask questions and more fully discuss upcoming TPO action items. The Committee also provides guidance to the TPO staff on policy matters.

**Citizens Advisory Committee (CAC)** consists of 23 citizen volunteers. Sixteen are appointed by each of the TPO Board members, and one citizen represents the Transportation Disadvantaged Coordinating Board. Six at-large members (citizens) are drawn from African American, Hispanic, female and younger demographic groups, plus neighborhood and business representatives. Many CAC members belong to homeowner, business, or other civic associations.

**Technical Advisory Committee (TAC)** is composed of technically qualified representatives employed by, or associated with, a public or semi-public agency for the purpose of planning, programming and/or engineering of the transportation system within the Hillsborough County Transportation Planning Organization area boundary. It is responsible for assisting in the development of transportation planning work programs; for coordinating transportation planning and programming; for review of all transportation studies, reports, plans and/or programs, and making recommendations to the Transportation Planning Organization, based upon the technical sufficiency, accuracy, and completeness of transportation related studies, plans and/or programs.

**Bicycle/Pedestrian Advisory Committee (BPAC)** makes Hillsborough County a safer and more pleasurable place to bicycle and walk. The committee makes recommendations to the TPO on bicycle and pedestrian-related issues. Up to 22 volunteers comprise the BPAC. Eleven seats are held by at-large members who are appointed by the TPO. The remaining seats are held by representatives of local agencies, cities and county.

**Livable Roadways Committee (LRC)** is an interdisciplinary group of volunteers from the public and private sectors who represent local governments, government agencies, companies, citizen groups and professional organizations. The committee strives to create a transportation system that balances design and aesthetics with issues of roadway safety and function. It reviews transportation and roadway plans and policies, making recommendations for improvement. The committee discusses topics related to transit, pedestrian and bicycle infrastructure and roadway design, safety and function. Focused on streetscape beautification, site and building design, landscape, environmental protection, preservation and signage, the committee is committed to considering all modes of transportation in the recommendations it makes.

**Transportation Disadvantaged Coordinating Board (TDCB)** is composed of members representing agencies and boards, citizens and a representative from the private transportation industry. A sampling of the agencies represented includes Blind Services, Children and Families, Elder Affairs, public schools and Veteran's Affairs, among others. The TDCB guides and coordinates local transportation services with the goal of improving quality of life for the elderly, those who have physical or mental disabilities, children at risk, and the economically disadvantaged.

**Intelligent Transportation Systems Committee (ITS)** is composed of technically qualified representatives of agencies involved in the planning, programming, engineering and/or implementation of intelligent transportation systems projects in Hillsborough County. The ITS Committee is responsible for assisting in the development of ITS planning work programs, as well as reviewing related studies, reports, plans, projects (including consistency with regional architecture and other standards and/or programs) and making recommendations to the Transportation Planning Organization (TPO) and/or other agencies. The ITS Committee recommendations to the TPO are based upon the technical sufficiency, accuracy, and completeness of studies, plans and/or programs.

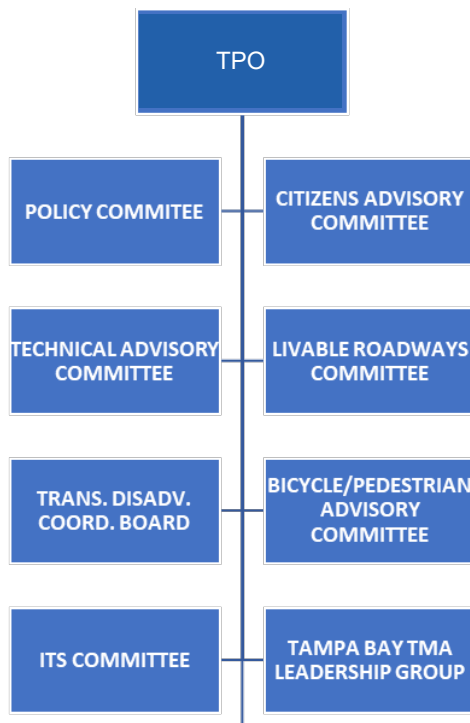
**Tampa Bay Transportation Management Area Leadership Group (TMA)** is composed of three TPO board members drawn from the Hillsborough, Pasco, and Pinellas County TPOs. It performs an advisory role to each of the three TPOs. Leadership members are responsible for conveying concerns of their respective TPOs to the TMA group, and for conveying TMA group discussion and recommendations back to the TPOs.

**School Transportation Working Group** was composed of transportation-focused professionals representing local governments, transit agencies, public safety organizations, and several functional groups within the School District. The group provided transportation coordination and long-range planning for a host of topics, from traffic circulation to walk/bike safety to school-pools and transit. The group was created in 2015, as an *ad hoc* committee and to meet for one year. After several annual renewals, the last meeting of this group was held December 5, 2018. Multi-agency coordination on school transportation issues was taken up by a newly formed School Board Transportation Committee and a staff-level School Circulation Committee led by the school district, complemented by a new subcommittee of the Florida Department of Transportation District 7 Community Traffic Safety Team.

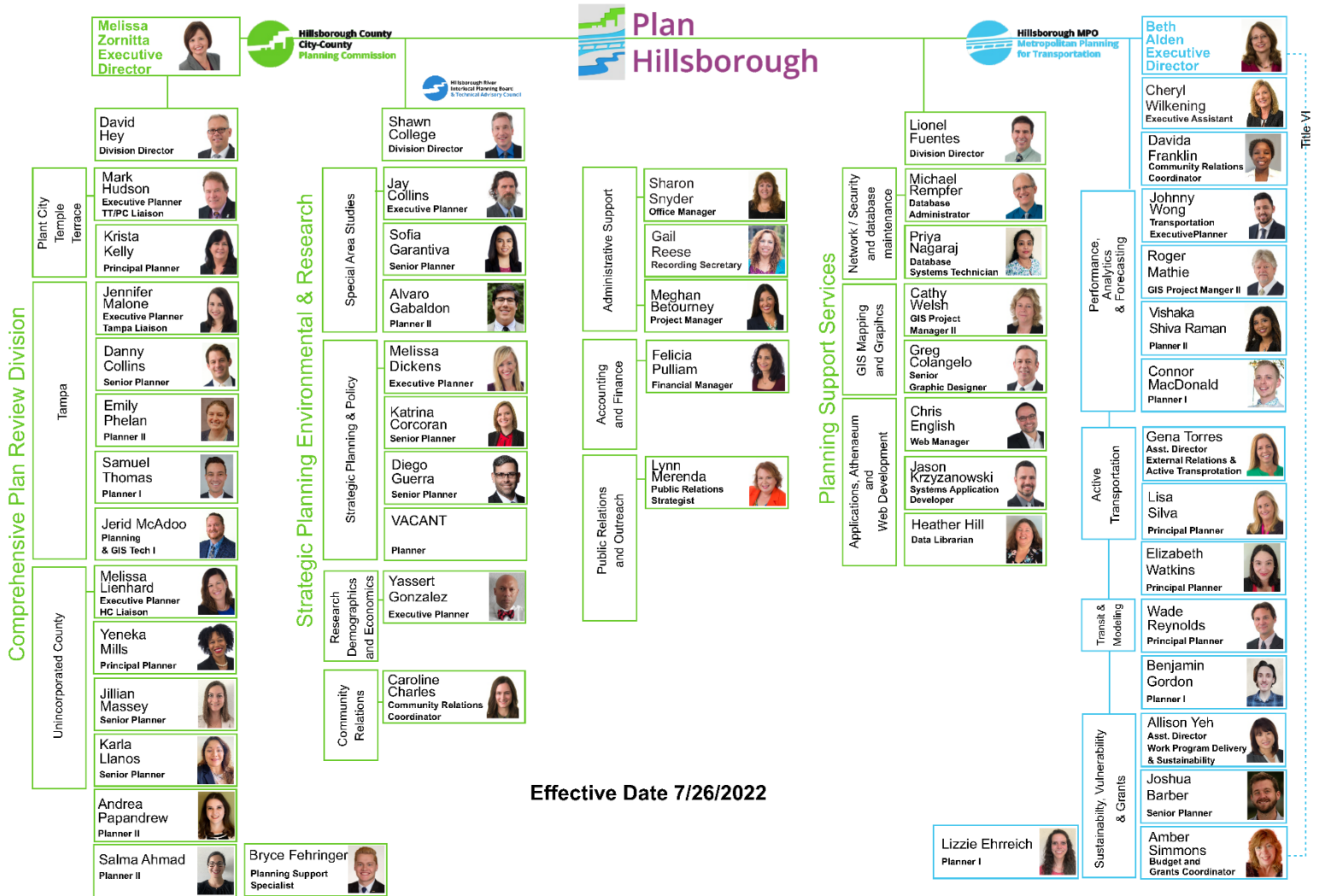
## TPO Board Membership and Advisory Committees



## TPO Advisory Committees



# Plan Hillsborough Organization Chart



## CHAPTER 3: Historical Context

In 1962, then-President John F. Kennedy signed legislation which thereby authorized continuation of the Federal-Aid Highway Act. Among other purposes, the Act promoted cooperative transportation planning in certain urban areas among federal, state, and local authorities, and also mandated that all urbanized areas with a population greater than 50,000 establish a continuous, cooperative and comprehensive (3C) planning process in order to be eligible for US Department of Transportation (USDOT) funding. A little more than a decade later, the Federal-Aid Highway Act of 1973 strengthened those initiatives by mandating the creation of a Metropolitan Planning Organization (MPO) for all areas required to have a 3C planning process.

In 1977, an MPO was created for the Tampa urbanized area, with staff provided by the Hillsborough County City-County Planning Commission. It was known as the Tampa Urbanized Area Transportation Study.



In 1991, the Intermodal Surface Transportation Efficiency Act (ISTEA) was signed into law. ISTEA was landmark legislation that introduced a comprehensive approach to address transportation issues by emphasizing and encouraging innovation, intermodalism and flexibility. The approach that began with ISTEA was further advanced with the adoption of the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) in 1998.

Also in 1998, the Hillsborough TPO, known then as Hillsborough MPO, adopted a *Public Involvement Plan* (PIP). The PIP identified a proactive public participation process for the transportation planning products of the TPO. Accordingly, the process includes advertisement of timely public notices, support for full public access and input to key decisions, and early and continuing involvement of the community. Since that time, several evaluation measures have been adopted by the TPO in response to the Federal Highway Administration's suggestion that the TPO develop a mechanism for evaluating the effectiveness of the PIP.

In 2003, at the onset of the *2025 Long Range Transportation Plan* update, a new *Public Involvement Plan* was adopted by the TPO which, for the first time, specified principles which would guide the TPO's public outreach involvement. Furthermore, the new PIP included modified goals, objectives, an updated toolkit and a revised evaluation section.

Pursuant to state and federal requirements, the PIP was amended and renamed the *Public Participation Plan* (PPP) in 2006. Since then, the PPP has been updated at least once every two years.

**In 2015**, the President signed the Fixing America's Surface Transportation (FAST) Act into law, which expanded public participation requirements for MPOs. MPOs must now solicit comments from public ports, tourism interests, and certain private transportation providers.

**Also in 2015**, the Florida Department of Transportation (FDOT) updated its MPO Program Management Handbook to fully incorporate principles of Environmental Justice (EJ) in programs and policies. This update came with two requirements for TPOs:

- Ensure and document early, continuous and meaningful opportunities for involvement by minority and low-income communities; and
- Scrutinize demographic data to ensure that planning activities will not have disproportionately high or adverse impacts on underserved communities, and where impacts are unavoidable, that documented steps are taken to avoid, minimize or mitigate impacts.

The Hillsborough TPO change its name in 2021 to better reflect its mission as a transportation planning agency.

The Hillsborough TPO has been and continues to be fully compliant with federal and state requirements pertaining to public participation, including: §450.316, §450.322, §450.324, and §450.326 in Chapter 23 of the Code of Federal Regulations; Title VI of the Civil Rights Act of 1964; the Limited English Proficiency Executive Order 13166; Florida Statute 339.175; and The Sunshine Law.