



# Hillsborough TPO

## Transportation Planning Organization

Commissioner Gwen Myers  
Hillsborough County  
TPO Chair

Mayor Andrew Ross  
City of Temple Terrace  
TPO Vice Chair

Paul Anderson  
Port Tampa Bay

Commissioner Harry Cohen  
Hillsborough County

Councilman Joseph Citro  
City of Tampa

Councilmember Lynn Hurtak  
City of Tampa

Commissioner Pat Kemp  
Hillsborough County

Mayor Nate Kilton  
City of Plant City

Adelee Marie Le Grand, AICP  
HART

Joe Lopano  
Hillsborough County  
Aviation Authority

Councilman Guido Maniscalco  
City of Tampa

Commissioner  
Michael Owen  
Hillsborough County

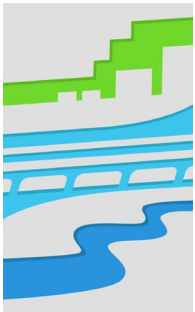
Hemant Saria  
Planning Commission

Greg Slater  
Expressway Authority

Commissioner  
Joshua Wostal  
Hillsborough County

Jessica Vaughn  
Hillsborough County  
School Board

Beth Alden, AICP  
Executive



**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

## Meeting of the TPO Board

**Wednesday, March 8, 2023 @ 10:00am**  
**Hillsborough County Center, 601 E. Kennedy Blvd., 26<sup>th</sup> Floor**

All voting members are asked to attend in person, in compliance with Florida's Government in the Sunshine Law. Please RSVP for this meeting. Presenters, audience, and members in exceptional circumstances may participate remotely.

This meeting may be viewed on Hillsborough Television (HTV) by visiting Spectrum: 637, Frontier: 22 or live stream from [Hillsborough County's Live YouTube Channel](#) or the County website's [Live Meetings](#) link, also found in the County [Newsroom](#). The agenda packet, presentations, and any supplemental materials are posted on the [TPO's online calendar](#).

### Public comment opportunities:

To speak during the meeting - No later than 30 minutes before the meeting, please sign up [here](#) or phone 813-756-0371 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) 756-0371
- by e-mail to [tpo@plancom.org](mailto:tpo@plancom.org)
- by visiting the event posted on the [Facebook page](#).

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

Rules of engagement: Professional courtesy and respect for others at this meeting are expected, and failure may result in dismissal from the meeting. For more information on expectations for participation, please see the TPO's [Social Networking & Media Policy](#).

## Agenda

- I. Call to Order & [Pledge of Allegiance](#)
- II. Roll Call & Declaration of Quorum (Gail Reese, TPO Staff)
  - A. Vote of Consent for Remote Member Participation – *if applicable*
- III. [Approval of Minutes – February 8, 2023](#)

- IV. Public Comment on Agenda Items** – 30 minutes total, with up to 3 minutes per speaker. Staff will unmute you when the Chair recognizes you. As needed, the Chair may allow for additional time later in the agenda.
- V. Committee Reports and Advance Comments** (Rick Fernandez, CAC Chair, and Davida Franklin, TPO Staff)
- A. Update on today's Policy Committee Discussion of Executive Director Job Description and Recruitment Timeline (Mayor Ross, Policy Committee Chair)
- VI. Consent Agenda**
- A. [Committee Appointments](#)
  - B. [Executive Director Job Description and Recruitment Timeline](#) – Reviewed by Policy Committee
  - C. [Wildlife Crossings Letter of Support and Coordination](#) – Per Policy Committee's October meeting
  - D. [Bylaws Amendment for Citizens Advisory Committee](#) – Deferred from January
- VII. Action Items**
- A. [TIP Amendments: HART Bus Stop Capital Improvements](#) (Roger Mathie, TPO Staff) – Roll-call vote required
  - B. [General Planning Consultant Selection & Authorization to Negotiate](#) (Meghan Betourney, TPO Staff)
- VIII. Status Reports**
- A. [Regional Planning in the Tampa Bay Transportation Management Area \(TMA\)](#) (Elizabeth Watkins, TPO Staff)
  - B. [2050 Long Range Transportation Plan Initial Steps](#) (Vishaka Shiva Raman and Elizabeth Watkins, TPO Staff)
- IX. Executive Director's Report**
- Next Tampa Bay TMA Leadership Group meeting: March 24, Starkey Ranch Library and Theater
- X. Old Business & New Business**
- XI. Adjournment**
- XII. Addendum**

A. Announcements

- [Fowler Ave Walking Audits, March 2 and 4 or Self-guided](#)
- [FL MPO Advisory Council Weekend Institute, May 5-6 in Tampa](#)

B. Project Summaries, Fact Sheets & Other Status Reports

- [Plan Hillsborough Newsletter](#)
- [Gandy Blvd PD&E Study Fact Sheet](#)
- [SR 56 SB Ramps to I-75/I-275 PD&E Study Fact Sheet](#)
- [I-4 WB Auxiliary Lane from MLK to US 41 Fact Sheet](#)
- [FL MPO Advisory Council Legislative Summary](#)

C. Correspondence

- [Letter from Secretary Gwynn re: FY2024-2028 Tentative Work Program](#)
- [Letter to Dr. Ferguson re: Support of the Healthy Start Coalition of Hillsborough County](#)
- [Letter from Mayor Castor re: Support for the Safe Streets and Roads for All Grant](#)
- [Letter from Hillsborough County re: Priorities](#)

D. Articles Related to TPO Work

- [Hillsborough County Commissioners to decide priority projects for transportation sales tax funds](#) | ABC Action News | 02.15.23
- [Hillsborough County commissioners finalize wish list for 2018 transportation tax funds](#) | Tampa Bay Business Journal | 02.
- [All for Transportation money included in Governor DeSantis' 2023-2024 budget](#) | ABC Action News | 02.08.23
- [Here is what Gov. Ron DeSantis' budget proposal says about the \\$570M in All for Transportation money](#) | Tampa Bay Business Journal | 02.07.23
- [Mayor Castor expresses interest in Tampa taking over Hillsborough-owned roads](#) | Tampa Bay Business Journal | 02.06.23
- [TPO Board to Consider Amendments to the Transportation Improvement Program \(TIP\)](#) | Tampa Bay NewsWire | 02.02.23
- [Tampa, Hillsborough receive \\$39.7 million in US aid to make roads safer](#) | Tampa Bay Times | 02.01.23
- [Florida roads are getting deadlier; USDOT commits \\$67M to help reverse that trend](#) | Florida Politics | 02.01.23
- [Envisioning a teardown of I-275? Transportation planning board says not so fast](#) | Tampa Bay Business Journal | 01.26.23
- [Hillsborough County outlines spending plan for \\$570M in transportation tax proceeds](#) | Fox 13 Tampa Bay | 01.25.23

- [Hillsborough County proposes ways to spend \\$570 million from AFT proceeds](#) | Tampa Bay Business Journal | 01.24.23

*The full agenda packet is available on the TPO's website, [www.planhillsborough.org](http://www.planhillsborough.org), or by calling (813) 272-5940.*

*The TPO does not discriminate in any of its programs or services. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. [Learn more about our commitment to non-discrimination.](#)*

*Persons needing interpreter services or accommodations for a disability in order to participate in this meeting, free of charge, are encouraged to contact Joshua Barber, (813) 576-2313 or [barberj@plancom.org](mailto:barberj@plancom.org), three business days in advance of the meeting. If you are only able to speak Spanish, please call the Spanish helpline at (813) 272-5940 or (813) 273-3774 and dial 1.*

*Se recomienda a las personas que necesiten servicios de interpretación o adaptaciones por una discapacidad para participar en esta reunión, o ayuda para leer o interpretar los temas de esta agenda, sin costo alguno, que se pongan en contacto con Joshua Barber, (813) 576-2313 o [barberj@plancom.org](mailto:barberj@plancom.org), tres días hábiles antes de la reunión. Si sólo habla español, por favor llame a la línea de ayuda en español al (813) 272-5940 o (813) 273-3774 ext. 1.*

*In accordance with Title 17 U.S.C. Section 107, materials attached are for research and educational purposes, and are distributed without profit to TPO Board members, TPO staff, or related committees or subcommittees the TPO supports. The TPO has no affiliation whatsoever with the originator of attached articles nor is the TPO endorsed or sponsored by the originator. Persons wishing to use copyrighted material for purposes of their own that go beyond 'fair use' must first obtain permission from the copyright owner. The TPO cannot ensure 508 accessibility for items produced by other agencies or organizations.*

*If a person decides to appeal any decision made by the board, he or she will need a record of the proceedings, and for such purpose may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.*

**HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION BOARD  
HYBRID MEETING FEBRUARY 8, 2023  
DRAFT MINUTES**

**I. Call to Order, Pledge of Allegiance** *(Timestamp 0:03:59)*

Commissioner Myers, called the meeting to order at 10:00 AM and led the pledge of allegiance. The meeting was held in person and virtually via WebEx.

**II. Roll Call** *(Gail Reese, TPO Staff) (Timestamp 0:04:24)*

The following members were present in person: Commissioner Gwen Myers, Mayor Andrew Ross, Commissioner Michael Owen, Commissioner Joshua Wostal, Commissioner Pat Kemp, Councilmember Joseph Citro, Mayor Nate Kilton, Charles Klug, Gina Evans, Greg Slater, Adalee Le Grand, Planning Commissioner Hemant Saria

The following members were present virtually: Commissioner Henry Cohen

The following members were absent/excused: Councilmember Maniscalco, Councilmember Hurtak, Board Member Jessica Vaughn

A quorum was met in person.

**A. Vote of Consent for Remote Member Participation.**

**Mayor Ross moved, seconded by Commissioner Kemp; the voice vote, motion passes unanimously.**

**III. Approval of Minutes** *(Timestamp 0:05:36)* – January 11, 2023 and January 25, 2023.

**Chair Myers sought a motion to approve the January 11, 2023 and January 25, 2023 minutes. Owen so moved, seconded by Commissioner Kemp; the voice vote passes unanimously.**

**IV. Public Comment on Agenda Items** *(Timestamp 0:06:00)* (30 minutes total, with up to 3 minutes per speaker) Additional comments made via [Social Media](#) and [Email](#) can be found at the end of these minutes.

- Rick Fernandez – Incorporated written comments by reference. Commented on the motion to withdraw the grant application at the January 25<sup>th</sup> meeting. Stated that the motion was incorrect to the recommendation of TPO Staff. Stated that the recorded minutes and the video are wrong and requested that the record be changed. The Boulevard Tampa concept came from the neighborhoods most impacted by I-275 but is unfamiliar to some of the TPO Board. This is debating two competing visions for I-275, expansion and the boulevard. The expansion has been done for several decades. Boulevard Tampa cannot be fully vetted in three minutes but there is ample material in the public domain and from community advocates. The infrastructure was wrongfully placed and has been compounded. Boulevard Tampa is one component of a vision. It would take years to change; would need sufficient public transit options; and a focus on moving

people instead of cars. A feasibility study as voted on by the Board in 2019, nothing has been done. The actions of January 25<sup>th</sup> will cause further delay.

**V. Committee Reports & Advance Comments** (Rick Fernandez, CAC Chair; Davida Franklin, TPO Staff; and Beth Alden, TPO Executive Director) (*Timestamp 0:09:58*)

**A. CAC – February 1, 2023** (Rick Fernandez, CAC Chair)

- 2<sup>nd</sup> meeting at new start time, a quorum was met. Dr. Jim Davison was in attendance and is on the consent agenda today. Instituting a new meeting of 2 hours from 6P – 8P.
- Approved
  - TIP Amendments on the TPO Board today.
  - Safety Performance Targets – every year, this causes discomfort on the committee. The committee would like to see the target numbers lowered. The amended motion passed with the target of fatalities going from 214 to 200. Learned the impact of losing the sales tax spending which may have lowered the reduction of crashes to 3% versus the 1% which equates to 4 fatalities.
- Status Reports
  - Gibsonton Road PD&E.
  - Special TPO Board meeting passed a motion expressing disappointment in rescinding the grant application.

**B. TAC – February 6, 2023** (Davida Franklin, TPO Staff)

- Approved
  - TIP Amendments. Questioned the high cost of the parking spots at the weigh station.
  - 2023 Safety Targets. There were questions about a correlation between the increased motorcycle and bicycle numbers, possibly due to additional motorcyclists and bicycle facilities.
- Status Reports
  - Gandy Boulevard Bridge PD&E. Information regarding the old bridge was asked about.
  - Gibsonton Drive PD&E Kickoff. It was noted that there is a Caterpillar facility adjacent to the study area and that 11-foot lanes may not be sufficient for oversized vehicles.
  - 2050 LRTP Initial Steps. There was a discussion about millage rates.

**C. LRC – January 18, 2023** (Davida Franklin, TPO Staff)

- Election of Officers, Attendance Review and Declaration of Vacancies
- Status Reports
  - Hillsborough Safe Routes to School Projects
  - 2022 Multimodal Level of Service Report

**D. BPAC – January 25, 2023** (Davida Franklin, TPO Staff)

- Election of Officers, Attendance Review and Declaration of Vacancies
  - Discussed various options for improved attendance
- Status Updates
  - 2022 Multimodal Level of Service Report and 2022 State of the System Report. The committee questioned how safety is factored into the MMLOS numbers for pedestrians and bicyclists.

**E. TPO Policy – January 11, 2023** (Beth Alden, TPO Director)

- Recommended the TPO Board approve the consent agenda item, the contract with AECOM.
- (Mayor Ross) TPO Policy discussed keeping the recruitment process for a new TPO Executive Director. Reviewed the high-level discussion. The TPO Policy Committee recommends, unanimously, that the TPO Board conduct the recruitment in-house. Reasoning includes the cost of an outside firm and the time it would take to secure a recruiting firm; this is a specialty niche and in-house resources will be able to identify and reach the possible candidates; it would allow for more direct lines of communication.

**Adalee Le Grande moved to have the TPO Executive Director search be done in-house, seconded by Commissioner Kemp. The roll call vote passed 13 – 0.**

**F. Public Comments Received Through Email & Social Media** (Davida Franklin, TPO Staff).

Detailed [Email](#) and [Social Media](#) are located at the end of the minutes.

**VI. Consent Agenda** (*Timestamp 0:25:25*)

**A. Committee Appointments**

- ITS – Michelle Jenkins (EPC)
- LRC – Meagan Winchester (Hillsborough County Development Services)
- TAC – Noliyanda James (Department of Health)
- BPAC – Noliyanda James (Department of Health)
- CAC – Carolyn Brown (Commissioner Myers), Dr. Jim Davison (Commissioner Wostal), Hoyt Prindle (Commissioner Kemp), Sherri Southwell (Commissioner Owen)

**B. Amendment to General Planning consultant Contract with AECOM**

**Motion to approve the committee appointments only by Mayor Ross, seconded by Commissioner Wostal; the roll call vote passed 13 – 0.**

**VII. Action Items**

**A. TIP Amendments: New HART Maintenance Facility, Lighting and Resurfacing Projects, I-4 Truck Parking, and EV Charging Infrastructure** (Roger Mathie, TPO Staff) (*Timestamp 0:27:14*)

- Review of the seven amendments requested by the FDOT to add funds to the FY2022/23 – 2026/27 TIP
  - New HART Maintenance Facility (2 Amendments), addition of \$9,220,000
  - I-4 Weigh Stations Truck Parking (2 Amendments), addition of \$2,541,000 & \$2,291,000
  - SR 60 Lighting Project (1 Amendment), addition of \$7,11,289,000
  - S Dale Mabry Resurfacing (1 Amendment), addition of \$2,534,555
  - I-4 Electric Vehicle (EV) Charging Infrastructure (1 Amendment), addition of \$900,000
- Went over public outreach for these amendments – 14 days prior to the February TPO Board meeting.
- Amendments passed by the CAC and TAC

**Recommended Action: Approve the seven amendments to the FY22/23 TIP.**

**Presentation:** [TIP Amendments February 2023](#)

**Discussion:**

Clarification was asked about the funding being moved from one place to another in the HART amendment. It is being moved from bus replacement to the heavy maintenance facility. What HART is doing is working on finding funding to move the heavy maintenance facility forward. It is a net gain of \$0. It was noted that the heavy maintenance facilities improve the on-time rates and also help with recruitment.

**Commissioner Kemp moved to approve the TIP Amendments; seconded by Councilmember Citro. Roll call vote passed 13 – 0.**

**B. 2023 Safety Performance Targets (Connor MacDonald, TPO Staff) (Timestamp 0:36:10)**

- Reviewed the performance targets and the requirement.
- Six Categories – went over 2023 timeline.
  - February – Safety
  - March – Greenhouse Gas
  - April – Pavement & Bridge Condition, Travel Time Reliability
  - TBD – Transit Asset Management
  - TBD – Public Transportation Agency Safety Plan
- Five required targets
  - Number of Fatalities on a 5-yr Rolling Average.
  - Rate of Fatalities per 100M VMT
  - Number of Serious Injuries
  - Rate of Serious Injuries per 100M VMT
  - Number of Non-Motorized Fatalities and Serious Injuries
- Two elected by Hillsborough TPO
  - Number of Fatalities
  - Motorcycle Fatalities
- Went over Forecasting Future Performance '26 – '45 – it's TIME survey: provide alternatives to driving, use technologies, reduce congestion.
- Review of annual actual fatalities, projected through 2023.
- Went over the 2022 report card and the takeaways – potential risk factors for crash deaths (national trends), local relations and implementation.
- Review of proposed performance targets for 2023

**Recommended Action: Approve the CY 2023 Safety Performance Targets and recommend approval to the TPO Board.**

**Presentation:** [2023 Safety Performance Targets](#)

**Discussion:**

Clarification was asked on the five-year rolling average and if it is required by the federal government or the TPO. Asked for clarification between the actual year of 2022 and the five-year average. It was asked how serious injuries are being defined. A common definition is life-altering



injuries. It was asked if there was a reported breakdown between bike/ ped/ motorcycle and vehicle crash. That information can be brought back. Hillsborough County is number two in the nation for fatalities. What is happening has to be paid attention to. It was noted that Hillsborough County has the highest rate of fatalities per capita, a Tampa Bay Times article was cited. It was asked where number two came into play. The methodology of the “Mean Streets” report; the statistic being cited is from all crashes. It was noted that the number one is Orlando and seven of the top ten are in Florida. Transit brings more safety and changes to the streets, along with walkability, crosswalks, etc. Need alternative transportation for people including transit, trails, and sidewalks. Government has to do things based on statutes, this is one. This report appears to be a hollow report; it plots historical data to set targets. In the end, if you meet the target, you get a “Yes” meeting the target. This report is an example of a bureaucracy that serves no point. The target is Vision Zero and that should be number one priority. It was asked if lowering the speed limit is considered a “shovel-ready” project. It was asked if the TPO Board can lower the speed limit to save lives by lowering the limit by 10 miles per hour. Speed limits are not considered in the TIP, “shovel-ready” is based on TIP projects. Lowering speed limits is governed by the state. The tool is to design roads where people do not feel comfortable driving at higher speeds. Vision Zero has been an important driver in a lot of what the TPO has done and influenced a lot of the studies and improvements. It was noted that this is an exercise required by the federal government but is also brings attention to it every year. It was noted that the 2023 target is the same as the 2022 target and the motorcycle target is higher. It is the five-year rolling average that is calculating the numbers. The target should focus on reducing the numbers instead of reflecting what the forecast says.

**Commissioner Kemp moved to approve the 2023 Safety Performance Targets; seconded by Mayor Ross. The voice vote passes unanimously.**

## **STATUS REPORTS**

### **C. Gibsonton Drive PD&E Kickoff (Ashley Henzel, FDOT) (Timestamp 1:02:34)**

- Review of the project area – Gibsonton Drive from Fern Hill Drive to US 301, approximately 0.9 miles.
- Went over study objectives and what will be included in the study – adjusting for the increase in volume.
  - Going from 4 to 6 lanes with some turn lanes and bike lanes.
  - In the high-injury corridor and crash statistics
- Went over the existing typical sections and the proposed, additional lanes, connecting sidewalks and/or developing paths.
- Looking at stormwater management and other environmental factors.
  - Have engaged in public comment. Targeting a public hearing in late 2023.

**Presentation Slides:** [Gibsonton Drive PD&E Kickoff](#)

**Discussion:**

Clarification was asked about the rate of crashes in this segment. They are six times the state average. It was noted that the serious injury and fatalities are not like Fowler Avenue. It is a short segment that was identified as one of the top twenty.

**VIII. EXECUTIVE DIRECTOR'S REPORT** (*Timestamp 1:09:34*)

- A. The backup for the status of the MMLOS information is available for resources. Can provide customized reports if requested.
- B. The State of the System report is provided as documentation as well. This will be brought back in May with more information. The federal government does not require this Board to prioritize the dollars in certain ways; they do require information to drive the decisions.
- C. Follow-up item on the Nondiscrimination Plan adopted by the Board about a year ago was evaluating compliance with the ADA. The self-evaluation has been finished; identified some transition steps. This is administrative.
- D. Would like to bring an in-depth discussion about a request from the neighboring MPOs on merging the MPOs from Pinellas, Hillsborough, and Pasco Counties. It will be coming up at the tri-county meeting on March 24<sup>th</sup> in Pasco County. It is being pushed as an in-person meeting. Would like to spend the March Policy Committee meeting working through this complex topic. Would like to go over the federal and state expectations and the regional coordination process. There was a study done on possible MPO consolidation and how other MPOs around the nation are structured. Would like to invite the TMA representatives to the March Policy meeting to have this conversation.
- E. Congratulating this governing Board with their leadership on the Vision Zero Action Plan, things that can be done right away; that is what won Hillsborough County and the City of Tampa the \$40 million in federal grant money.
- F. Florida MPO Advisory Council opportunities include an orientation meeting on Saturday, May 6<sup>th</sup> in Tampa. April meeting of the MPO Advisory Council is in Miami at the end of April and in July in Saint Petersburg. Mr. Klug is the representative and may have some conflicts, may be looking for other volunteers.
- G. Would like to come back to the apportionment plan in the fall after the boundaries of the transportation management area will be released over the summer, there is no specific date at this time.

**Discussion:**

Mayor Ross requested was made for advance information on consolidating MPOs prior to the meeting in order to save time for healthy discussion during the meeting. It was asked if the merging of the MPOs is being driven by the TMA. It has been voted down at least once if not twice already by all the MPOs. Merging would be a real loss to Hillsborough County's decision-making for the county. Examples of other Florida counties merging and being independent were given. There has never been a merger of MPOs in the nation but there have been divorces. It was expressed that it is inappropriate to have the TMA drive this. It was brought up that there are elements in the other counties that each of the counties has an equal number of votes. That is not something that should be entertained when this comes up. It was asked how quickly this can be stopped before it starts; when can the TPO Board take a vote on this? One of the state

representatives from Pinellas County has filed a bill for MPOs; it is not clear what the legislature can do. The bill is not ready for review at this time and is still being drafted. It was noted that Tampa and Hillsborough County are the hubs of transportation in the area; the word “regional” continues to be spoken but the additional funds for HART as being a priority project, at the regional level, was pulled as being a priority. It was noted that the Policy Committee is the subcommittee and is looking for direction. It was brought up that maybe this should be brought before the TPO Board.

**IX. OLD & NEW BUSINESS** (*Timestamp 1:31:11*)

- A. Next meeting is on March 8, 2023.
- B. February 21<sup>st</sup> FDOT job fair.
- C. Save the Date for March 1<sup>st</sup> at noon, Mid-town Tampa Walking Tour.

**X. ADJOURNMENT** – The meeting adjourned at 11:28 PM

The recording of this meeting may be viewed on YouTube: [Meeting Recording](#)

**Social Media**

**Facebook**

**1/11 (Regarding honoring outgoing TPO Board and committee members at the 1/11 board meeting)**

**Mike Lamarca**

It's sad that we have turned government into nothing more than a game of participation trophies. So many “awards” for doing what one is paid to do, even if they do a horrible job. Imagine if that energy was actually utilized to better the community?

**1/23 (Regarding the FDOT's Community Conversation workshop on the I-4/I-275 downtown interchange)**

**Gabrielle Pacatte**

Terrible. This is terrible.

**1/25 (Regarding the Board's decision to withdraw the Reconnecting Communities Grant)**

**Tom Danahy**

Unless rail mass transit (not Fake BRT) is going to be the centerpiece of any such application, just save us the grief, and punt all this again into the future.

**Tatiana Morales**

Tom Danahy that's what the plan is

**Tom Danahy**

Tatiana Morales It's just unbelievable that one stinking down midterm election can defeat all the momentum that had been building.

**Walter John Slupecki**

Tom Danahy yep, and even more sad, the same GOPers will put interstate widening north of Hillsborough back onto the TIP. That is now all but guaranteed

**Tom Danahy**

Walter John Slupecki Just another task to rectify in 2 years, but, either way, at least “nothing gets done” works against that, too.

**Dave Coleman**

Tatiana Morales the Statement of purpose of 2 of the new gop electeds is to keep their sections of the county beautiful and safe. I suggest we pull the water pipeline and let them drink toilet to tap with no pressure

**Tom Danahy**

Dave Coleman LOL: they'll be as disappointed then as we are now.

**Dave Coleman**

Tom Danahy I hate politics today.

**Dave Coleman**

So sad how gop and money rule the day

**Dave Coleman**

This guy accusing Hurtak of attacking secretary Gwynn after she questioned him on saying if we do the study the people in the community might get their hopes up. I think this child has long way to go growing up. Proud of yourself gop? Of course you are. Chuds Chudding chuddingly. What a waste of time.

**Vela Christopher**

One question we need to know from Hillsborough TPO  
Why did you support the removal of the grant? But stated no reasons?...

**Dave Coleman**

Vela Christopher it was a disgrace. I especially point to the secretary and port authority having their will with uninformed gop electeds. Toss in Meyers now a true republican

**Mike Lamarca**

Dave Coleman I don't want myer. You gonna have to keep her.

**Vela Christopher**

Today was a massive setback. But federal law will allow the Hillsborough TPO to reapply.

But this isn't an excuse to withdraw efforts to continue a path for a nationwide study (not a commitment to build) to see if the boulevard will work.

The Hillsborough TPO staff pretended that the past four years of our time, committee volunteers, and money (there were boulevard lite scenarios run under Irtp and fdot) didn't matter.

Today I had four years of my life turned to vaporware in a second because the non-board-directed TPO staff, for no reason, recommended a rejection of the study.

While I blame the usual Dems my point here is that a public agency took matters into its own hands and slammed its project with no board direction. We had multiple decision bodies today, not one. Secretary Pete Buttigieg

I plan on filing a complaint but I don't know where to begin. I waiting to hear a back from the Hillsborough TPO

**1/26 (Regarding the Board's decision to withdraw the Reconnecting Communities Grant)**

**Jason Ball**

I've lost what little respect I had remaining for this board.

**David Yunk**

Vela Christopher yes, we need answers from staff

**Hillsborough TPO response**

Hi Chris! Thanks for sharing your thoughts at yesterday's meeting and for sending comments in advance. And many thanks to everyone who took the time to share their thoughts regardless of their position. Ultimately, we believed it wasn't in the best interest to apply for the grant when the majority of the board didn't agree with the options that could be studied. Applying for the grant could have caused us to misrepresent the board's position or unintentionally misguide the

Reconnecting Communities Pilot Grant team. But the door is open for us to apply again. If you have any ideas, even incremental ones, that we can include in a future application, please send them our way. ~  
Davida

**Vela Christopher**

Hillsborough TPO Thanks Davida. May I get your number? You can always PM it to me. I do have some further questions.

**2/3 (Regarding National Crossing Guard Day)**

**Space Coast Transportation Planning Organization**

Thank you for sharing!

**2/7 (Posted to the Facebook event page for the 2/8 Board Meeting)**

TPO Board Members:

Please accept this as public comment for consideration during the February 8, 2023 TPO Board meeting.

1. During the TPO "Special" Board meeting held January 25, 2023, a Board member moved to withdraw the Reconnecting Communities Grant Application. The motion incorrectly stated TPO Staff had recommended withdrawal. In fact, TPO staff recommended the Board "consider withdrawal of the grant application". The record, as reflected in the meeting minutes and video is inaccurate. Please have it corrected.

2. The vision of Boulevard Tampa (the conversion of some portion of the I-275 corridor, north of I-4, to an at grade boulevard) has percolated out of the neighborhoods most negatively impacted by the I-275 corridor for over 60 years. It has evolved over a period of seven years, aided masterfully by the academic and professional work of Joshua Frank.

While a concept well known to many reading this message and throughout our urban core, #blvdtampa is unfamiliar to some of you. I have chosen to accept this Board's vote to withdraw the RCP Grant Application as secondary to that lack of familiarity and fear of the unknown that sometimes follows.

We are debating two competing visions for the I-275 corridor, north of I-4. One known all too well. The other, still in formation locally but exemplified in other jurisdictions.

Vision 1 (clarified by 60+ years of history) involves highway expansion in perpetuity, induced demand, more cars, pollution and noise, reduced property values, negative health impacts and bifurcated communities. This vision is our community "normal" and, in the absence of any alternative, informs our day-to-day transportation policy.

Vision 2, including Boulevard Tampa, cannot be fully vetted here. There is ample material in the public domain for those interested. #blvdtampa

This Interstate infrastructure was wrongly placed. The wrong has been compounded year after year. Boulevard Tampa is one component central to envisioning an alternative future.

It would take years to manifest the vision of Boulevard Tampa. Probably more years than I have left in this life. We would first need to provide effective public transportation alternatives. That is clearly not happening anytime soon. But we can begin planning for that future today.

A feasibility study was recommended by the TPO CAC and endorsed by the TPO Board in 2019. We have yet to take the first step to fund that study. The action taken by this Board on January 25, will further delay that step. But the idea will not die. In the meantime, whether by design or neglect, we are left with no alternative but to repeat the wrongs and mistakes of the past. Those wrongs and mistakes are now on each of you to be further perpetrated or corrected. That's your challenge, individually and as a Board.

Respectfully Submitted,  
Ricardo (Rick) Fernandez  
2906 N. Elmore Ave.  
Tampa, FL 33602  
Tampa Heights

## Twitter

**1/14 (Regarding MLK Day)**

### **AmeriCorps**

Check out in-person + virtual opportunities to help create Dr. King's #BelovedCommunity in your neighborhood and across the nation this weekend, on #MLKDay, and all year long:

<http://AmeriCorps.gov/VolunteerSearch>.

[\(Return to Minutes\)](#)

## Email

**From:** Rick Fernandez

**To:** Cheryl Wilkening; [lynn.hurtak@tampagov.net](mailto:lynn.hurtak@tampagov.net); [cohenh@hcflgov.net](mailto:cohenh@hcflgov.net);

[guido.maniscalco@tampagov.net](mailto:guido.maniscalco@tampagov.net);

[Joseph.Citro@tampagov.net](mailto:Joseph.Citro@tampagov.net); [jessica.vaughn@hcps.net](mailto:jessica.vaughn@hcps.net); [kempP@hcflgov.net](mailto:kempP@hcflgov.net); [MyersG@hcflgov.net](mailto:MyersG@hcflgov.net);

[legranda@gohart.org](mailto:legranda@gohart.org); [aross@templeterrace.com](mailto:aross@templeterrace.com); [bobf@tampa-xway.com](mailto:bobf@tampa-xway.com); [cklug@tampaport.com](mailto:cklug@tampaport.com);

[greg.slater@tampa-xway.com](mailto:greg.slater@tampa-xway.com); [Comm. Hemant Saria](mailto:Comm.HemantSaria); [jlopano@tampaairport.com](mailto:jlopano@tampaairport.com);

[wostalj@hillsboroughcounty.org](mailto:wostalj@hillsboroughcounty.org); [owenm@hillsboroughcounty.org](mailto:owenm@hillsboroughcounty.org); [panderson@tampaport.com](mailto:panderson@tampaport.com);

[sbernstein@fisherphillips.com](mailto:sbernstein@fisherphillips.com)

**Cc:** [LawsonL@hillsboroughcounty.org](mailto:LawsonL@hillsboroughcounty.org); [marlowj@hillsboroughcounty.org](mailto:marlowj@hillsboroughcounty.org); Beth Alden; Johnny Wong;

Dauida Franklin;

CT Bowen; [justin@cltampa.com](mailto:justin@cltampa.com); [ogearge@tampabay.com](mailto:ogearge@tampabay.com); "Lena Young"; [frank.joshua1@gmail.com](mailto:frank.joshua1@gmail.com);

Mauricio

Rosas; "Chris"; [mcooksonfl@mac.com](mailto:mcooksonfl@mac.com); "Michelle Cookson"; Rick Fernandez; [Bill.Carlson@tampagov.net](mailto:Bill.Carlson@tampagov.net);

[Orlando.Gudes@tampagov.net](mailto:Orlando.Gudes@tampagov.net); [Charlie.Miranda@tampagov.net](mailto:Charlie.Miranda@tampagov.net); [luis.viera@tampagov.net](mailto:luis.viera@tampagov.net)

**Subject:** Public Comment \_ TPO Board Meeting February 8, 2023 \_ Rick Fernandez

**Date:** Tuesday, February 7, 2023 12:25:01 PM

TPO Board Members:

Please accept this as public comment for consideration during the February 8, 2023 TPO Board meeting.

1. During the TPO "Special" Board meeting held January 25, 2023, a Board member moved to withdraw the Reconnecting Communities Grant Application. The motion incorrectly stated TPO Staff had recommended withdrawal. In fact, TPO staff recommended the Board "consider withdrawal of the grant application". The record, as reflected in the meeting minutes and video is inaccurate. Please have it corrected.

2. The vision of Boulevard Tampa (the conversion of some portion of the I-275 corridor, north of I-4, to an at grade boulevard) has percolated out of the neighborhoods most negatively impacted by the I-275 corridor for over 60 years. It has evolved over a period of seven years, aided masterfully by the academic and professional work of Josh Frank.

While a concept well known to many reading this message and throughout our urban core, #blvdtampa is unfamiliar to some of you. I have chosen to accept this Board's vote to withdraw the RCP Grant Application as secondary to that lack of familiarity and fear of the unknown that sometimes follows.

We are debating two competing visions for the I-275 corridor, north of I-4. One known all too well. The other, still in formation locally but exemplified in other jurisdictions.

Vision 1 (clarified by 60+ years of history) involves highway expansion in perpetuity, induced demand, more cars, pollution and noise, reduced property values, negative health impacts

and bifurcated communities. This vision is our community “normal” and, in the absence of any alternative, informs our day to day transportation policy.

Vision 2, including Boulevard Tampa, cannot be fully vetted here. There is ample material in the public domain for those interested.

This Interstate infrastructure was wrongly placed. The wrong has been compounded year after year. Boulevard Tampa is one component central to envisioning an alternative future. It would take years to manifest the vision of Boulevard Tampa. Probably more years than I have left in this life. We would first need to provide effective public transportation alternatives. That is clearly not happening anytime soon. But we can begin planning for that future today.

A feasibility study was recommended by the TPO CAC and endorsed by the TPO Board in 2019. We have yet to take the first step to fund that study. The action taken by this Board on January 25, will further delay that step. But the idea will not die. In the meantime, whether by design or neglect, we are left with no alternative but to repeat the wrongs and mistakes of the past. Those wrongs and mistakes are now on each of you to be further perpetrated or corrected. That’s your challenge, individually and as a Board.

Respectfully Submitted,  
Ricardo (Rick) Fernandez  
2906 N. Elmore Ave.  
Tampa, FL 33602  
Tampa Heights

[\(Return to Minutes\)](#)



**Hillsborough TPO**  
**Transportation**  
**Planning Organization**

## **Committee Reports**

### **Livable Roadways Committee (LRC) Meeting on February 15**

The LRC heard status reports on:

- 2023 Safety Performance Targets
- Hillsborough County Van Dyke Road PD&E and Design Project
- City of Tampa Micromobility Update
- FDOT Resurfacing, Restoration, and Rehabilitation (3R) Safety Improvement Process
- Gandy Boulevard Bridge PD&E

### **Bicycle Pedestrian Advisory Committee (BPAC) Meeting on February 22**

The BPAC held a brief discussion about attendance policy before the vote on remote member participation. Because turnout for the meeting was strong, Jim Shirk stated that previous concerns about attendance had been adequately addressed, and he motioned for the committee to accept the current attendance policy without modifications. The motion passed, and the BPAC proceeded to approve remote participation.

The BPAC heard status reports on:

- City of Tampa Micromobility Update
- FDOT Resurfacing, Restoration, and Rehabilitation (3R) Safety Improvement Process
- Walk, Bike Safety Outreach on HIN with Geofencing
- 2023 Safety Performance Targets
- Gandy Boulevard Bridge PD&E

Vishaka Shiva Raman's presentation of the 2050 Long Range Transportation Plan Initial Steps was postponed to March due to a lack of time.

### **Transportation Disadvantaged Coordinating Board (TDCB) Meeting of February 24**

The TDCB approved the following action item:

- ✓ Attendance Review and Election of Officers
- ✓ Gloria Mills elected Vice-Chair, Officer-at-Large postponed
- ✓ TD Legislative Day Message
- ✓ McClain Inc., Coordination Contract



The TDCB heard status reports on:

- Sunshine Line Update
- 2050 Long Range Transportation Plan Initial Steps

**Citizens Advisory Committee (CAC) Meeting of March 1**

A verbal report will be provided at the meeting.

**Technical Advisory Committee (TAC) Meeting of March 6**

A verbal report will be provided at the meeting.



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### Agenda Item

Committee Appointments

### Presenter

None – Consent Agenda

### Summary

The purpose of the Transportation Disadvantaged Coordinating Board (TDCB) is to assist the TPO 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 have been nominated to serve on the TDCB:

- Deborah Lekenta, by Local For-profit Transportation
- Brett Gottschalk, by Agency for Person with Disabilities

The Livable Roadways Committee (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 or consultants to the TPO.

The following have been nominated to serve on the LRC:

- Brynn Dauphinais, by American Planning Association

### Recommended Action

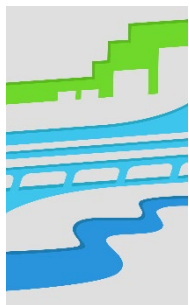
That the TPO confirm the above nominations

### Prepared By

Cheryl Wilkening

### Attachments

None



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 TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

Executive Director Job Description and Recruitment Timeline

### **Presenter:**

None – Consent Agenda

### **Summary:**

A proposed timeline, job description and a list of ad placements have been drafted for the TPO Executive Director recruitment. The timeline was made to coincide with existing meeting dates as much as possible, and to allow for a start date of mid to late October, bringing some overlap with the current Executive Director.

Job descriptions and salaries were gathered from the MPOs throughout the state to help determine the proposed salary range and create the job description. Further, this proposed job description is similar to the one used for the last TPO Executive Director recruitment, with updated projects and tasks included.

The list of places to advertise was compiled with the goal of targeting as many qualified candidates as possible. This list does not include any referrals that may be given to the HR Manager for direct contact.

### **Recommended Action:**

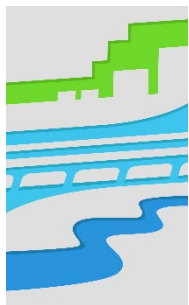
Approve the job description and recruitment timeline.

### **Prepared By:**

Meghan D. Betourney, TPO Staff

### **Attachments:**

1. [Timeline for Executive Recruitment](#)
2. [Hillsborough TPO Executive Director job description](#)
3. [Placements for the TPO Executive Director Opening](#)



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



## Timeline for Executive Recruitment

### Now-March 7

Draft timeline, job description, determine salary range, & create list of places to advertise.

### March 8

HR Manager presents timeline & job description at the regular meeting of the TPO Policy Committee, for review and recommendation to TPO Board. TPO Board approval is sought, and an odd number of volunteers solicited to serve with the Policy Committee as the semifinalist interview panel.

### March 13-May 12

Staff advertises the opening for up to two 30-day periods, accepts resumes, prepares and distributes a brochure, and places ads in social media and with professional associations. Placeholder dates are scheduled for the semifinalist interviews.

### May 15-19

HR Manager reviews resumes against qualifications & conducts brief phone conversations to confirm receipt of applications.

### May 22

Qualifying resumes are distributed to all TPO Board members, grouped into whether they meet the minimum or preferred qualifications, along with a survey for the members to rate the candidates. The survey questions are based on the position description.

### June 9

Deadline for TPO Board members to return surveys rating the candidates, to the HR Manager.

### June 14

HR Manager presents survey results at TPO Board meeting and recommends 4-6 semi-finalists to be interviewed, based on the survey. TPO Board is asked to approve the list of semi-finalists.

### June 19-June 23

HR Manager circulates a draft list of interview questions to the panelists and solicits suggestions to be sent individually. At the week's end, HR Manager compiles the suggestions and sends a consolidated list of questions to the panel.

### June 26-June 30 and July 10-July 28

Semifinalist interviews are conducted virtually, during new, specially scheduled virtual meetings of the Policy Committee on two days. These are advertised as workshops with no action and will take 4-6 hours all together. They will begin with the HR Manager reading the questions agreed on in advance by the interview panel but leave room for panelist follow-up questions.

### August 9

The Policy Committee meets at its regular time to discuss the interviews, making a recommendation to the TPO Board of 2-3 finalists to interview in person. Any other members of the interview panel are asked to attend and participate in the committee discussion. Selection of the finalists is made by the TPO Board following a report from the Policy Committee Chair.

### August 10-August 25

Travel arrangements are made as needed. Background and social media checks are conducted.

### September 12

Finalists tour office.

### September 13

TPO Board interviews finalists, votes on a ranking, and authorizes Chair and/or Vice Chair to negotiate salary, start date and provide direction for the Planning Commission Executive Director to administer the hiring action.

### Mid-late October

Candidate's start date.

### November 3

Beth retires.

**Hillsborough TPO Executive Director**  
**Hiring Salary between \$135,000-165,000/DOQ**

**About the Hillsborough Transportation Planning Organization (TPO)**

The Hillsborough County Metropolitan Planning Organization (MPO), doing business as the Hillsborough TPO, is a transportation policy-making board mandated by federal and state law. The Hillsborough TPO is directly responsible for making sure federal and state dollars spent on existing and future transportation projects and programs are based on a continuing, cooperative and comprehensive transportation planning process. The Hillsborough TPO is hosted by the Hillsborough County City-County Planning Commission, which provides staff services to the TPO through interlocal agreement.

Committed to meaningful public engagement throughout this process, the TPO is responsible for establishing priorities to meet short-term (next 5 years) and long-term (20+ years) multi-modal transportation needs for Tampa, Temple Terrace, Plant City and unincorporated Hillsborough County.

**About the Position**

The role of the Executive Director of the Hillsborough TPO is to be the primary contact with the TPO Board members, the Executive Director of the Planning Commission, constituent jurisdictions and transportation agencies, and peer MPOs in the region and state. This position is responsible for cultivating consensus around long-range strategic priorities for multimodal transportation, and for annually shaping the TPO's work program and budget to include data analysis, community engagement, and planning tasks that support the long-range priorities. This position may work a hybrid schedule of days in the office and days remotely within a given week.

**Minimum Qualifications**

- Bachelor's degree in Urban and Regional Planning, Transportation Planning, Traffic Engineering, Geography, Public Administration or related fields.
- Ten years of progressively responsible supervisory experience in private or public sector urban planning
- Five years of experience at an MPO or FDOT Planning function

**Preferred Qualifications**

- Master's degree Urban and Regional Planning, Transportation Planning, Traffic Engineering, Geography, Public Administration, or related fields
- Membership in American Institute of Certified Planners (AICP), Professional Engineer (PE) licensure, and/or certification as a Professional Transportation Planner (PTP).

A combination of education, training and experience may be substituted at the TPO Board's discretion.

## **Typical Job Duties**

- Carries out the mandates as described in federal and state laws governing the management and administration of the TPO and ensures compliance with all applicable regulations.
- Communicates timely and effectively with the TPO Board and the public regarding the TPO's priority investment programs for multimodal transportation:
  - Good Repair & Resilience
  - Vision Zero
  - Smart Cities
  - Real Choices When Not Driving
  - Major Projects for Economic Growth
- Works with the local governments and transportation agencies to bring forward projects that align with the TPO's strategic priorities and are ready to proceed into engineering or construction, if grant funding is available.
- Oversees the design of planning processes to address the needs of current and future growth; annually updates the TPO's annual work program and budgets for approval by the TPO Board; cultivates staff capacity and provides direction and guidance to staff and consultants to accomplish planning tasks in an efficient and customer-responsive manner.
- Carries out an effective TPO public involvement process through wide, proactive distribution of information to the public and providing opportunities for public feedback that meaningfully shapes transportation plans and priorities.
- Builds positive relationships within the community and the region by establishing and maintaining partnerships with public, not-for-profit, and other organizations.
- Manages staff to develop the Transportation Elements and conducts reviewing functions for all the local jurisdictions in the local comprehensive planning process.

## **Position Competencies**

- Extremely conversant in both Land Use and Transportation Planning.
- Full understanding of the relationship among federal, state and local transportation planning processes.
- Skills in fiscal and grant management and alignment of agency resources.
- Advanced knowledge of funding categories in transportation.
- Passionate for creating a better future of the community.
- Ability to give effective presentations to small groups as well as large audiences.
- Ability to work with peers and political leaders in the field of transportation.

## **How to apply:**

Apply via email to [BetourneyM@plancom.org](mailto:BetourneyM@plancom.org). You must include the following documents:

- Resume
- Cover Letter
- Three references

If you have any questions, you may contact Human Resources Manager Meghan D. Betourney at [BetourneyM@plancom.org](mailto:BetourneyM@plancom.org).



## **Placements for the TPO Executive Director Opening**

- American Planning Association
- American Planning Association FL Chapter
- Association of Metropolitan Planning Organizations: AMPO
- Conference of Minority Transportation Officials
- Florida Metropolitan Planning Organization Advisory Council
- LinkedIn
- National Association of Regional Councils
- Streetsblog.org
- T4America
- Transportation Research Board
- Plan Hillsborough website
- Plan Hillsborough social media (Twitter, Instagram and Facebook)
- Planetizen



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

Wildlife Crossings Letter of Support and Coordination

### **Presenter:**

None – Consent Agenda

### **Summary:**

FDOT gave a presentation to the TPO Policy Committee in October 2022 on the I-4 Wildlife Permeability Study in which they identified possible locations for wildlife crossings in Hillsborough County and Plant City.

Following the presentation, the Policy Committee directed TPO staff to assist FDOT in coordinating with state and local governments on connectivity of wildlife crossings with potential wildlife corridors through the rapidly urbanizing area.

Staff met with government agencies over the past several months and drafted a letter of support for wildlife crossings based on the coordination meetings. Agency partners have reviewed the letter and expressed appreciation for this coordination opportunity, suggesting that the letter can potentially serve as a model for other MPOs and local agencies where wildlife crossings would benefit both human and wildlife populations.

Staff now brings the wildlife crossings letter to the Board for consideration. Upon approval, the TPO will send the letter to Hillsborough County, City of Tampa, City of Plant City, City of Temple Terrace, Tampa Hillsborough Expressway Authority, and FDOT.

### **Recommended Action:**

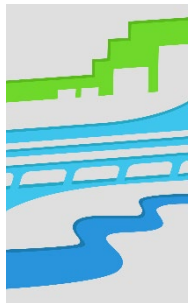
Approve the Wildlife Crossings Letter

### **Prepared By:**

Lizzie Ehrreich, TPO Staff

### **Attachments:**

Wildlife Crossings Letter of Support  
[FDOT I-4 Wildlife Permeability Study \(October 2022\)](#)



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 TPO

## Transportation Planning Organization

Commissioner Gwen Myers  
Hillsborough County  
TPO Chair

Mayor Andrew Ross  
City of Temple Terrace  
TPO Vice Chair

Paul Anderson  
Port Tampa Bay

Commissioner Harry Cohen  
Hillsborough County

Councilman Joseph Citro  
City of Tampa

Councilmember Lynn Hurtak  
City of Tampa

Commissioner Pat Kemp  
Hillsborough County

Mayor Nate Kilton  
City of Plant City

Adelee Marie Le Grand, AICP  
HART

Joe Lopano  
Hillsborough County  
Aviation Authority

Councilman Guido Maniscalco  
City of Tampa

Commissioner  
Michael Owen  
Hillsborough County

Hemant Saria  
Planning Commission

Greg Slater  
Expressway Authority

Commissioner  
Joshua Wostal  
Hillsborough County

Jessica Vaughn  
Hillsborough County  
School Board

Beth Alden, AICP  
Executive Director



**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

Kimberly Byer, Assistant County Administrator – Hillsborough County  
Danni Jorgensen, Transportation Engineering Manager – City of Tampa  
Julie Ham, Planning & Zoning Manager – City of Plant City  
Michael Sherman, Community Development Director – City of Temple Terrace  
Bob Frey, Planning Director – Tampa Hillsborough Expressway Authority  
Brain Hunter, Government Liaison Administrator – FDOT District 7

March 8, 2023

Re: Wildlife Crossings

Dear Colleagues:

Due to the safety and environmental benefits of wildlife crossings, the Hillsborough TPO directed its staff and encourages its local governments and partner agencies to incorporate wildlife crossings into their planning processes. Wildlife crossings are structures through, over, and under which wildlife can traverse the transportation network, and there are more than 60 wildlife crossings in the state of Florida. We encourage studies and plans for wildlife crossings, such as the FDOT I-4 Wildlife Permeability Study. Furthermore, the TPO directed staff and advises partners of the opportunity to coordinate with local and state planning agencies as well as environmental agencies and organizations, such as the Jan K. Platt Environmental Land Acquisition and Protection Program and the Florida Fish and Wildlife Conservation Commission (FWC), to identify ideal locations for wildlife crossings.

In the context of transportation, the primary challenges are to improve safety conditions for drivers, passengers, and wildlife and to decrease habitat fragmentation. Vehicle collisions with wildlife have steadily increased since 2000 in Florida and are expected to continue to increase with population growth. Collisions can be life-threatening and are detrimental to drivers and passengers, as well as wildlife populations, particularly endangered species. Wildlife crossings decrease the number of collisions and expand habitat connectivity to improve survival, reproduction rates, and genetic diversity among wildlife as growth and development continue.

Many conservation lands across Hillsborough County and Florida are fragmented and intersected by multilane roads, which wildlife must cross to access suitable habitats and necessary resources. For example, in the case of Florida panthers, the U.S. Fish and Wildlife Service's (FWS) Species Status Assessment for the Florida Panther report suggests reducing risks of vehicle collisions and habitat expansion are ways to decrease extinction probabilities. FWS identified the Green Swamp, north of I-4 as a potential future habitat capable of supporting reproducing females; however, the Green Swamp is surrounded by interstates. In addition to panthers, many other animals also benefit from wildlife crossings and habitat corridors, such as Florida back bears, deer, bobcats, alligators, turtles, etc.

The population of Hillsborough County is expected to reach 2 million by 2045, 39% higher than in 2020, which suggests interactions between people and wildlife will also increase. In planning for our shared future, the TPO supports the Hillsborough County

Comprehensive Plan Mobility Policy that wildlife underpasses and overpasses shall be used to address transportation infrastructure's potential impact on wildlife corridors and habitats. We stand ready to assist and coordinate with our local government and agency partners. For further information please contact me, or Lizzie Ehrreich at [ehrreichl@plancom.org](mailto:ehrreichl@plancom.org).

Beth Alden, AICP  
Executive Director  
813.547.3318 (o)  
[aldenb@plancom.org](mailto:aldenb@plancom.org)

CC:  
Ross Dickerson – ELAPP  
John Patrick, AICP – C&IP  
Melissa Zornitta, FAICP – The Planning Commission  
Robert Wassum, PE – City of Plant City  
Brian McCarthy, PE – City of Temple Terrace  
Suzanne Monk, FCCM, Joel Johnson, and Brent Setchell, PE – FDOT



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

Bylaws Amendment for Citizens Advisory Committee (CAC)

### **Presenter:**

Johnny Wong, TPO Staff

### **Summary:**

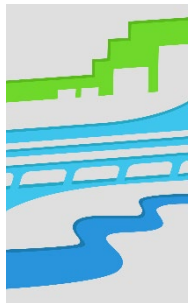
Largely nominated by TPO board members on an individual basis, the members of the CAC together represent a smattering of geographic areas and demographic groups. For years, some communities, particularly in the unincorporated county, have not been represented at all. Hispanic persons and low-income households have been chronically underrepresented as well, in comparison to the general population.

Today's bylaws amendment proposes adding at-large seats to complement the seats nominated by board members. Board member nominations will continue. At-large seat recruitment will be through staff outreach to community groups, which will be directed by the CAC's annual, anonymous review of its membership to identify gaps and recruitment focus areas for the coming year.

All CAC members, whether nominated by a Board member or recruited for an at-large seat to fill a gap, will continue to be voted on by the full Board.

As background, the CAC held a workshop in November to discuss two new restructuring proposals. Committee members verbalized support for expanding the committee to: include 20 at-large seats reserved for underrepresented geographic and demographic groups; to retain one appointee from each TPO Board member; establish up to (3) two-year terms for at-large members, beginning in January of 2023; and, make consistent the term limits of TPO elected officials and their CAC appointees.

This proposal was presented to the TPO Board in December; considered in January for approval; and deferred to March to allow new TPO Board members to nominate CAC members. The new CAC members have now reviewed the proposal as well.



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

### **Recommended Action:**

Approve Bylaws Amendment.

### **Prepared By:**

Johnny Wong, PhD, TPO Staff

### **Attachments:**

1. TPO Bylaws with proposed changes highlighted
2. [Presentation Slides](#)

**BY-LAWS OF  
THE HILLSBOROUGH COUNTY  
TRANSPORTATION PLANNING ORGANIZATION  
AND ITS COMMITTEES  
Amended ~~March 8, 2023~~**

Deleted: ~~September~~

Deleted: ~~14~~

Deleted: ~~2022~~

**1.0 PURPOSE:** These *By-laws* are adopted by the Hillsborough County Metropolitan Planning Organization 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.

**1.1 DOING BUSINESS AS:** Consistent with the Fictitious Name Act (s.865.09, F.S.), and as registered with the Florida Department of State, the MPO will conduct business as the "Hillsborough Transportation Planning Organization," hereinafter called the "TPO".

**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 TPO 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 TPO.

**2.4 MEMBER(S):** The TPO 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 TPO meeting in place of a regular member. TPO committee membership is as provided in these By-laws.

**2.5 PUBLIC HEARING:** A meeting of the TPO 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 TPO at which all official business may be transacted.

2.7 **SPECIAL MEETING:** A meeting of the TPO 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 **TPO OFFICERS:** There shall be a Chair and a Vice-Chair. All officers shall be voting members of the TPO.

Deleted: M

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. No officer may serve for more than two years consecutively.

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 TPO 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 TPO 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 TPO on the West Central Florida MPO Chairs Coordinating Committee (CCC), doing business as Suncoast Transportation Planning Alliance (SCTPA), 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 TPO, unless otherwise specified by the *By-laws* or *Policies*.
- (f) Express the position of the TPO as determined by vote or consensus of the TPO.
- (g) See that all actions of the TPO 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 TPO.

**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 TPO.

**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 TPO. 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 TPO. 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 complete application forms for the TPO Board's consideration. Using the same procedure, alternate members may be designated to act on behalf of regular members with all the privileges accorded thereto. The TPO shall not appoint committee applicants who are affiliated with private TPO 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 TPO 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 TPO 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 TPO Chair may immediately terminate the membership of any committee member for violations of standards of conduct, defined as conduct

**Deleted:** be recommended for membership by action of the committee on which they would like to serve



inconsistent with Section 7.0 of these By-laws. 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 TPO), 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 TPO By-laws shall be used for the conduct of all TPO committee meetings.
- 4.2.5 Standing Committee Sub-Committees:** An TPO 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 TPO By-laws shall be used for the conduct of such sub-committees meetings in the same manner as the TPO committees.
- 4.2.6 TPO 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 TPO 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 TPO 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 Transportation Planning Organization area boundary.

The membership shall be composed of: three (3) 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 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 TPO.

**4.2.7 TPO 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 TPO; 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 TPO 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. Racial and ethnic minorities, women, persons below median household income, youth, the elderly, and persons with disabilities, and persons from different geographic areas

Deleted: M

across the county must be adequately represented on the CAC to the maximum extent feasible.

All members must be residents of Hillsborough County. Membership will be as follows: One committee member nominated by each voting member serving on the TPO Board, and twenty (20) at-large members, selected to improve proportionate representation of countywide geographical and demographic characteristics. Annually, a review of current members will be conducted to establish recruitment goals for any vacant seats for the coming year, and establish the basis for recommending candidates to the TPO board. The annual review will consider: (1) Geographic representation, assessed with respect to randomly-generated districts of approximately equal populace; (2) Demographic characteristics, including income, gender, race, ethnicity, disability status, and age, assessed with respect to their proportions in the general population. All committee members will be approved by a vote of the TPO Board.

Terms of appointment for at-large members and unelected members of the TPO Board shall be for a period of up to three (3) two-year terms. Term limits for appointees of elected members of the TPO Board shall be consistent with the term of that appointing board member, or up to six years, whichever is first. Terms are subject to Section 4.2.2 of these bylaws, and the terms of appointment notwithstanding, CAC members shall serve at the pleasure of the TPO.

**4.2.8 TPO Policy Committee:** The TPO Policy Committee shall be responsible for the review and in-depth discussion of items and issues proposed to come before the TPO and for development of recommendations to the TPO, as appropriate, regarding such items and issues in order to facilitate the accomplishment of the TPO'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 TPO who shall serve on a voluntary basis. Volunteers for membership will be solicited at the TPO meeting at which the Chair is elected and at any TPO meeting thereafter if the total membership of the Policy Committee falls below five (5). Those TPO members requesting to be made Policy Committee members in response to such solicitation or upon the initiative of an individual TPO member shall be so appointed by action of the TPO and shall serve terms that last until the next TPO 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 TPO in identifying local service needs and providing information, advice, and direction to the Community Transportation Coordinator (CTC) on the coordination of

**Deleted:** one (1) member nominated by each member of the Board of County Commissioners serving on the TPO, one (1) member nominated by each member from the City of Tampa serving on the TPO, 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)

**Deleted:** nominated by local organizations

**Deleted:** .

**Deleted:**

**Deleted:**

**Deleted:** 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.

**Deleted:** two

**Deleted:** -year

**Deleted:** six years

**Deleted:** .

**Deleted:** with an opportunity for reappointment thereafter

**Deleted:**

**Deleted:** unless the official who appointed the member leaves office or the TPO 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. T

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 TPO who has been appointed by the TPO 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 TPO.

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 TPO 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 TPO with an evaluation of the CTC's performance relative to the standards adopted by the Commission for the Transportation Disadvantaged and the TPO. 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 TPO 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 TPO;
- 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 TPO 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 TPO 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 TPO and/or other agencies. ITS Committee recommendations to the TPO 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 USF Center for Urban Transportation Research, the City of Plant City and the City of Temple Terrace as well as a non-voting advisor from the FDOT. Members and Alternate Members shall serve terms of indefinite length at the pleasure of their respective governmental bodies or agencies and the TPO.

**4.2.11 TPO Bicycle/Pedestrian Advisory Committee (BPAC):** The BPAC shall be responsible for making recommendations to the

TPO, 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 TPO 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 TPO, local governments and transportation agencies relating to the mission of the Committee; and enhancing coordination among TPO 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 TPO. 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 TPO Board Member (appointed by the TPO 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; and School District and/or School Parent representative.

**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 TPO 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 TPO 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 TPO 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 TPO shall be responsible for providing written public notice of all TPO 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 TPO's Public Participation Plan.

**5.5 AGENDA OF MPO AND COMMITTEE MEETINGS:** The agenda for all TPO 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 TPO 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 TPO 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 TPO Chair or the committee chair.

The agenda for any TPO 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 TPO and committee meetings.

**5.7 QUORUM:** A simple majority of the total non-vacant membership of the TPO or TPO 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 nine (9) members shall constitute a quorum for the LRC and BPAC. 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 TPO 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 TPO or TPO committee at a regular or special meeting, public hearing, or public participation type workshop, after signing in with the TPO 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 TPO 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, TPO 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) TPO 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 TPO regular and special meetings, workshops and public hearings, TPO 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 TPO 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 TPO 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 TPO 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 TPO 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 TPO 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 TPO or one of its committees.

**7.6 CODE OF CONDUCT:** Recognizing that persons holding a position of public trust are under constant observation, and that maintaining integrity and dignity are essential for high levels of public confidence in institutions of government, members are expected to adhere to the following:

- a. Prepare for and regularly attend all meetings of the member's group;
- b. Extend courtesy and consideration toward colleagues, citizens, and staff, during all discussions and deliberations;
- c. Avoid appearance of impropriety;
- d. Allow citizens, colleagues, and staff sufficient opportunity to present their views, within the prescribed rules of conduct of meetings;
- e. Refrain from abusive comments or intimidating language directed at colleagues, citizens, or staff, including gestures, body language or distracting activity that conveys a message of disrespect and/or lack of interest;
- f. Not engage in harassing behavior or unwelcome conduct of a sexual nature toward colleagues, citizens, or staff;
- g. Discharge their duties without prejudice toward any person or group;
- h. Not lend their influence towards the advancement of personal financial interests or the financial interests of family, friends, or business associates.

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

**8.1 POLICIES:** The TPO shall adopt, by a vote of a majority of the total membership, *Policies* to guide the administration of the TPO. 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 TPO.

**8.2 STATUTES:** The TPO 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 TPO 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 TPO.

**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 TPO. Any amendment shall be proposed at a regular meeting and voted upon the next regular meeting.



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

TIP Amendment: HART Bus Stop Capital Improvements

### **Presenter:**

Roger Mathie, TPO Staff

### **Summary:**

This TIP amendment will impact one project, noted below:

452684 -1 HART Bus Stop Capital Improvements

This amendment will allow HART to improve bus stop facilities, and is the result of a congressional member priority project that was included in the federal budget in December, adding \$5 million in new federal funds without affecting other projects in Hillsborough County.

The TPO assisted HART over the last few years by engaging a contractor to update HART's Bus Stop Inventory, and the resulting assessment identifies needs such as standardizing bus stops across the county, addressing Americans With Disabilities Act (ADA) deficiencies at bus stops, and replacing shelters in disrepair.

### **Recommended Action:**

Approve the TIP Amendment to add new federal funds for HART Bus Stop Capital Improvements

### **Prepared By:**

Roger Mathie, TPO Staff

### **Attachments:**

1. [Comparative Report](#)
2. [Presentation slides](#)



**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 TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

General Planning Consultant (GPC) Selection & Authorization to Negotiate

### **Presenter:**

Meghan D. Betourney, TPO Staff

### **Summary:**

The TPO has ongoing services contracts with general planning consultants to conduct plans and studies identified in the TPO Unified Planning Work Program. GPCs are an important resource for the TPO, providing specialized technical expertise and augmenting staff capabilities. Following a statewide review of MPO consultant contracts, FHWA and FDOT directed many MPOs, including Hillsborough TPO, to update their consultant procurements to comply with recent federal law.

The procurement process began by placing an advertisement in the *Florida Administrative Registrar* and on the TPO website, complemented by emails directly to the TPO's contact lists, soliciting letters of response from qualified transportation consultants. Sixteen firms responded.

A TPO staff member from each of the three staff teams reviewed the letters of response and recommended the following firms: AECOM, Atkins, Benesch, Cambridge Systematics, Fehr & Peers, Gresham Smith, HDR, Kittelson, and Mead & Hunt.

Contracts will be for a two-year period through June 30, 2025, and will be presented to the Board for approval at a future meeting. Once the contracts are executed, tasks from the Unified Planning Work Program will be assigned to firms by staff based on the expertise areas the firms presented.

### **Recommended Action:**

Recommend the TPO authorize staff to negotiate a contract with each of the top-rated nine firms

### **Prepared By:**

Meghan D. Betourney, TPO Staff

### **Attachments:**

- [Presentation slides](#)
- Advertisement
- Typical contract (draft)



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



Notice of Bid/Request for Proposal

**OTHER AGENCIES AND ORGANIZATIONS**

**HILLSBOROUGH COUNTY METROPOLITAN PLANNING ORGANIZATION**

**NOTICE TO PROFESSIONAL CONSULTANTS HILLSBOROUGH METROPOLITAN PLANNING ORGANIZATION (MPO) AND STATE OF FLORIDA FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT VII**

NOTICE TO PROFESSIONAL CONSULTANTS

HILLSBOROUGH METROPOLITAN

PLANNING ORGANIZATION (MPO)

AND

STATE OF FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT VII

The Hillsborough County Metropolitan Planning Organization (MPO), doing business as Hillsborough Transportation Planning Organization (TPO), in conjunction with the Florida Department of Transportation (FDOT), District VII, is reissuing its request seeking professional consultant services on the projects listed in this advertisement. The TPO request Letters of Response from Consultants for the General Planning Consultant (GPC) contract. By submitting a Letter of Response, the Consultant affirms that it is FDOT prequalified in the work category, Group 13-Planning. Any firm not prequalified by the FDOT and desiring consideration for these projects must obtain and submit a complete Request for Qualification Package, to the Procurement Office in Tallahassee, (850)414-4477, by the advertised Letter of Response Deadline Date.

DESCRIPTION: General Transportation Planning Consultants

REQUESTED SERVICES:

Core required general planning services shall include the following:

- Long range transportation systems planning
- Subarea/corridor planning
- Public outreach/participation
- Document Production

Optional planning services may include additional topics from the TPO work program:

MULTIMODAL PLANNING, including but not limited to:

Smart Cities Planning

- Congestion management & crash mitigation strategies
- Intelligent Transportation Systems
- Connected/Autonomous vehicles & related technologies
- Transportation Systems Management & Operations
- Traffic circulation, intersection & access management analyses
- Planning-level feasibility studies
- Road safety audits & field reviews

Security, Resilience & Emergency Preparedness Planning

- Vulnerability Assessments
- Mitigation strategies, analysis, & return on investment

Complete Streets & Non-Motorized Planning

- Bicycle & pedestrian facilities
- Off-road trails & side paths
- Context sensitive redesign & feasibility studies
- Micro-mobility

Intermodal/Freight & Goods Movement Planning

- Seaport, airport, freight rail & intermodal access
- Truck routes

- Freight activity centers & logistics zones

#### Transit & Transportation Demand Management Planning

- Bus service & facilities
- Fixed guideway transit
- Flexible, on-demand transit
- Water transit
- Carpools, vanpools, shared ride & mobility as a service
- Transit oriented development

#### Transportation Disadvantaged Planning

- Health impact analysis
- Transportation disadvantaged service plans & evaluations

#### SUB-AREA & FOCUSED ENVIRONMENTAL STUDIES, including but not limited to:

Efficient Transportation Decision Making support & early screening of NEPA alternatives

Environmental impact reduction (e.g. wildlife crossings, greenhouse gas, noise)

School area studies

Equity, Title VI & Environmental Justice analysis

#### DATA COLLECTION, MONITORING & OTHER TECHNICAL SUPPORT, including but not limited to:

Transportation performance measurement, target-setting & reporting (as defined by federal, state or TPO requirements), including:

- Safety, including fatal & serious injury crashes
- Travel time reliability data collection & analysis
- Pavement & bridge condition
- Transit assets

Traffic counts, Bicycle/Ped data including new or emerging data sources & means of collection

Multimodal Q/LOS, level of traffic stress analysis

Socioeconomic data collection & forecasting

Regional travel demand modeling (TBRPM) & related data collection

Operational modeling (e.g. VISSIM, Synchro) & related data collection

Air quality analysis/forecasting

Database programming

GIS data & analysis

Transportation & land use coordination & planning

Revenue & cost estimating/forecasting & financial planning

Transportation project prioritization

Shared data platforms

Graphic design

Foreign language translation

Meeting facilitation

Public opinion research

Social media & communications strategies

Web application development

Regional planning & coordination studies

Consultants are encouraged to visit the TPO Unified Planning Work Program (UPWP) at <https://planhillsborough.org/wp-content/uploads/2021/08/UPWP-FY23-FY-24-Adopted-with-revision-05-18-22-1.pdf> for more information on the anticipated tasks and projects.

The services to be rendered by the Consultant(s) shall be for a period of 24 months or until a total accumulated fee is reached, whichever occurs first.

**SUBCONSULTANT OPPORTUNITY:** Upon selection and prior to contracting with the TPO, Consultants must furnish executed sub-contracts with their subconsultants as part of their submittal package. Consultants who are not pre-qualified by the Florida Department of Transportation for lack of independent CPA Certified overhead audit may be utilized to provide services for these projects, providing that compensation to the subconsultant will not exceed

\$250,000. Before work may commence, any such consultant utilized must also be technically qualified and approved by the TPO.

**COOPERATIVE PURCHASING:** The TPO participates in Cooperative Purchasing. Pursuant to their own governing laws, and subject to the agreement of the Contractor, other entities may be permitted to make purchases at the terms and conditions contained herein. Non-Customer purchases are independent of the agreement between Customer and Contractor, and Customer shall not be a party to any transaction between the Contractor and any other purchaser. State agencies wishing to make purchases from this agreement are required to follow the provisions of s. 287.04, F.S. This statute requires the Department of Management Services to determine that the requestor's use of the contract is cost-effective and in the best interest of the State.

**EQUAL OPPORTUNITY STATEMENT:** The TPO in accordance with the provisions of Title VI of the Civil Rights Act of 1964, hereby notifies all firms and individuals that it will require affirmative efforts be made to ensure participation by minorities in any contract for consultant services. Disadvantaged business enterprises (DBE) will be afforded full opportunity to submit proposals in response to advertisements and will not be discriminated against on the grounds of race, color, national origin, sex, age, disability, family, or religious status in consideration for an award. The TPO has a DBE participation policy statement and participates in FDOT's statewide goal.

**DBE Utilization:** FDOT began its DBE race neutral program January 1, 2000. Contract specific goals are not placed on Federal/State contracts; however, the Department has an overall 10.65% DBE goal it must achieve. In order to assist contractors in determining their DBE commitment level, the Department has reviewed the estimates for this letting.

As you prepare your bid, please monitor potential or anticipated DBE utilization for contracts. When the low bidder executes the contract with the Department, information will be requested of the contractor's DBE participation for the project. While the utilization is not mandatory in order to be awarded the project, continuing utilization of DBE firms on contracts supports the success of Florida's DBE Program and supports contractors' Equal Employment Opportunity and DBE Affirmative Action Programs.

Any project listed as 0% DBE availability does not mean that a DBE may not be used on that project. A 0% DBE availability may have been established due to any of the following reasons: limited identified subcontracting opportunities, minimal contract days, and/or small contract dollar amount. Contractors are encouraged to identify any opportunities to subcontract to DBE's.

Please contact the Equal Opportunity Office at (850)414-4747 if you have any questions regarding this information.

**Bid Opportunity List:** The Federal DBE Program requires States to maintain a database of all firms that are participating or attempting to participate on FDOT-assisted contracts. The list must include all firms that bid on prime contracts or bid or quote subcontracts on FDOT-assisted projects, including both DBE's and non-DBEs.

Please complete the Bidders Opportunity List form found here (Bid Opportunity List Form.docx) and submit to the [betourneym@plancom.org](mailto:betourneym@plancom.org) within 3 business days of submission of the LOR for ALL subcontractors or sub-consultants.

**RESPONSE PROCEDURE:** Qualified consultants who are interested in these projects are required to submit an electronic Letter of Response to the TPO indicating their desire to be considered for this project. The letter must be no more than five (5) pages, one-sided and shall as a minimum, include the following information:

1. Consultant's Name and Address
2. Responsible Office for the Consultant Firm
3. Contact Person for the Project, Email Address and Telephone Number
4. Name(s) of Subconsultant(s) that may be used and brief indication of any previous joint projects
5. Statement regarding qualifications of the Prime consultant firm and any proposed Subconsultants in the required services, and, if applicable, optional services
6. Key personnel including areas of expertise and relevant past TPO/planning experience (do not include resumes)
7. Approach for achieving client expectations

**THE CONSULTANT MUST BE ABLE TO MEET THE FOLLOWING CONDITION WHICH WILL BE PART OF THE CONTRACT BETWEEN THE TPO AND THE CONSULTANT:**

No member, officer or employee of the Hillsborough County City-County Planning Commission or the Hillsborough TPO during his tenure or for two years thereafter shall have any interest, direct or indirect, in this contract or the

proceeds thereof. Any firm which has a member, officer or employee that this provision speaks to, must demonstrate in its Letter of Response that this provision can be met by segregating the affected person from the project and from receiving any proceeds from the contract. For the purpose of the contract, an employee of the consultant includes any subconsultant, independent agent contracting with the consultant, or anyone having a service contract with the consultant.

**FEDERAL DEBARMENT:** By submitting a Letter of Response, the consultant certifies that no principal (which includes officers, directors or executives) is presently suspended, proposed for debarment, declared ineligible or voluntarily excluded from participation on this transaction by any Federal Department or Agency.

**SELECTION PROCESS:** The listed projects are covered by the selection process detailed in Rule Chapter 14-75, Florida Administrative Code. The schedule is listed below. The selected consultants' contract and fees will be negotiated in accordance with Section 287.055, Florida Statutes. The Consultants that are ultimately selected as well as any changes to the selection schedule will be advertised only on the TPO's Webpage, at <http://www.planhillsborough.org/career-and-consultant-opportunities/>. All questions about the GPC selection process or schedule shall be in writing and directed to Meghan Betourney at [Betourneym@plancom.org](mailto:Betourneym@plancom.org).

**SELECTION SCHEDULE:**

Letter of Response due, Monday, February 6, 2023, 5:00 p.m. EST

List of selected consultants announced on website and by email, Monday, February 27, 2023. 9:00 a.m. EST

Consultant selection by TPO board, Wednesday, March 8, 2023 (BOCC Boardroom, 601 E. Kennedy Blvd, 2<sup>nd</sup> Fl)

**REQUESTING UNIT:** Hillsborough Transportation Planning Organization

**LETTER OF RESPONSE MAY BE ADDRESSED TO:** Beth Alden, AICP, Executive Director, Hillsborough Transportation Planning Organization, 01 E. Kennedy Blvd., 18th Floor, Tampa, Florida 33602-5117

**EMAIL LETTER OF RESPONSE TO:**

[BetourneyM@plancom.org](mailto:BetourneyM@plancom.org). An email response that your LOR was received will be sent.

**LETTERS OF RESPONSE DEADLINE:** 5:00 p.m. EST, Monday, February 6, 2023

**HILLSBOROUGH COUNTY  
METROPOLITAN PLANNING ORGANIZATION  
dba  
HILLSBOROUGH TRANSPORTATION PLANNING  
ORGANIZATION (TPO)**

**PROFESSIONAL SERVICES AGREEMENT**

**General Transportation Planning Consultant Services**

**June 2022**

**Hillsborough County Metropolitan Planning Organization  
PROFESSIONAL SERVICES AGREEMENT**

THIS AGREEMENT is entered into this \_\_\_ day of \_\_\_\_\_, 2023, by and between the Hillsborough County Metropolitan Planning Organization, dba Hillsborough Transportation Planning Organization hereinafter referred to as the "TPO", and CONSULTANT NAME, hereinafter referred to as "CONSULTANT".

**WITNESSETH:**

For and in consideration of the mutual agreements hereinafter contained, the TPO hereby retains CONSULTANT, and CONSULTANT hereby covenants to provide the professional services described herein in connection with the Hillsborough Transportation Planning Organization's General Transportation Planning Consultant Services.

**SECTION I - TPO OBLIGATIONS**

The TPO agrees that it shall furnish to CONSULTANT any data and other work products readily available in the TPO files pertaining to the services to be performed under this Agreement.

The Executive Director of the Metropolitan Planning Organization, hereinafter referred to as the "DIRECTOR", shall issue written authorization to proceed, hereinafter referred to as "Notice to Proceed", to CONSULTANT for the individual task assignment to be performed hereunder which Notice to Proceed shall specify a completion time for the work. In case of emergency, the DIRECTOR reserves the right to issue an oral Notice to Proceed to CONSULTANT with the understanding that a written Notice to Proceed shall follow immediately thereafter.

DIRECTOR shall not be obligated to assign any minimum amount of individual task assignments to CONSULTANT during the life of this Agreement and CONSULTANT agrees that it will not make any claim for damages or loss of profits due to the amount of individual task assignments assigned pursuant to this Agreement.

The TPO will furnish, without charge, the following information to the CONSULTANT for the performance of Services:

- A. All criteria and full information as to the TPO's requirements for CONSULTANT's performance pursuant to this Agreement including objectives, constraints, budgetary limitations, and time frames.
- B. Drawings, specifications, schedules, reports, socio-economic, traffic, and planning data and other information prepared by and/or for the TPO by others which are available to the TPO and which the TPO considers pertinent to the CONSULTANT's responsibilities, pursuant to this Agreement and CONSULTANT shall have the right to rely upon the accuracy and completeness of any such materials and/or information.

**SECTION II - PROFESSIONAL SERVICES**

Upon delivery of a Notice to Proceed for individual task assignments from the DIRECTOR, CONSULTANT agrees to perform professional services described in Exhibit "A" hereto, hereinafter referred to as "Services". Individual task assignments made to CONSULTANT shall be in writing on forms acceptable to the DIRECTOR which shall be included as part of the Notice

to Proceed required by Section I of this Agreement, and may include data and other work product and progress requirements to be met at designated stages of completion.

In connection with Services to be rendered pursuant to this Agreement, CONSULTANT further agrees to:

- A. Comply with any federal, state and local laws or ordinances applicable to the work including but not limited to provisions for ADA508 Guidelines, of the State of Florida PUR 1000 General Contract Conditions Cooperative Purchasing, and the State of Florida Dept. of Transportation DBE Bid Package Information as attached as Appendix A: Additional Federal, State and Local Information
- B. Cooperate fully with the DIRECTOR in the scheduling and coordination of all phases of the work.
- C. Report the status of the work to the DIRECTOR upon request and hold all pertinent data and other work products open for inspection by the DIRECTOR or his authorized agent at any time.
- D. Submit for review, data and other work products representative of the work's progress at the designated stages of completion, if stipulated in the Notice to Proceed. Submit for DIRECTOR's approval the final work products upon incorporation of any modifications requested by the Director during any previous review.
- E. Confer with the DIRECTOR at any time during the term of this Agreement concerning the further development and utilization of data and other work products generated by CONSULTANT pursuant to this Agreement as to interpretation and corrections of errors and omissions. CONSULTANT shall not be compensated for the correction of CONSULTANT'S errors and/or omissions.

The CONSULTANT shall ensure that all work products, contractual services documents and support forms have been prepared on PC compatible hardware, and software approved by the Director.

The CONSULTANT shall have proven familiarity with Geographic Information Systems (GIS) applications for transportation planning tasks. All GIS products shall be compatible with the Hillsborough County City-County Planning Commission's, hereinafter referred to as the "Planning Commission", GIS hardware and software. All GIS deliverables shall include:

- A Map Package (.mpk) for each map produced utilizing ESRI products and all data layers necessary to recreate the completed map; and
- A brief summary of methodology for each map produced, including the original name and source of data, and any data queries or selection parameters used to create or depict pertinent topic data layers within the map.

All final graphics and documents delivered to the TPO shall be in a photo ready reproducible format. In addition, all documents shall be supplied to the TPO in their original, editable, electronic format. This includes technical reports, maps, tables, graphics, photos, and other supporting information used to produce the required deliverables.

### **SECTION III - TIME FOR COMPLETION**

The individual task assignment to be rendered by CONSULTANT under Section II of this Agreement shall commence upon delivery of a written Notice to Proceed from the DIRECTOR subsequent to the execution of this Agreement, and shall be completed within the time specified in the Notice to Proceed. CONSULTANT shall not be responsible for failure to perform or for

delays in the services arising out of factors beyond the reasonable control or without the fault or negligence of CONSULTANT.

Nothing in this Agreement shall preclude the DIRECTOR from granting a reasonable extension of the time specified in the Notice to Proceed where appropriate to ensure full and proper completion of an individual task assignment. CONSULTANT and the TPO hereby agree that any decision by the DIRECTOR to grant or not grant an extension of time for completion of an individual task assignment shall not be a cause for claim by CONSULTANT. Any extension of time granted by the DIRECTOR shall be in writing and shall be incorporated as an addendum to the previously issued Notice to Proceed.

#### **SECTION IV - PERSONNEL**

- A. CONSULTANT shall designate a qualified individual acceptable to the DIRECTOR to serve as CONSULTANT's project manager for each individual task assignment. This individual shall be fully responsible for the day-to-day activities required for performance of the individual task assignment pursuant to a Notice to Proceed and shall serve as the primary contact for the DIRECTOR or designated TPO Project Manager.
- B. The DIRECTOR shall designate a qualified member of the TPO staff to serve as the TPO's project manager for each individual task assignment. This individual shall be fully responsible for the day-to-day activities required for performance of the individual task assignment pursuant to a Notice to Proceed and shall be the primary contact for CONSULTANT.
- C. CONSULTANT shall immediately notify the DIRECTOR in the event that CONSULTANT is no longer able to perform Services under this Agreement with any of the personnel listed in CONSULTANT's written technical proposal, and identify such personnel and his or her qualifications.
- D. CONSULTANT shall notify the DIRECTOR of any proposed replacement of personnel, listed in CONSULTANT's written technical proposal, to perform Services under this Agreement at least thirty (30) days prior to such replacement advising of the personnel to be replaced and the proposed replacement personnel.
- E. If requested by the TPO or the DIRECTOR, CONSULTANT shall submit to the DIRECTOR within five (5) days of such request the qualifications of personnel proposed as replacements to personnel to perform Services under this Agreement.
- F. The TPO and the DIRECTOR reserve the right to reject any proposed replacement personnel to perform Services under this Agreement. In such an event, CONSULTANT shall propose alternate replacement personnel and shall submit to the DIRECTOR the qualifications of such personnel at least thirty (30) days prior to the proposed replacement.
- G. In the event that CONSULTANT is no longer able to perform Services under this Agreement with any of the personnel listed in CONSULTANT's written technical proposal, deemed by the DIRECTOR to be necessary for the performance of an individual task assignment or the Services, and is unable to provide replacement personnel acceptable to the TPO or the DIRECTOR, this shall be a cause for cancellation of a Notice to Proceed or termination of this Agreement.
- H. The TPO and the DIRECTOR reserve the right to direct CONSULTANT to remove any of its personnel from the performance of any of the Services under this Agreement. If such removal



is for cause, the costs of such removal shall be borne by CONSULTANT. However, if such removal is not for cause, the cost of such removal shall be borne by the TPO.

- I. CONSULTANT agrees not to contact any members of the TPO Board regarding TPO matters without first contacting the DIRECTOR.

#### **SECTION V - COMPENSATION**

The TPO agrees to pay, and CONSULTANT agrees to accept, for individual task assignment for Services rendered pursuant to this Agreement, including all or a portion of the Services described in Exhibit "A" hereto, as assigned by the DIRECTOR, and all incidental work thereto, the Lump Sum Fee negotiated by the DIRECTOR and CONSULTANT for any individual task assignments to CONSULTANT pursuant to a Notice to Proceed. Such Lump Sum Fee shall be based on the method of compensation outlined in Exhibit "B" hereto. The hourly rates for each job classification and factors for overhead, fringe benefits, and operating margin approved by the TPO Board for CONSULTANT are shown in Exhibit "C" hereto. The Lump Sum Fee shall constitute full compensation for all CONSULTANT costs associated with performance of the Services hereunder, including but not limited to, labor, overhead, computer time, and fringe benefits costs; out-of-pocket expenses such as communications, postage, printing, reproduction, etc.; and travel expenses such as airfare, car rental, lodging, meals, etc. and shall also include CONSULTANT's profit margin in connection with the Services to be rendered pursuant to this Agreement.

#### **SECTION VI - CHANGES TO SERVICES IDENTIFIED BY A NOTICE TO PROCEED**

In the event of a need to change the scope of the Services identified by a Notice to Proceed, the scope, time for completion and compensation for such work shall be described in a written negotiated change order which shall be incorporated as an addendum to the previously issued Notice to Proceed. Such written change order shall be effective and CONSULTANT shall modify its work under a Notice to Proceed to conform with the written change order upon delivery of such written change order to CONSULTANT. In the event that the DIRECTOR determines that there is a need to change the Services identified by a Notice to Proceed and a written change order cannot be negotiated to the satisfaction of the DIRECTOR and CONSULTANT, the DIRECTOR may cancel the previously issued Notice to Proceed.

#### **SECTION VII - RIGHT OF DECISIONS**

All Services shall be performed by CONSULTANT to the reasonable satisfaction of the DIRECTOR, who shall decide all questions, difficulties, and disputes of whatever nature, including reuse of documents pursuant to Section X of this Agreement, which may arise under or by reason of this Agreement, the prosecution and fulfillment of the Services hereunder, and the character, quality, and amount of value therein. The DIRECTOR's decisions upon all claims, questions and disputes shall be final, conclusive and binding upon the parties hereto unless such determination is clearly arbitrary or unreasonable. Adjustments of compensation and time for completion of an individual task assignments pursuant to a Notice to Proceed, due to any major changes in the Services, which might become necessary or be deemed desirable as the work progresses, shall be as provided in Section VII of this Agreement. In the event CONSULTANT does not concur with the decisions of the DIRECTOR, CONSULTANT may present any such objections in writing to the TPO in a manner consistent with Section IV of this Agreement. The DIRECTOR and CONSULTANT shall abide by the decisions of the TPO. This paragraph does not constitute a waiver of either party's right to proceed in a court of competent jurisdiction.

#### **SECTION VIII - OWNERSHIP OF DOCUMENTS**

Upon payment in accordance with the terms of this Agreement, all data and other work products developed by CONSULTANT pursuant to this Agreement shall become the property of the TPO without restrictions or limitations upon their use and shall be made available by CONSULTANT at any time upon request by the TPO; provided, however, that notwithstanding anything to the contrary in this Agreement, any preexisting proprietary rights including any application files owned by or licensed to CONSULTANT or source files owned by third party vendors to CONSULTANT shall remain the sole and exclusive property of CONSULTANT and/or such third party vendors. Reuse of such data by the TPO for any purpose other than that for which prepared shall be at the TPO's sole risk. When all Services or any individual task assignment contemplated under this Agreement and identified in a Notice to Proceed are complete, all of the above data shall be delivered to the DIRECTOR within the time for completion specified in the Notice to Proceed.

#### **SECTION IX - REUSE OF DOCUMENTS**

CONSULTANT may not reuse data or products developed under this Agreement without the written permission of the DIRECTOR; provided, however, CONSULTANT may reuse, without the permission of the DIRECTOR, data or products included within the work product which were previously developed by CONSULTANT and which are of general applicability in its industry or proprietary to CONSULTANT.

#### **SECTION X - COURT APPEARANCES AND CONFERENCES**

Nothing in this Agreement shall obligate CONSULTANT to prepare for or appear in litigation on behalf of the TPO except in consideration of additional compensation. The amount of such compensation shall be mutually agreed upon and described in a Supplemental Agreement subject to approval by the TPO Board. Except as otherwise provided by law, only upon said approval of a Supplemental Agreement and subsequent delivery of written authorization from the DIRECTOR shall CONSULTANT be obliged to make Court appearances on behalf of the TPO.

#### **SECTION XI - NOTICES**

Any notices, reports or other written communication from CONSULTANT shall be considered delivered when posted by certified mail or accepted electronic format or delivered in person to the DIRECTOR. Any notices, reports or other communications from the TPO to CONSULTANT shall be considered delivered when posted by email, certified mail or other accepted electronic formats to CONSULTANT at the last address left on file with the TPO or delivered in person to said CONSULTANT or CONSULTANT's authorized representative.

#### **SECTION XII – CANCELLATION OR SUSPENSION OF A NOTICE TO PROCEED**

The DIRECTOR shall have the authority to cancel or suspend a Notice to Proceed at the sole discretion of the DIRECTOR. In the event the DIRECTOR cancels or suspends a Notice to Proceed, CONSULTANT shall be compensated for all Services rendered consistent with the terms of this Agreement and the Notice to Proceed up to the time delivery of written notification of such cancellation or suspension except in the case of a cancellation or suspension of a Notice to Proceed based on a notification of noncompliance which is not cured or declaration of default as provided in Section XIX of this Agreement. This compensation shall be determined on the basis of the percentage of the total Services, which have been performed at the time of delivery to CONSULTANT of such notice. In the event partial payment has been made for professional Services not performed, CONSULTANT shall return such sums to the TPO within ten (10) days after delivery of written notice that such sums are due.

#### **SECTION XIII - AUDIT AND INSPECTION OF RECORDS; PUBLIC RECORDS**

A. Maintenance of Records

CONSULTANT shall maintain appropriate records with respect to wages and salaries and other reimbursable costs hereunder during the course of the Services and for three (3) years after final payment under this Agreement. Such records supported by payrolls, invoices, and other documents pertaining in whole or in part to the Services shall be clearly identified, readily accessible and, to the extent feasible, kept separate and apart from all other documents related to the Services. The system of accounting shall be in accordance with generally accepted accounting principles and practices, consistently applied. These records are maintained for information only.

**B. Accessibility of Records; Public Records**

CONSULTANT shall permit the authorized representatives of the TPO and the TPO's funding agencies to inspect all data and records relating to its performance under this Agreement. These rights of inspection shall extend for a period of three (3) years following final payment under this Agreement.

**IF THE CONSULTANT HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE CONSULTANT'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS CONTRACT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT (813) 273-3774 ext.371; [WilkeningC@plancom.org](mailto:WilkeningC@plancom.org); 601 E. Kennedy Blvd., 18th Floor, Tampa FL 33602).**

While providing services to the TPO under this Agreement, CONSULTANT will comply with Florida's public records law, Chapter 119, Florida Statutes, and further agrees to: 1. Keep and maintain public records required by the TPO to perform the service; and 2. Upon request from the TPO's custodian of public records, provide the TPO with a copy of the requested records or allow the records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided in Chapter 119, Florida Statutes, or as otherwise provided by law; and

- C. Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the contract term and following completion of the contract if the CONSULTANT does not transfer the records to the TPO; and
- D. Upon completion of the contract, transfer, at no cost, to the TPO all public records in possession of the CONSULTANT or keep and maintain public records required by the TPO to perform the service. If the CONSULTANT transfers all public records to the TPO upon completion of the contract, the CONSULTANT shall destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. If the CONSULTANT keeps and maintains public records upon completion of the contract, the CONSULTANT shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to the TPO, upon request from the TPO's custodian of public records, in a format that is compatible with the information technology systems of the TPO.

**SECTION XIV - SUBCONTRACTING**

CONSULTANT shall not subcontract, assign, or transfer any work under this Agreement without the prior written consent of the DIRECTOR. Work shall be performed by personnel listed in CONSULTANT's written technical proposals or replacement personnel as provided in this Agreement. When applicable and upon receipt of such consent in writing, CONSULTANT shall

cause the names of the firms responsible for the major portions of each separate specialty of the work to be inserted in the pertinent documents or data.

CONSULTANT will require in any subcontracts pertaining to the Services described herein that the subconsultant will permit the TPO all the rights and privileges of this Agreement, including, but not limited to, the TPO's right to secure materials or services from the subconsultant which might be a part of the subconsultant's work product.

It is the policy of the Hillsborough County TPO that disadvantaged businesses, as defined in 49 Code of Federal Regulations, Part 26, shall have an opportunity to participate in the performance of TPO contracts in a nondiscriminatory environment. Pursuant to 49 CFR 26.21(a)(1) the Hillsborough County TPO has adopted the Florida Department of Transportation Disadvantaged Business Enterprise (DBE) Program for use on US DOT-assisted contracts. FDOT triennially establishes a statewide race neutral aspirational goal that a percentage of US DOT-assisted projects be awarded to DBEs. The current DBE goal is 10.65%. It is the contractor's obligation to enter DBE commitments and payments into the EOC system.

A copy of the Hillsborough County TPO's DBE Policy Statement and the FDOT's DBE Policy Program can be viewed in the Planning Commission library or online at [www.hillsboroughMPO.org](http://www.hillsboroughMPO.org). CONSULTANT shall not discriminate on the basis of race, color, national origin, or sex in the performance of this Agreement. CONSULTANT shall carry out applicable requirements of 49 CFR part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate, which may include, but is not limited to: withholding of payments to CONSULTANT under this Agreement; Assessing sanctions; Assessing liquidated damages; and/or cancellation, termination or suspension of the Agreement in whole or in part; and/or suspension or debarment of CONSULTANT from eligibility to contract with the TPO in the future or to receive bid packages or request for proposal packages. The Florida Department of Transportation maintains a directory identifying all firms eligible to participate as DBEs as well as supportive services to assist with identification and use of DBEs. For more information, contact the FDOT Equal Opportunity Office at <http://www.fdot.gov/equalopportunity/dbesbepgrams.shtml>.

#### **SECTION XV - REPRESENTATIONS**

CONSULTANT represents that no companies or persons, other than bona fide employees working solely for CONSULTANT have been retained or employed to solicit or secure this Agreement or have been paid or guaranteed payment of any fees, commissions, percentage fees, gifts or any other considerations contingent upon or resulting from the award or making of this Agreement. CONSULTANT also represents and agrees that no Planning Commission or TPO personnel, whether a full-time or part-time employee, has or shall be retained or employed in any capacity, as long as they are in the Planning Commission's or TPO's employment and for two (2) years thereafter, by CONSULTANT to accomplish the work contemplated under the terms of this Agreement. For breach or violation of this section, the TPO shall have the right to terminate this Agreement without liability.

#### **SECTION XVI - TERMINATION OF AGREEMENT**

It is expressly understood and agreed that in addition to other provisions of this Agreement providing for termination by the TPO, the TPO may terminate this Agreement, in total or in part, without cause or penalty, by thirty (30) days' prior notification in writing to CONSULTANT, by certified mail, return receipt requested. In the event of a termination of this Agreement pursuant to this Section or Section IV of this Agreement, the TPO's sole obligation to CONSULTANT shall

**Commented [AS1]:** Should electronic format be included here as well?

**Commented [MB2R1]:** I am fine with keeping it just as certified mail to make it "more official"

**Commented [MB3R1]:**

**Commented [MB4R1]:**

be payment in accordance with Section V of this Agreement, for those units or sections of the work previously authorized by a Notice to Proceed. Such payment shall be determined on the basis of the hours or the percentage of the total work performed by CONSULTANT up to the time of termination. In the event partial payment has been made for professional Services not performed, CONSULTANT shall return such sums to the TPO within ten (10) days after delivery of written notice by certified mail, return receipt requested, that said sums are due. Upon termination, the TPO may, without penalty or other obligations to CONSULTANT, elect to employ other persons to perform the same or similar Services.

#### **SECTION XVII - DURATION OF AGREEMENT**

This Agreement shall remain in full force and effect until June 30, 2025.

Commented [AS5]: Save verbage for next round

Keep sentence

#### **SECTION XIII - DEFAULT**

In the event CONSULTANT fails to comply with the provisions of this Agreement, the DIRECTOR may declare CONSULTANT in default if CONSULTANT fails to cure such noncompliance within thirty (30) days of delivery of written notification, by certified mail, return receipt requested. In such an event, CONSULTANT shall only be compensated for those Services specified in Exhibit "A" that are identified in a Notice to Proceed, which has been fully completed as of the date of default. In the event partial payment has been made for such professional Services identified in a Notice to Proceed that have not been fully completed, CONSULTANT shall return such sums to the TPO within ten (10) days after delivery of written notice, by certified mail, return receipt requested, that said sums are due. In the event of litigation to enforce this requirement, the prevailing party shall be entitled to reasonable attorney's fees and court costs.

Commented [AS6]: Should electronic format be included here?

Commented [MB7R6]: I would keep as certified mail to keep "more official"

A declaration of default under this Agreement shall constitute a basis for termination of this Agreement by the TPO.

Failure by the TPO at any time to enforce any of the provisions of this Agreement or to take any course of action allowed by this Agreement shall not be construed as a waiver of any right the TPO may have pursuant to this Agreement. Such a failure to enforce or take any course of action allowed by this Agreement shall not affect the validity of this Agreement or any rights the TPO may have pursuant to this Agreement.

#### **SECTION XIX - INDEMNIFICATION AND INSURANCE**

CONSULTANT shall indemnify and hold harmless the TPO, and its officers and employees from liabilities, damages, losses, and costs, including, but not limited to, reasonable attorneys' fees, to the extent caused by the negligence, recklessness, or intentionally wrongful conduct of CONSULTANT and other persons employed or utilized by CONSULTANT in the performance of the contract.

CONSULTANT shall maintain the following insurance during the term of this Agreement:

- A. Automobile Liability Insurance covering all owned, non-owned and hired vehicles used in connection with the work in an amount not less than \$500,000 combined single limit per occurrence for bodily injury and property damage.
- B. Professional Liability Insurance in the amount of \$1,000,000 providing for all sums, which CONSULTANT shall become legally obligated to pay as damages for claims arising out of the Services, performed by CONSULTANT or any person employed by CONSULTANT in connection with this Agreement.

- C. General Liability Insurance, on a commercial basis, in an amount not less than \$1,000,000 combined single limit per occurrence for bodily injury and property damage. The policy must be endorsed to show the TPO as additional insured.
- D. Worker's Compensation Insurance in compliance with Florida's statutory requirements, as presently written or hereafter amended.

All insurance policies must be issued by companies with A.M. Best ratings of A- or better, Class III and authorized to do business under the laws of the State of Florida.

CONSULTANT shall furnish certificates of insurance to the TPO as Exhibit "G" to this Agreement, which certificates shall clearly indicate that CONSULTANT has obtained insurance in the type, amount, and classification as required for strict compliance with this Agreement and that no material change or cancellation of this insurance shall be effective without thirty days (30) prior written notice to the TPO.

The certificate must contain an additional clause as follows: The TPO and its members, officers and employees, the Planning Commission and its members, officers and employees have been named as additional insured as respects general and auto liability coverage.

Compliance with the foregoing requirements shall not relieve CONSULTANT of the liabilities and obligations under this Section or under any other portion of this Agreement, and the TPO shall have the right to inspect the original insurance policies in the event that submitted certificates of insurance are inadequate to ascertain compliance with required coverages.

#### **SECTION XX - CERTIFICATION OF WAGE RATES**

In accordance with Florida Statute 287.055, CONSULTANT hereby certifies that wage rates and other factual unit costs, as submitted in support of the compensation provided in Section V and Exhibits "B" & "C", are accurate, complete and current as of the date of this Agreement.

#### **SECTION XXI - PUBLICITY, NEWS RELEASES AND CONFIDENTIAL INFORMATION**

CONSULTANT will not, during or after performance of this Agreement, disseminate any information outside its organization regarding the Services without prior written approval from the DIRECTOR. CONSULTANT shall not divulge any confidential information communicated to it or used by it in connection with this Agreement, except as required by law.

#### **SECTION XXII - CONFLICT OF INTEREST**

CONSULTANT covenants that it presently has no interest and shall not acquire any interest, direct or indirect, which would conflict in any manner with the performance of Services. CONSULTANT further covenants that in the performance of this Agreement, no person having any such interest shall knowingly be employed by CONSULTANT.

During the term of this Agreement, CONSULTANT shall not act as an agent for others in any proceeding, application or matter before the TPO Board.

No member, officer or employee, of the Planning Commission or the TPO during his tenure or for two years thereafter, shall have any interest, direct or indirect in this Agreement or the proceeds thereof.

CONSULTANT agrees that it and its employees shall be bound by applicable local, state and federal laws regarding this subject of Conflict of Interest.

**SECTION XXIII – FINAL ACCEPTANCE**

When CONSULTANT completes an individual task assignment pursuant to a Notice to Proceed, CONSULTANT shall so advise the DIRECTOR in writing and within thirty (30) days of delivery of such notice, the Director shall release payment for the final invoice or give CONSULTANT notice in writing of any individual task assignment, which, in the DIRECTOR's sole judgment, have yet to be completed. Upon completion of such Services, CONSULTANT shall notify the DIRECTOR, and within the above specified time period the DIRECTOR shall release the final payment, which shall constitute final acceptance of the specified individual task assignment. Final acceptance shall not constitute a waiver or abandonment of any rights or remedies available to the TPO under any other section of this Agreement.

**SECTION XXIV - ENTIRETY OF AGREEMENT**

This Agreement embodies the entire agreement and understanding between the parties hereto, and there are no other agreements and understandings, oral or written with reference to the subject matter herein that are not incorporated herein and superseded hereby.

No alteration, change, or modification of the terms of this Agreement shall be valid unless made in writing, signed by both the TPO and CONSULTANT.

This Agreement, regardless of where executed, shall be governed by and constructed according to the laws of the State of Florida, and venue shall be in Hillsborough County, Florida.

**SECTION XXV - EXHIBITS**

The following Exhibits are attached hereto and incorporated herein as integral parts of this Agreement, and CONSULTANT agrees to comply with all terms contained therein:

- “A” Scope of Services
- “B” Method of Compensation
- “C” Approved Hourly Rates per Classification and Additive Percentages
- “D” Hillsborough County EEO Requirements
- “E” Federal Transit Administration Civil Rights Assurances
- “F” CONSULTANT Certifications and Affidavits
- “G” CONSULTANT Certificates of Insurance

**SECTION XXVI – APPENDIX**

The following Appendix is attached hereto and incorporated herein as integral parts of this agreement, and the CONSULTANT agree to comply with all terms contained therein:

Appendix A: Additional Federal, State and Local Information

**Commented [AS8]:** would suggest inserting Appendix A Additional Federal, State and local Information

**Commented [MB9R8]:** I am fine with that.

IN WITNESS WHEREIN the parties hereto have executed this Agreement this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

ATTEST:

Hillsborough County  
Metropolitan Planning Organization

Reviewed as to Form and  
Legal Sufficiency

By:

By:

\_\_\_\_\_  
TPO Chairperson

\_\_\_\_\_  
TPO Attorney

ATTEST:

CONSULTANT

By: \_\_\_\_\_

By: \_\_\_\_\_

\_\_\_\_\_  
(title)

\_\_\_\_\_  
(witness)



**(ACKNOWLEDGMENT OF CONSULTANT, IF A CORPORATION)**

STATE OF FLORIDA  
COUNTY OF HILLSBOROUGH

On this \_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_, before me, the undersigned authority, personally appeared \_\_\_\_\_, to me known to be the individual described in and who executed the foregoing instrument as \_\_\_\_\_, of \_\_\_\_\_, a \_\_\_\_\_ corporation, and who severally and duly acknowledged the execution of such instrument as such an officer aforesaid, for and on behalf of and as the act and deed of said corporation, pursuant to the powers conferred upon said officer by the corporation's Board of Director's or other appropriate authority of said corporation, and who, having knowledge of the several matters stated in said foregoing instrument, certified the same to be true in all respects. He/she is personally known to me or has produced \_\_\_\_\_ as identification and did (did not) take an oath.

WITNESS my hand and official seal the date aforesaid.

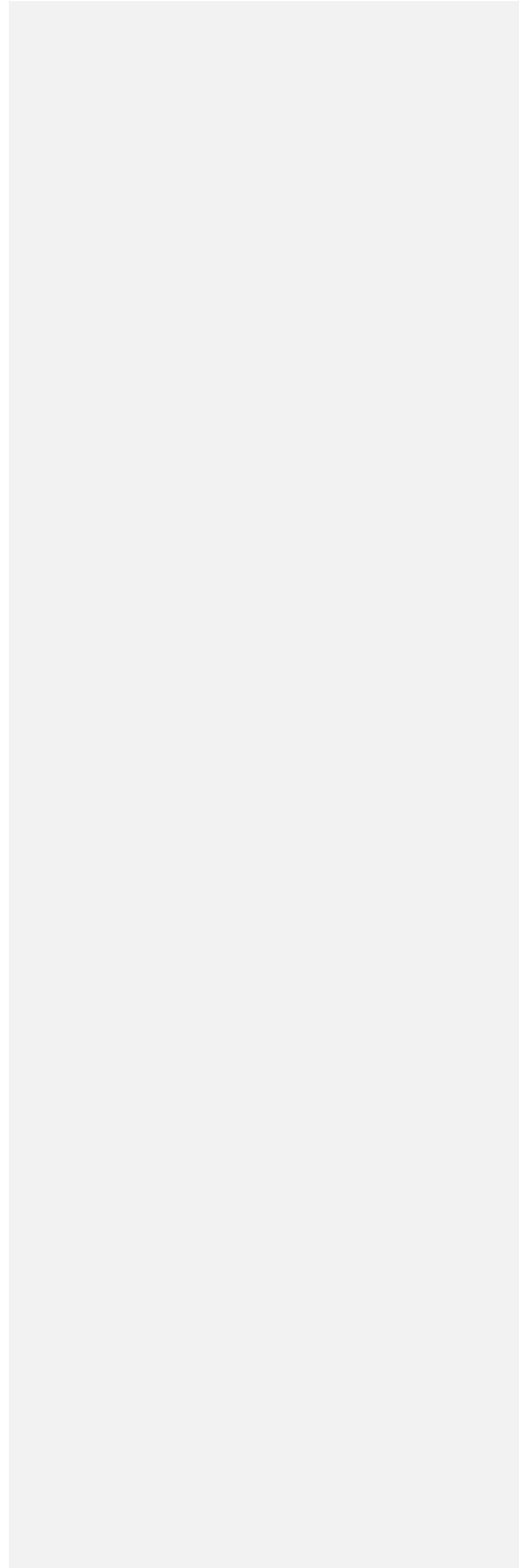
\_\_\_\_\_  
(Signature of Person Taking Acknowledgment)

\_\_\_\_\_  
(Name of Acknowledger Typed, Printed or Stamped)

\_\_\_\_\_ (Title or Rank)

\_\_\_\_\_ (Serial Number, if any) **(NOTARY'S SEAL)**

**EXHIBIT "A"**  
**SCOPE OF SERVICES**





Hillsborough MPO  
Metropolitan Planning  
for Transportation

**EXHIBIT "A"**

**SCOPE OF SERVICES  
FOR  
GENERAL PLANNING CONSULTANT  
HILLSBOROUGH COUNTY  
METROPOLITAN PLANNING ORGANIZATION**

Hillsborough County  
Metropolitan Planning Organization  
601 E. Kennedy, 18th Floor  
Tampa, Florida 33601-1110  
813/272-5940  
FAX NO. 813/301-7172

## I. PURPOSE

The Hillsborough Metropolitan Planning Organization (TPO) in cooperation with the Florida Department of Transportation (“the Department”) requires the services of a consultant(s) to provide support for staff to accomplish various transportation planning functions approved by the TPO and relating to its Unified Planning Work Program (UPWP). Many of these tasks are required by the Moving America for Progress (MAP-21) and subsequent regulations. The work involves providing assistance to staff on a work assignment basis in a variety of planning, technical, graphical, public involvement, and product review activities. The consultant shall assist the staff by providing additional resources and expertise to accomplish negotiated individual task assignments authorized by the DIRECTOR. This scope outlines the general tasks that may be assigned to consultants under a general planning consultant contract, but should not be considered exhaustive.

## II. SERVICES

### A. Multimodal System and Corridor Planning (UPWP Task 2)

**Crash Mitigation/Congestion Management Planning** – The Consultant may assist in updating the Crash Mitigation/Congestion Management Process for Hillsborough County, to be coordinated with the rest of the region and the state. This may include developing, prioritizing, and recommending safety and transportation systems management and operations (TSMO) strategies to increase mobility within corridors and sub-areas. Work also may include developing the process and metrics for monitoring crashes and congestion causes and trends countywide, identifying strategies to target key recurring issues, developing implementation plans in collaboration with other agencies and evaluating the effectiveness of implemented strategies.

May include shorter-range operational modeling and data collection using software such as VISSIM, Synchro or AIMSUM.

**Smart Cities Planning** - The TPO may require assistance in planning an integrated and inter-operable Intelligent Transportation System (ITS) within Hillsborough County. This may include prioritizing and recommending User Services and Market Packages identified within the Tampa Bay Regional ITS Architecture, reviewing operations, architecture, and communications to ensure that jurisdictions’ ITS operate as an integrated system, and evaluating and assessing the performance of ITS investments. The task may require the consultant to investigate historical traffic and planning data for resources to determine appropriate measures applicable to the selection and application of User Services and Market Packages appropriate for the area and consistency with National or Regional ITS Architecture. Additional tasks may involve updating the Hillsborough County ITS Master Plan and planning for emerging autonomous, connected, electric, shared-ride vehicle technology.

**Security, Resilience and Emergency Management Planning** – the consultant may conduct vulnerability assessments and analyze mitigation strategies, including planning-level cost estimation, economic impact and return on investments.

**Complete Streets & Non-Motorized Planning** – The consultant may develop plans and projects that increase and improve cycling and walking facilities, improve safety and the perception of safety, and create universal access. This may include analysis of bicycle and pedestrian crashes, analysis of multi-modal level of service or level of traffic stress, and latent demand analysis; trail and side path feasibility studies; evaluating the feasibility and preparing context-sensitive design plans and conceptual engineering for inclusion of bicycle, pedestrian, micro-mobility, landscaping, ADA and other treatments in roadway facilities; and developing maps that creatively display corridors for safe and efficient non-motorized travel. Also, provide assistance in preparing special analyses requested by the Bicycle and Pedestrian Advisory Committee, Livable Roadways Committee, and/or TPO.

**Intermodal / Freight Planning** – Assist the TPO with incorporating freight and goods movement needs in the transportation planning process and identifying best practices in freight and goods movement planning. Includes coordination with freight activity centers, logistics zones, seaport, airport, freight rail and intermodal facilities.

**Transit and Transportation Demand Management Planning** - Evaluate the need for transit and travel demand management (TDM) strategies in Hillsborough County. Prepare analyses such as: transit level of service; transit supportive areas and TOD; access to jobs and activity centers; supportive pedestrian and ADA compliant infrastructure; transit quality of service evaluation; long-term fixed guideway, bus rapid transit, and water transit concepts, ridership forecasts and cost estimation; bus service, facilities and other transit assets, flexible on-demand transit, paratransit, TDM concepts and strategies such as telecommuting, parking polices, carpools, vanpools, shared ride and mobility as a service, cost estimation and transit oriented development. Establish on-going monitoring systems to implement multi-modal level-of-service analysis.

**Transportation Disadvantaged Planning** - Short-range coordinated transportation disadvantaged planning pursuant to Chapter 427, Florida Statutes and Rule Chapter 41-2, FAC. Assist in preparing an updated Hillsborough County Transportation Disadvantaged Service Plan. This may include updating the document's demographics, population forecasts, operational elements, quality assurance measures, need assessment and identifying barriers to coordination.

In addition, assist in the annual evaluation of the Transportation Disadvantaged Program Community Transportation Coordinator (CTC). In particular, collect data for performance measures including, but not limited to, reliability, service (effectiveness, efficiency, availability), and safety. Further, provide support in completing the CTC evaluation workbook. Also, provide assistance in preparing special transportation disadvantaged reports or products requested by the Transportation Disadvantaged Coordinating Board and/or TPO.

Also, may include health impact analysis and screening of proposed projects.

**Corridor, Sub-Area and Environmental Studies** - Identify policies and physical improvements that effectively support multi-modal transportation systems within major corridors and sub-areas. Analyze problems and opportunities that relate to

creating a balanced and efficient transportation system in transit station areas, downtowns, business districts, schools and mixed-use activity centers. Issues include planning for major investments, policy development, multi-modal transportation systems, congestion relief, safety, aesthetics, access management, adverse impacts, lane use and urban design that supports the efficient provision and maintenance of the transportation system and other related issues. Identify potential impacts to protected populations under EJ, Title VI and related requirements. Ensure this planning process addresses the equitable distribution of mobility benefits and possible adverse environmental and health impacts. Assist in early screening of NEPA alternatives, developing purpose and needs statements and reviewing projects in for the ETDM process. Analyze mitigation strategies to reduce negative impacts to the natural and built environment, including impacts to human health.

May include air quality analysis and forecasting at the regional or corridor level.

**D. Long Range Transportation Planning and Data Monitoring (UPWP Task 3)**

In order to maintain its consistency with local government comprehensive plans and keep the plan current, cost affordable, and conforming to federal laws, it will be necessary to periodically amend or update the Long Range Transportation Plan (LRTP). Assistance may be required to analyze revenue, cost, freight, environmental impacts, air quality, conformity determination, alternative highway and transit networks, socioeconomic, community, social, security, safety and other impacts of proposed amendments to, or updates of, the LRTP. The consultant should be experienced in running, summarizing, and analyzing the results of the most current version of the Tampa Bay Regional Planning Model.

Assist in tracking the physical characteristics and operation of the transportation system, measure performance against established targets and formulate strategies to maintain the system in good repair, improve safety, preserve capacity, and maximize choices for personal mobility. This includes data collection activities for facilities on or off the state highway system and/or compilation of existing data including, but not limited to, manual and/or automated traffic counts, vehicle classification counts, crash reports, transportation surveys, questionnaires, roadway characteristics, pavement, bridge and transit asset condition, transit operation and performance, delay, vehicle speed and travel time reliability studies, etc. Compile data on passenger and freight movements through the county's seaports, airports, and rail systems and their impact on the highway and transit systems. Identify, validate and incorporate new or emerging data sources and means of collection. Prepare data for GIS maps, TPO website, and TPO traffic count website.

Also, the consultant may be required to analyze transportation data to determine need and priority of transportation improvements including, but not limited to, roadway, transit, and/or bicycle/pedestrian projects. The consultant may need to analyze transportation data to calculate level of service (roadway, transit, multimodal), transit ridership, accident rates, or hazard indexes, and/or latent demand for bicycle/pedestrian facilities.

Other work may include developing or reviewing socioeconomic data forecasts and/or preparation of scenario based socioeconomic datasets; preparation of associated reports, graphics, and presentation materials.

**E. Public Engagement (UPWP Task 5)**

Prepare creative, engaging and user-friendly public information materials, including newsletters and plan summary brochures. Draft articles appropriate for eighth-grade reading level. Prepare creative graphics. Create enhancements to TPO website. Develop feedback mechanisms such as public opinion research, online surveys, interactive displays, participatory charrettes, social media, and communications strategies and messaging. Prepare materials in a variety of formats, including foreign language translation and ADA-compliant materials. Assist in scheduling, content, media and feedback on TPO speaking engagements, public workshops and special events in a variety of venues and formats.

**F. Regional Plans and Programs (UPWP Task 6)**

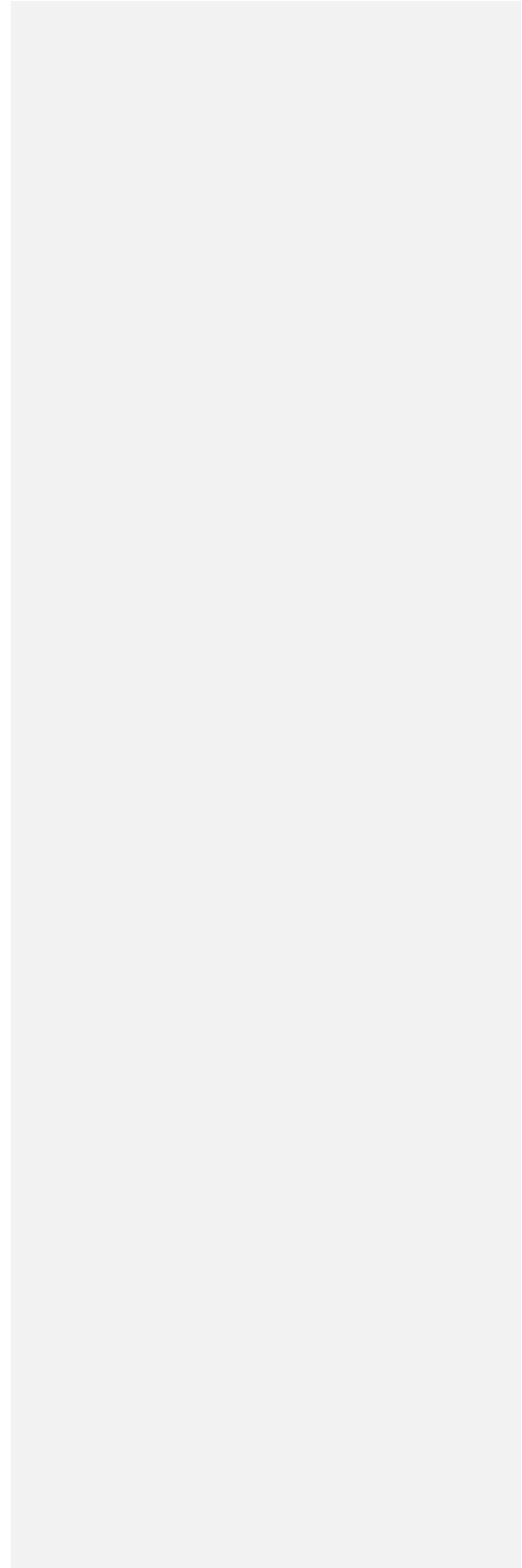
Assist in coordinating and the development of regional plans and programs consistent with federal and state requirements. This may include work related to the:

- West Central Florida TPO Chairs Coordinating Committees
- Tampa Bay TMA Leadership Group
- Regional LRTP;
- Regional Congestion Management Process;
- Regional Multi-Use Trails;
- Regional Fixed Guideways;
- Regional Analysis of Special Use Lanes and Toll Feasibility;
- Regional Goods Movement Studies, and;
- Regional Corridor Studies and Action Plans.

**G. Other Transportation Planning Assistance**

The consultant may be required to perform specific technical analyses assigned by the DIRECTOR to respond to directives from the TPO Board, new federal and state requirements, the need to coordinate with other agencies, and requests from the public. The consultant may be requested to assist with the development or maintenance of transportation improvement prioritization and programming, air quality reports, land use and socio-economic databases, environmental justice related analysis, scopes of services, revenue and cost estimation, financial analysis, customized database programming, GIS data and mapping, shared data platforms, web applications or other special transportation surveys or studies as approved by the Director. The consultant may also be requested to assist with logistical support in setting up and participating in public hearings, meetings, and workshops.

**EXHIBIT "B"**  
**METHOD OF COMPENSATION**





## **EXHIBIT "B"**

### **METHOD OF COMPENSATION**

#### **I. PURPOSE**

This Exhibit describes and defines the limits of compensation to be made to CONSULTANT for individual task assignment for Services outlined in Exhibit "A" and the method by which payments will be made.

#### **II. COMPENSATION**

For the satisfactory completion and delivery of individual task assignment for Services detailed in Exhibit "A" CONSULTANT shall receive compensation as follows:

The TPO agrees to pay CONSULTANT for the performance of authorized Services described in Exhibit "A", the amount of compensation stated in the Notice to Proceed (Lump Sum Fee), but not to exceed \$300,000 per individual task assignment and \$2,000,000 for the life of this Agreement. For any major type of work performed by CONSULTANT that CONSULTANT is not prequalified for by FDOT compensation will not exceed \$250,000 for the life of this Agreement.

#### **III. FEE DETERMINATION**

The Director and CONSULTANT shall negotiate a Lump Sum Fee. The fees shall be determined in accordance with the following procedures:

A. The amount of the Lump Sum Fee shall be the agreed staff-hour effort required for performance of an individual task assignment Services at the approved hourly rates multiplied by the factor shown in Exhibit "C" (to cover the cost of labor, overhead, fringe benefits and operating margin); plus the cost of negotiated expenses.

B. The approved hourly rates per job classification for CONSULTANT to be applied to this Agreement are specified in Exhibit "C", attached hereto and made a part hereof.

C. Negotiated expenses may include approved miscellaneous and out-of-pocket expenses of CONSULTANT.

1. Out-of-pocket expenses, to be negotiated for this Agreement, or for any individual task assignment covered by this Agreement, including any incidental costs of printing, materials, incidental services, expendable equipment, out of town travel greater than 100 miles from Tampa and within the limits of Florida Statute 112.061, use or rental of equipment, long distance calls, and tolls anticipated by CONSULTANT shall be agreed to by the DIRECTOR as part of the Lump Sum Fee.

2. All negotiated expenses must be agreed to by the DIRECTOR as part of the Lump Sum Fee and included in any Notice to Proceed.

#### **IV. PROVISIONS FOR PAYMENT**

Payments shall generally be tied to delivery of interim and final work products pursuant to the provisions of a Notice to Proceed. Progress payments may be made in proportion to the percentages of work accepted by the DIRECTOR pursuant to a Notice to Proceed. Such progress

payments may be made prior to completion of an individual task assignment, however invoices for such payments may not be submitted by CONSULTANT on a less than monthly basis. Final payment shall be due and payable upon satisfactory completion of any individual task assignments as approved and accepted by the DIRECTOR, as provided in Section XXIV of this Agreement.

Invoices submitted by CONSULTANT for work performed pursuant to a Notice to Proceed shall contain a progress report in sufficient detail for a proper pre-audit and post-audit to demonstrate performance by CONSULTANT of sufficient work to support the invoice.

Each individual task assignment shall be invoiced individually.

The TPO shall pay CONSULTANT within 30 days of its receipt of the CONSULTANT'S proper invoice, as defined by Section 218.72 Florida Statutes, and accompanied by a progress report.

**V. FINAL CLOSE-OUT**

Final Audit: The TPO or its funding agencies may perform or have performed, a final audit of the records of CONSULTANT to support the compensation paid to CONSULTANT for any individual task assignment for Services. Any such audit should be performed as soon as practical after completion and acceptance of any individual task assignment pursuant to this Agreement. The final payment to CONSULTANT may be adjusted for audit results.

**EXHIBIT "C"**

**CONSULTANT (AND SUBCONSULTANT)  
APPROVED HOURLY RATES PER CLASSIFICATION  
AND ADDITIVE PERCENTAGES**



**EXHIBIT "D"**

**Hillsborough County Equal Employment Opportunity Requirements**

**Exhibit "D"**

**HILLSBOROUGH COUNTY EQUAL EMPLOYMENT OPPORTUNITY  
REQUIREMENTS**

STATEMENT OF COMPLIANCE

THE PROPOSER/BIDDER REPRESENTS THAT THE INFORMATION SUBMITTED HEREIN IS TRUE AND CORRECT. THE PROPOSER/BIDDER ASSURES HILLSBOROUGH COUNTY OF ITS COMPLIANCE WITH FEDERAL, STATE AND COUNTY AFFIRMATIVE ACTION AND EQUAL EMPLOYMENT OPPORTUNITY REQUIREMENTS. THE PROPOSER/BIDDER FURTHER ASSURES THAT IT AND ITS SUBCONTRACTOR'S/SUBRECIPIENT'S FACILITIES ARE ACCESSIBLE TO THE HANDICAPPED (IF APPLICABLE).

INSTRUCTIONS

As a proposer/contractor with the County, you are urged to carefully review the Equal Employment Opportunity Affirmative Action Questionnaire and respond to it as it relates to your own employment practices.

Please note particularly that:

1. Where federally-assisted contracts are involved, the proposer/ contractor is bound by Revised Order No. 4 (41 CFR Part 60-2) and Executive Order 11246 of September 24, 1965 as amended, by Executive Orders 11375 and 12086; or Title VI of the Civil Rights Act of 1964 and Federal contract Compliance "bid conditions" in the proposal package.
2. The proposer/contractor must complete **ALL** forms of this Equal Employment Opportunity Affirmative Action Questionnaire if the total amount of the contract is equal to or exceeds \$10,000.

If at any time there arises a question, problem or need for assistance in meeting the equal opportunity requirements on County contracts, please contact Hillsborough County's Economic Development Department, DM/DWBE & SBE Programs Section, P.O. Box 1110, Tampa, Florida 33601, (813) 272-5969.

**Commented [AS10]:** This is the County EEO requirements - we should also add the EEO Statement provided by FDOT at the end - correct?

**Commented [MB1R10]:** I would.

**EQUAL EMPLOYMENT OPPORTUNITY  
AFFIRMATIVE ACTION QUESTIONNAIRE**

**PROJECT: Hillsborough Transportation Planning Organization General Transportation Planning Consultant Services**

**FIRM'S CIVIL RIGHTS STATUS**

All responding firms are requested to carefully review the following questions and provide responses as it relates to the firm's own affirmative action and equal opportunity practices.

Please respond to the following:

1. Provide a copy of your organization's Affirmative Action Plan or Program. (If not submitted within the past twelve (12) months.) \*
2. Workforce Analysis by race/sex and EEO Category.
3. If organization receives federal/state/local funding, please list source and dollar amount.
4. Name of person designated as EEO representative.
5. Is the organization receptive to on-site reviews?
6. Does the organization have a procedure for resolving discrimination complaints?
7. Has your firm been charged with discrimination within the past eighteen (18) months? If yes, how many charges, nature of charge; when; and where?
8. Do you anticipate hiring additional staff to perform this contract? If yes, please provide the number of positions and type of positions.
9. Please provide a copy of the company's Affirmative Action/Equal Employment Opportunity Policy Statement, signed and dated by the Chief Executive Officer. (If not submitted within the past twelve (12) months).

\* **A written Affirmative Action Plan or Program is required if the firm has fifteen (15) or more employees. If the firm has fewer than fifteen (15) employees, then an Affirmative Action Policy Statement is required.**

## **SANCTIONS AND PENALTIES**

1. Failure to comply with the Equal Opportunity and Affirmative Action requirements adopted by the Board of County Commissioners of Hillsborough County may result in suspension or debarment of the firms or individuals involved. Debarment of firms by Hillsborough County for activity contrary to this program will be carried out according to the debarment procedures contained in the Hillsborough County Purchasing Manual. Said firm or individual will be notified by registered mail of said suspension or debarment and may appeal suspension or debarment through the procedure set forth in the Purchasing Manual.
2. The Board of County Commissioners encourages each proposer/bidder to submit EEO documentation with the bid.
3. The Board of County Commissioners also reserves the right to reject any proposals from firms who have previously failed to perform properly and who have done so by commission or omission of an act of such serious or compelling nature that the act indicates a serious lack of business integrity or honesty or willingness to comply.



FIRM NAME: \_\_\_\_\_

JOB CATEGORY	TOTAL EMPLOYEES		MALES					FEMALES				
	MALE	FEMALE	WH T	BL K	HIS P	API	AI	WH T	BLK	HISP	API	AI
Officials & Managers												
Professionals												
Technicians												
Sales Workers												
Office & Clerical												
Craftsmen (Skilled)												
Operatives (Semi-Skilled)												
Laborers (Unskilled)												
Service Workers												
<b>TOTAL</b>												

HISP: Hispanic  
 API: Asian/Pacific Islander  
 AI: American Indian

Job categories as provided herein are those categories identified and used in EEO (1-6) reporting requirements, required from employers by the Federal government.

**(DO NOT LEAVE THIS PAGE BLANK)**

**EXHIBIT "E"**  
**FEDERAL TRANSIT ADMINISTRATION**  
**CIVIL RIGHTS ASSURANCE**

### Nondiscrimination Statement

The contractor, sub recipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of [49 CFR part 26](#) in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate, which may include, but is not limited to:

- (1) Withholding monthly progress payments;
- (2) Assessing sanctions;
- (3) Liquidated damages; and/or
- (4) Disqualifying the contractor from future bidding as non-responsible.

### USDOT TITLE VI ASSURANCE Clauses A & E from DOT 1050.2A

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "Contractor") agrees as follows:

1. **Compliance with Regulations:** The Contractor shall comply with the Regulations relative to nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation (hereinafter, "USDOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this Agreement. The current specifications for DBE certifications may be found [here](#).
2. **Nondiscrimination:** The Contractor, with regard to the work performed during the contract, shall not discriminate on the basis of race, color, national origin, sex, age, disability, religion or family status in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
3. **Solicitations for Subcontractors, including Procurements of Materials and Equipment:** In all solicitations made by the Contractor, either by competitive bidding or negotiation for work to be performed under a subcontract, including procurements of materials or leases of equipment; each potential subcontractor or supplier shall be notified by the Contractor of the Contractor's obligations under this contract and the Regulations relative to nondiscrimination on the basis of race, color, national origin, sex, age, disability, religion or family status.
4. **Information and Reports:** The Contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit

access to its books, records, accounts, other sources of information, and its facilities as may be determined by the *Florida Department of Transportation*, the *Federal Highway Administration*, *Federal Transit Administration*, *Federal Aviation Administration*, and/or the *Federal Motor Carrier Safety Administration* to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a Contractor is in the exclusive possession of another who fails or refuses to furnish this information the Contractor shall so certify to the *Florida Department of Transportation*, the *Federal Highway Administration*, *Federal Transit Administration*, *Federal Aviation Administration*, and/or the *Federal Motor Carrier Safety Administration* as appropriate, and shall set forth what efforts it has made to obtain the information.

5. **Sanctions for Noncompliance:** In the event of the Contractor's noncompliance with the nondiscrimination provisions of this contract, the *Florida Department of Transportation* shall impose such contract sanctions as it or the *Federal Highway Administration*, *Federal Transit Administration*, *Federal Aviation Administration*, and/or the *Federal Motor Carrier Safety Administration* may determine to be appropriate, including, but not limited to:
  - a. withholding of payments to the Contractor under the contract until the Contractor complies, and/or
  - b. cancellation, termination or suspension of the contract, in whole or in part.
6. **Incorporation of Provisions:** The Contractor shall include the provisions of paragraphs (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The Contractor shall take such action with respect to any subcontract or procurement as the *Florida Department of Transportation*, the *Federal Highway Administration*, *Federal Transit Administration*, *Federal Aviation Administration*, and/or the *Federal Motor Carrier Safety Administration* may direct as a means of enforcing such provisions including sanctions for noncompliance. In the event a Contractor becomes involved in, or is threatened with, litigation with a sub-contractor or supplier as a result of such direction, the Contractor may request the *Florida Department of Transportation* to enter into such litigation to protect the interests of the *Florida Department of Transportation*, and, in addition, the Contractor may request the United States to enter into such litigation to protect the interests of the United States.
7. **Compliance with Nondiscrimination Statutes and Authorities:** Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21; The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects); Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex); Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27; The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age); Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex); The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights

Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not); Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 -- 12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38; The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex); Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations; Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100); Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

**EXHIBIT "F"**  
**CONSULTANT CERTIFICATIONS AND AFFIDAVITS**

**CONSULTANT AFFIDAVIT**

STATE OF \_\_\_\_\_

COUNTY OF \_\_\_\_\_

Before me, the undersigned authority, personally appeared \_\_\_\_\_ who was sworn and says:

1. He is (Title) \_\_\_\_\_ of (Firm) \_\_\_\_\_ with office in (City and State) \_\_\_\_\_.

2. *[If applicable]* The named firm is submitting the attached proposal for FDOT Work Program Item Number \_\_\_\_\_, Project Number \_\_\_\_\_, in District VII, Hillsborough County, Florida.

3. The affiant has made diligent inquiry and answers this affidavit based upon his own knowledge.

4. Only one proposal for the above-referenced project will be submitted, under the name or different name, and the proposer has no financial interest in the firm of another proposer for the same work.

5. Neither the affiant nor the firm has directly or indirectly entered in any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive pricing in connection with the firm's proposal on the above project. This statement shall restrict the discussion of pricing data until the completion of the execution of the Consultant Agreement for this project.

6. Neither the firm nor its affiliates, nor anyone associated with them is presently debarred, suspended or otherwise ineligible from participating in contract lettings by any state agency in any state or the FHWA

7. Neither the firm, nor any officer, DIRECTOR, employee of the firm or any of its affiliates has been criminally or civilly charged with antitrust violations, or had convictions or judgments resulting from such charges. There have been no charges or subsequent convictions or any criminal act under state or federal law which involved fraud, bribery, conspiracy, antitrust violations or material misrepresentation with respect to a public contract, except for matters previously disclosed to the Department and filed in Case No.(s) \_\_\_\_\_ with the Clerk of Agency Proceedings. *[If inapplicable, enter N/A].*

8. This affidavit includes disclosure of employees who were charged or convicted of contract crimes while in the employ of another company.

\_\_\_\_\_  
Signature

Sworn to and subscribed before me this \_\_\_\_\_ day of \_\_\_\_\_, 20 \_\_\_\_.

\_\_\_\_\_  
Notary  
My Commission Expires: \_\_\_\_\_

NOTICE

Any evidence of collusion among participating proposers will preclude their recognition as proposers of such job and subjects them to penalties and restraints under applicable State and Federal Law.



**SWORN STATEMENT PURSUANT TO SECTION 287.133(3)(a),  
FLORIDA STATUTES, ON PUBLIC ENTITY CRIMES**

**THIS FORM MUST BE SIGNED AND SWORN TO IN THE PRESENCE OF A NOTARY PUBLIC OR OTHER OFFICIAL AUTHORIZED TO ADMINISTER OATHS.**

1. This sworn statement is submitted to the Hillsborough County Metropolitan Planning Organization, dba Hillsborough Transportation Planning Organization (TPO)

by \_\_\_\_\_  
(Print individual's name and title)

for \_\_\_\_\_  
(Print name of entity submitting sworn statement)

whose business address is \_\_\_\_\_  
\_\_\_\_\_

and (if applicable) its Federal Employer Identification Number (FEIN) is \_\_\_\_\_.  
(If the entity has no FEIN, include the Social Security Number of the individual signing this sworn statement: \_\_\_\_ - \_\_\_\_ - \_\_\_\_.)

2. I understand that a "public entity crime" as defined in Paragraph 287.133(1)(g), **Florida Statutes**, means a violation of any state or federal law by a person with respect to and directly related to the transaction of business with any public entity or with an agency or political subdivision of any other state or with the United States, including, but not limited to, any bid or contract for goods or services any lease for real property, or any contract for the construction or repair of a public building or public or public work, involving antitrust, fraud, theft, bribery, collusion, racketeering, conspiracy, or material misrepresentation.
3. I understand that "convicted" or "conviction" as defined in paragraph 287.133(1)(b), **Florida Statutes**, means a finding of guilt or a conviction of a public entity crime, with or without an adjudication of guilt, in any federal or state trial court of record relating to charges brought by indictment or information after July 1, 1989, as a result of a jury verdict, nonjury trial, or entry of a plea of guilty or nolo contendere.
4. I understand that an "affiliate" as defined in 287.133(1)(a), **Florida Statutes** means:
  1. A predecessor or successor of a person convicted of a public entity crime; or
  2. An entity under the control of any natural person who is active in the management of the entity and who has been convicted of a public entity crime. The term "affiliate" includes those officers, directors, executives, partners, shareholders, employees, members and agents who are active in the management of an affiliate. The ownership by one person of shares constituting a controlling interest in another person, or a pooling of equipment or income among persons when not for fair market value under an arm's length agreement, shall be a prima facie case that one person controls another person. A person who knowingly enters in to a joint venture with a person who has been convicted of public entity crime in Florida during the preceding 36 months shall be considered an affiliate.

5. I understand that a "person" as defined in Paragraph 287.133(1)(e), **Florida Statutes**, means any natural person or entity organized under the laws of any state or of the United States with the legal power to enter into a binding contract and which bids or applies to bid on contracts let by a public entity, or which otherwise transacts or applies to transact business with a public entity. The term "person" includes those officers, Director's, executives, partners, shareholders, employees, members, and agents who are active in management of an entity.

6. Based on information and belief, the statement which I have marked below is true in relation to the entity submitting this sworn statement. (Indicate which statement applies.)

\_\_\_ Neither the entity submitting this sworn statement, nor any of its officers, directors, executives, partners, shareholders, employees, members, or agents who are active in the management of the entity, nor any affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July 1, 1989.

\_\_\_ The entity submitting this sworn statement, or one or more of its officers, directors, executives, partners, shareholders, employees, members, or agents who are active in the management of the entity, or an affiliate of the entity has been charged with an convicted of a public entity crime subsequent to July 1, 1989.

\_\_\_ The entity submitting this sworn statement, or one or more of its officers, directors, executives, partners, shareholders, employees, members, or agents who are active in management of the entity, or an affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July 1, 1989. However, there has been a subsequent proceeding before a Hearing Officer of the State of Florida, Division of Administrative Hearings, and the Final Order entered by the Hearing Officer determined that it was not in the public interest to place the entity submitting this sworn statement on the convicted vendor list. (Attach a copy of the final order.)

I UNDERSTAND THAT THE SUBMISSION OF THIS FORM TO THE CONTRACTING OFFICER FOR THE PUBLIC ENTITY IDENTIFIED IN PARAGRAPH 1 (ONE) ABOVE IS FOR THAT PUBLIC ENTITY ONLY AND, THAT THIS FORM IS VALID THROUGH DECEMBER 31 OF THE CALENDAR YEAR IN WHICH IT IS FILED. I ALSO UNDERSTAND THAT I AM REQUIRED TO INFORM THE PUBLIC ENTITY PRIOR TO ENTERING INTO A CONTRACT IN EXCESS OF THE THRESHOLD AMOUNT PROVIDED IN SECTION 287.017, **FLORIDA STATUTES** FOR CATEGORY TWO OF ANY CHANGE IN THE INFORMATION CONTAINED IN THIS FORM.

\_\_\_\_\_  
(Signature)

\_\_\_\_\_  
(Date)

STATE OF \_\_\_\_\_

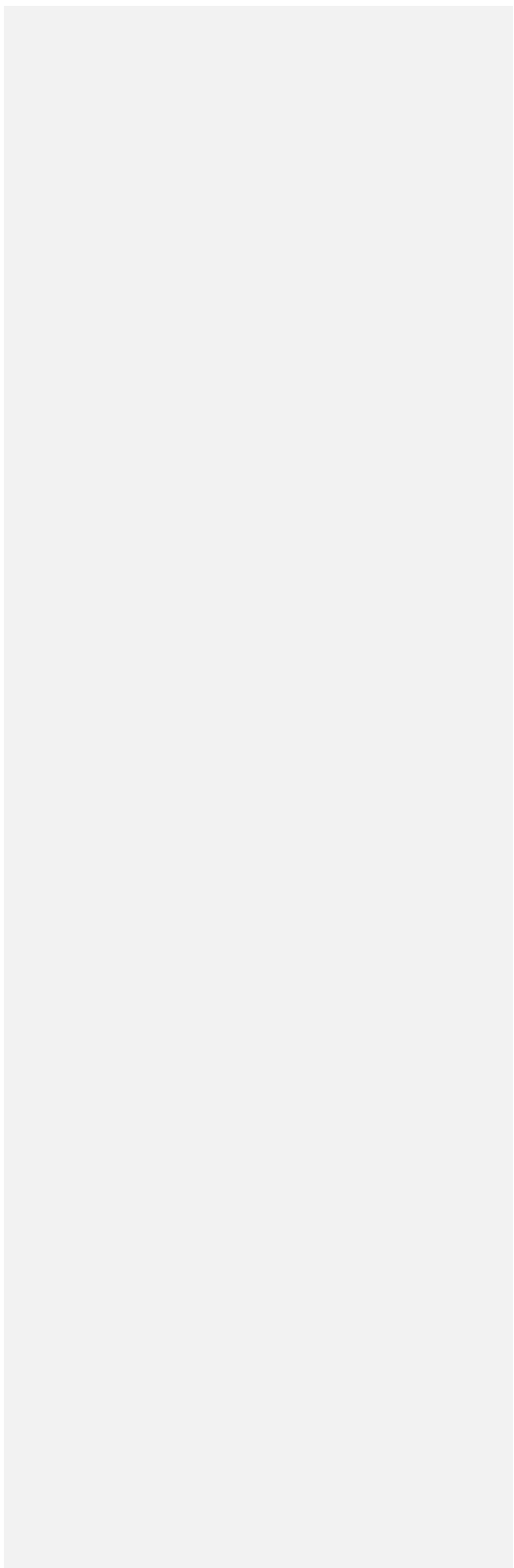
COUNTY OF \_\_\_\_\_

PERSONALLY APPEARED BEFORE ME, the undersigned authority,

\_\_\_\_\_ who, after first being sworn by me,  
(Name of individual signing)  
affixed his/her signature in the space provided above on this \_\_\_\_\_ day of  
\_\_\_\_\_, 20\_\_.

\_\_\_\_\_  
NOTARY PUBLIC

My commission expires: \_\_\_\_\_



TRUTH-IN NEGOTIATIONS CERTIFICATE

CONSULTANT hereby certifies, covenants and warrants that wage rates and other factual unit costs supporting the compensation for this contract are accurate, complete, and current at the time of contracting.

CONSULTANT further agrees that the original contract price and any additions thereto shall be adjusted to exclude any significant sums by which the TPO determines the contract price was increased due to inaccurate, incomplete or noncurrent wage rates and other factual unit costs. All such contract adjustments shall be made within one (1) year following the end of the contract. For purposes of this Certificate, the end of the contract shall be deemed to be the date of the final billing or acceptance of the work by the TPO, whichever is later.

\_\_\_\_\_  
Name of CONSULTANT

By: \_\_\_\_\_  
Authorized Signature

Title: \_\_\_\_\_

Attest: \_\_\_\_\_  
Secretary or Notary

If individual, furnish two witnesses:

\_\_\_\_\_  
Witness (1)

\_\_\_\_\_  
Witness (2)

CERTIFICATION REGARDING DEBARMENT  
SUSPENSION, AND OTHER RESPONSIBILITY MATTERS  
-PRIMARY COVERED TRANSACTIONS-  
(Compliance with 49 CFR. Section 29.510, Federal Aid Contracts)

Instructions for Certification:

1. By signing and submitting this certification with the proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause of default.
4. The prospective primary participant shall provide immediate written notice to the Department if at any time the prospective primary participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms "covered transaction," "debarred," "suspended", "ineligible," "lower tier covered transaction," "participant," "person," "primary covered transaction," "principal," "proposal," "and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage section of the rules implementing Executive Order 12549. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Appendix B: Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion - Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not debarred, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A

participant may decide the method and frequency by which is normally possessed by a prudent person in the ordinary course of business dealings.

- 9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
- 10. Except for transactions authorized under Paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the Department may terminate this transaction for cause of default.

Certification in Compliance with 49 CFR Section 29.510

State of \_\_\_\_\_ County of \_\_\_\_\_

I, \_\_\_\_\_, hereby attest and swear

(Name)

that I am \_\_\_\_\_ of \_\_\_\_\_

(Title)

(Firm)

\_\_\_\_\_ and the named firm

(City and County)

is submitting the attached proposal for the projects identified as follows:

FDOT Work Program Item Number(s) *[if applicable]* \_\_\_\_\_

State Project Number(s) \_\_\_\_\_

Federal Air Project Number(s) \_\_\_\_\_

in \_\_\_\_\_ County(ies), Florida.

I further hereby certify that:

- (1) I am either an officer, director, partner, key employee, or other person within the prospective primary participant with primary management or supervisory responsibilities;
- (2) To the best of my knowledge and belief, the prospective primary participant and its principals;
  - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
  - (b) Have not, within a three-year period preceding this proposal, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or

performing a public (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

- (d) Have not, within a three-year period preceding this application/proposal, had one or more public transactions (Federal, State, or local) terminated for cause of default.
- (3) Where the prospective primary participant is unable to certify to any of the statements in this certification, such prospective participant shall note the exception below and attach an application to this proposal.

Exceptions:

Any exception listed above will not necessarily result in denial of participation in this covered transaction. For any exception noted, indicate to whom it applied, initiating agency, and dates of agency action. The explanation will be considered in connection with the department or agency's determination whether to enter into this transaction.

\_\_\_\_\_  
Affiant

Sworn to and subscribed before me this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_

\_\_\_\_\_  
Notary  
My commission expires: \_\_\_\_\_

**EXHIBIT G**  
**CONSULTANT**  
**CERTIFICATES OF INSURANCE**



## APPENDIX A

### Additional Federal, State and Local Information

#### EQUAL OPPORTUNITY STATEMENT:

The TPO in accordance with the provisions of Title VI of the Civil Rights Act of 1964, hereby notifies all firms and individuals that it will require affirmative efforts be made to ensure participation by minorities in any contract for consultant services. Disadvantaged business enterprises (DBE) will be afforded full opportunity to submit proposals in response to advertisements and will not be discriminated against on the grounds of race, color, national origin, sex, age, disability, family, or religious status in consideration for an award. The TPO has a DBE participation policy statement and participates in FDOT's statewide goal.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**DBE BID PACKAGE INFORMATION**  
275-030-11 EQUAL OPPORTUNITY OFFICE

#### DBE Utilization

The Department began its DBE race neutral program January 1, 2000. **Contract specific goals are not placed on Federal/State contracts;** however, the Department has an overall 10.65% DBE goal it must achieve. In order to assist contractors in determining their DBE commitment level, the Department has reviewed the estimates for this letting.

As you prepare your bid, please monitor potential or anticipated DBE utilization for contracts. When the low bidder executes the contract with the Department, information will be requested of the contractor's DBE participation for the project. While the utilization is not mandatory in order to be awarded the project, continuing utilization of DBE firms on contracts supports the success of Florida's DBE Program, and supports contractors' Equal Employment Opportunity and DBE Affirmative Action Programs.

Any project listed as 0% DBE availability does not mean that a DBE may not be used on that project. A 0% DBE availability may have been established due to any of the following reasons: limited identified subcontracting opportunities, minimal contract days, and/or small contract dollar amount. Contractors are encouraged to identify any opportunities to subcontract to DBE's.

Please contact the Equal Opportunity Office at (850) 414-4747 if you have any questions regarding this information.

#### DBE Reporting

If you are the prime contractor on a project, enter your DBE participation in the Equal Opportunity Compliance system prior to the pre-construction or pre-work conference for all federal and state funded projects. This **will not** become a mandatory part of the contract. It will assist the Department in tracking and reporting planned or estimated DBE utilization. During the contract, the prime contractor is required to report actual payments to DBE and MBE subcontractors through the web-based Equal Opportunity Compliance (EOC) system.

All DBE payments must be reported whether or not you initially planned to utilize the company. In order for our race neutral DBE Program to be successful, your cooperation is imperative. If you have any questions, please contact [EOOHelp@dot.state.fl.us](mailto:EOOHelp@dot.state.fl.us).

**Bid Opportunity List**

The Federal DBE Program requires States to maintain a database of all firms that are participating or attempting to participate on FDOT-assisted contracts. The list must include all firms that bid on prime contracts or bid or quote subcontracts on FDOT-assisted projects, including both **DBE's and non-DBEs**.

Please complete the attached Bidders Opportunity List form and submit to the MPO within 3 business days of submission of the bid or proposal for ALL subcontractors or sub-consultants who quoted to you for specific project for this letting.

**DBE/AA Plans**

Contractors bidding on FDOT contracts are to have an approved DBE Affirmative Action Plan (FDOT Form 275-030-11B) on file with the FDOT Equal Opportunity Office before execution of a contract. DBE/AA Plans must be received with the contractors bid or received by the Equal Opportunity Office prior to the award of the contract.

Plans are approved by the Equal Opportunity Office in accordance with Ch. 14-78, Florida Administrative Code. Plans that do not meet these mandatory requirements may not be approved. Approvals are for a (3) three year period and should be updated at anytime there is a change in the company's DBE Liaison Officer and/or President. Contractors may evidence adoption of the DBE/AA Policy and Plan and/or a change in the designated DBE Liaison officer as follows:

- Print the first page of the document on company stationery ("letterhead") that indicates the company's name, mailing address, phone number, etc.
- Print the company's name in the "\_\_\_" space; next to "Date" print the month/day/year the policy is being signed; record the signature of the company's Chief Executive Officer, President or Chairperson in the space next to "by" and print the full first and last name and position title of the official signing the policy.
- Print the DBE Liaison's full name, email address, business mailing address and phone number the bottom of email.

E-mail the completed and signed DBE AA Plan to: [eeoforms@dot.state.fl.us](mailto:eeoforms@dot.state.fl.us).

The Department will review the policy, update department records and issue a notification of approval or disapproval; a copy of the submitted plan will not be returned to the contractor.

**PROMPT PAYMENT**

The TPO will ensure that the following clause is placed in every USDOT-assisted contract and subcontract:

(A) Every contract let by the TPO for the performance of work shall contain a provision requiring the prime contractor, before receipt of any progress payment under the provisions of such contract, to certify that the prime contractor has disbursed to all subcontractors and suppliers having an interest in the contract their pro rata shares of the payment out of previous progress payments received by the prime contractor for all work completed and materials furnished in the previous period, less any retainage withheld by the prime contractor pursuant to an agreement with a subcontractor, as approved by the TPO for payment. The TPO shall not make any such progress payment before receipt of such certification, unless the contractor demonstrates good cause for not making any such required payment and furnishes written notification of any such good cause to both the TPO and the affected subcontractors and suppliers.

(B) Every contract let by the TPO for the performance of work shall contain a provision requiring the prime Contractor, within 30 days of receipt of the final progress payment or any other payments received thereafter except the final payment, to pay all subcontractors and suppliers having an interest in the contract their pro rata shares of the payment for all work completed and materials furnished, unless the Contractor demonstrates good cause for not making any such required payment and furnishes written notification of any such good cause to both the TPO and the affected subcontractors or suppliers within such 30-day period. Each invoice on a contract with DBE participation will be required to be submitted on our standard invoice format requiring DBE breakout and the above Prompt Payment statement attached to it.

## STATE of FLORIDA PUR 1000 GENERAL CONTRACT CONDITIONS

**43.Cooperative Purchasing:** The TPO participates in Cooperative Purchasing. Pursuant to their own governing laws, and subject to the agreement of the Contractor, other entities may be permitted to make purchases at the terms and conditions contained herein. Non-Customer purchases are independent of the agreement between Customer and Contractor, and Customer shall not be a party to any transaction between the Contractor and any other purchaser. State agencies wishing to make purchases from this agreement are required to follow the provisions of s. 287.042, F.S. This statute requires the Department of Management Services to determine that the requestor's use of the contract is cost-effective and in the best interest of the State.

### ADA508 GUIDELINES FOR CONSULTANTS

Plan Hillsborough is dedicated to providing accessible documents to the public and will be requiring all consultant deliverables to follow these accessibility guidelines:

- Title and Author Chart descriptions should include what they show and the general conclusions that should be drawn. Describing colors on charts and maps is not helpful for the visually impaired, so refrain from doing that.

The PDF document must have an appropriate title and author data. Subject and keyword data are helpful but optional. See [Adobe's help page on document properties](#) for further information on how to edit document properties.

#### Alternate Text

All images in the PDF document must either have alternate text applied or be marked as decorative. See [Adobe's help page on alternate text](#) for further information on how to add alternate text to images. Below are some examples of images and appropriate alt text:

- Photos need a general description of what you see.
- Chart descriptions should include what they show and the general conclusions that should be drawn. Describing colors on charts and maps is not helpful for the visually impaired, so refrain from doing that.
- Simple maps should explain purpose and location and any other relevant details.
- There is no way to make a detailed map like this one fully accessible, which is where our disclaimer comes in that states to call us for help. We would then explain the map over the phone.

#### Reading Order

All elements in the PDF document must be in the correct reading order, that is, the order in which assistive devices should read them. See [Adobe's help page on reading order](#) for further information on how to adjust element reading order. [This video](#) also highlights how to determine proper reading order and arrange PDF tags within the document to ensure the reading order is logical.

Plan Hillsborough's Document Accessibility Disclaimer  
This disclaimer should be in every document after the cover page.

*"Persons needing assistance reading or interpreting items in this document, free of charge, are encouraged to contact Joshua Barber, (813) 272-5940, or [barberj@plancom.org](mailto:barberj@plancom.org). Plan Hillsborough (the Planning Commission, the Hillsborough TPO, and the Hillsborough River Board) cannot ensure accessibility for items produced by other agencies or organizations.*

*Se recomienda a las personas que necesiten ayuda para leer o interpretar este documento, sin costo alguno, que se pongan en contacto con Joshua Barber, (813) 272-5940, o [barberj@plancom.org](mailto:barberj@plancom.org). Plan Hillsborough (la Comisión de Planificación, el TPO de Hillsborough y la Junta del Río Hillsborough) no puede asegurar la accesibilidad de los documentos publicados por otras agencias u organizaciones. Si sólo habla español, por favor llame a la línea de ayuda en español al (813) 272-5940 marque el número*



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

Regional Planning in the Tampa Bay Transportation Management Area (TMA)

### **Presenter:**

Elizabeth Watkins, AICP, TPO Staff

### **Summary:**

Regional transportation planning coordination has been ongoing in the Tampa-St. Petersburg Transportation Management Area since the early 1990s. The primary forum for this is the Sun Coast Transportation Planning Alliance (SCTPA), formerly known as the MPO Chairs Coordinating Committee, which supports local, regional and statewide projects that improve access to transportation opportunities in the West Central Florida region. A subcommittee of the SCTPA is the Transportation Management Area (TMA) Leadership Group which includes elected officials from the Hillsborough, Pasco, and Pinellas MPOs.

There is an interlocal agreement between the Hernando, Hillsborough, Pasco, and Pinellas MPOs that specifies the roles and responsibilities of the regional planning process such as:

- A regional long range transportation plan, with needs and affordable projects,
- A regional project prioritization process and ranked order list,
- An air quality consultative process,
- A regional public involvement plan, and
- Annual evaluations of the regional process as part of the annual MPO certifications.

At the March 24<sup>th</sup> TMA Leadership Group meeting there will be a discussion about regional transportation planning and preliminary investigation of merging the Hillsborough, Pasco, and Pinellas MPOs.

### **Recommended Action:**

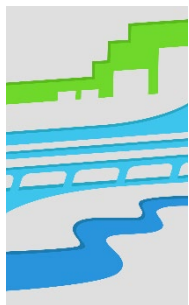
None. For information only.

### **Prepared By:**

Elizabeth Watkins, AICP, TPO Staff

### **Attachments:**

- MPO Regional Coordination Structure Research & Best Practices for the Tampa Bay Region (a 2019 study by TBARTA)
- [Presentation slides](#)



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



# MPO Regional Coordination Structure Research & Best Practices for the Tampa Bay Region

# Acknowledgements

This document came out of a long process that lasted well over a year. It took close coordination, open communication, and collaboration between all of the governing organizations and municipalities involved. The individuals list here each played a major role in the success of this study. Without their efforts, none of this would have been possible.

## Study Management Team

Beth Alden	Hillsborough MPO Executive Director
Whit Blanton	Forward Pinellas Executive Director
John Villeneuve	Pasco MPO
Dave Hutchinson	Sarasota-Manatee MPO
Ronnie Blackshear	Polk TPO
Siobahn O'Kane	Urban Land Institute
Dave Sobush	Tampa Bay Partnership
Sean Sullivan	Tampa Bay Regional Planning Council
Michael Case	TBARTA
David Gwynn	FDOT District 7

## Additional Acknowledgements

Ramond Chiamonte	former TBARTA Executive Director
Rich Clarendon	Hillsborough MPO
Al Bartolotta	Forward Pinellas
Chelsea Favero	Forward Pinellas
Sarah Caper	Forward Pinellas
Manny Lajmiri	Pasco MPO
Thomas Deardorff	Polk TPO
Pat Kemp	Hillsborough County Commissioner
Mike Millet	former TBARTA Board member

## Consultant Team

Scott Lane	Stantec Consulting Services Project Manager
Jeffrey Kramer	University of South Florida Center for Urban Transportation Research Co-Project Manager
Jaquasha Colón	Stantec Consulting Services
Jill Cappadoro	Quest Corporation of America



# Tampa Bay Region

# mpo

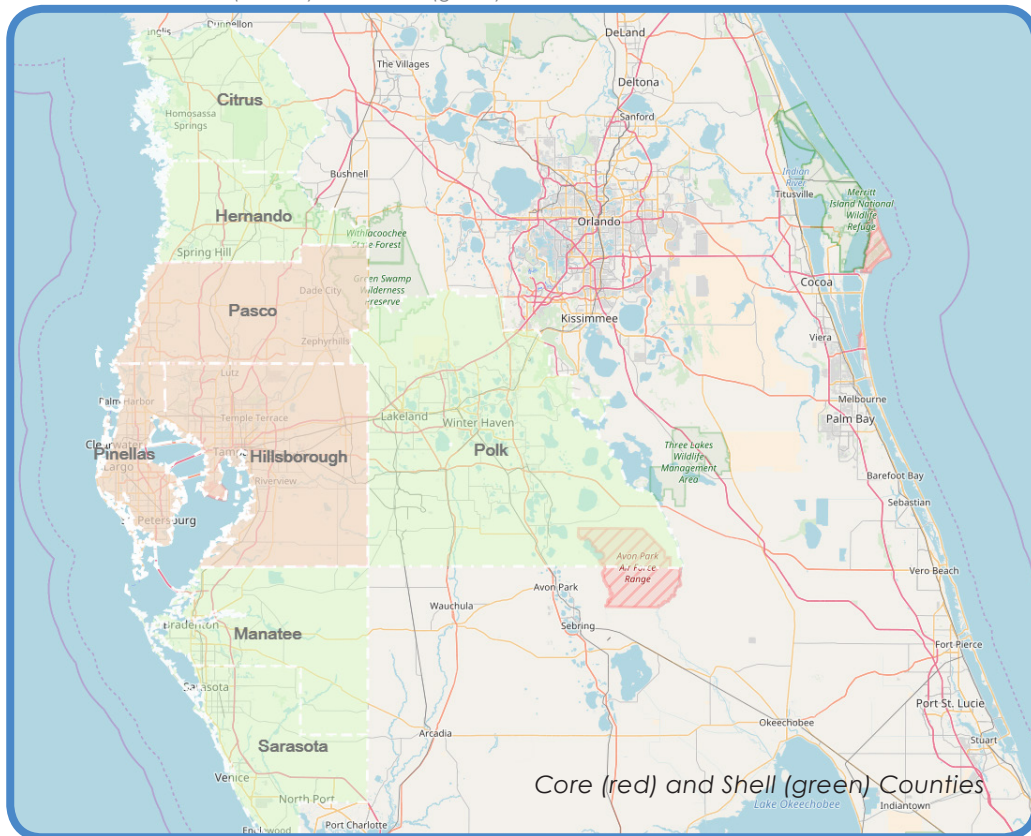


# Final Report

MPO Regional Coordination  
Structure Research & Best Practices  
for the Tampa Bay Region

Stantec Consulting Services Inc. | Center for Urban Transportation Research

Right: Tampa Bay, seen from the Dali Museum, Pinellas County  
Below: The "Core" (red tint) and "Shell" (green) counties/MPOs



# Tampa Bay Region MPO

m p o

1. Purpose and Organization of the Study 7

---

2. Regionalism, in Context 15

---

3. What We Heard 47

---

4. MPO Study 65

---

5. Recommendations 110

---

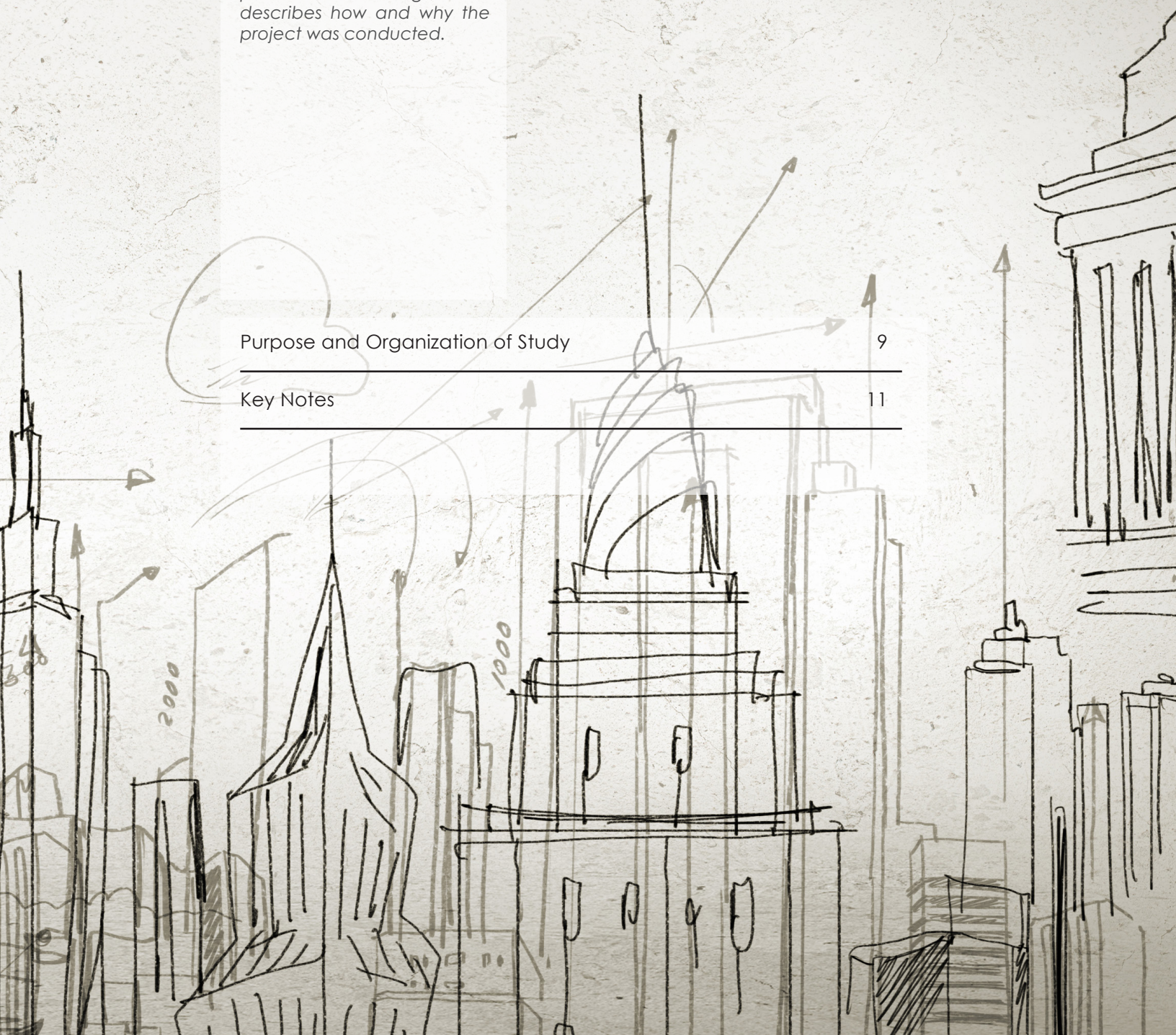


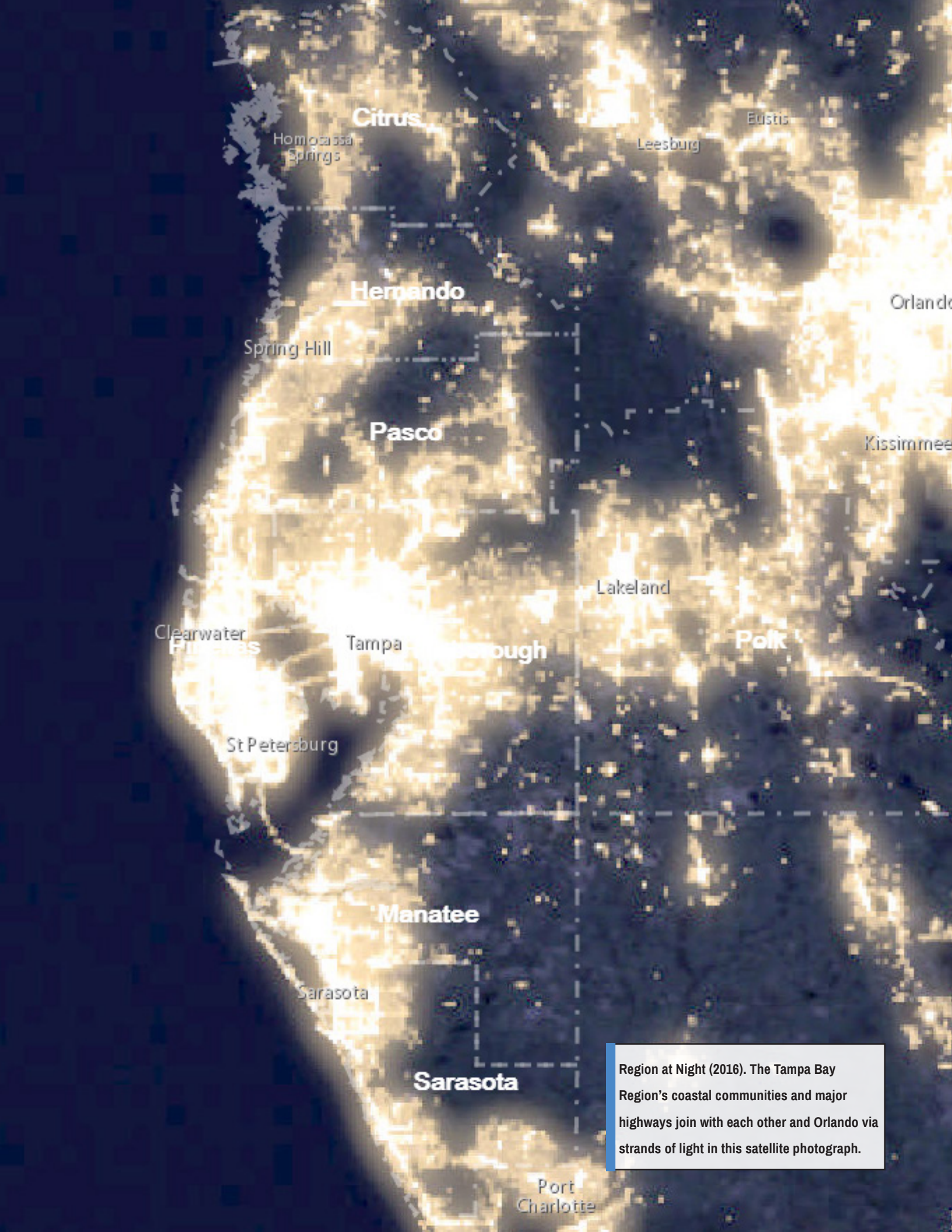


Chapter 1  
Purpose and Organization of Study

*This first section of the report simply reviews the key study points and findings, and describes how and why the project was conducted.*

Purpose and Organization of Study	9
Key Notes	11





Citrus

Homosassa Springs

Leesburg

Eustis

Hernando

Spring Hill

Orlando

Pasco

Kissimmee

Lakeland

Clearwater  
Pinellas

Tampa

Polk

Polk

St Petersburg

Manatee

Sarasota

Sarasota

Port  
Charlotte

Region at Night (2016). The Tampa Bay Region's coastal communities and major highways join with each other and Orlando via strands of light in this satellite photograph.

# Purpose and Organization of Study

**The overarching goal of the project is to explore options and outline the preferred framework for improving regional coordination in the Tampa Bay region such that there are effective mechanisms for planning, prioritizing, and developing transportation plans and projects.**

The project (a) defines successful coordination, (b) outlines barriers to achieving that success, and (c) develops implementable scenarios to achieving success, based in part on a thorough review of the region and its context as well as peer regions around the state and country. The report focuses on regionalism concepts, data that speaks to regional ties, political /

MPO policies, and discussions with MPO representatives at listening sessions.

The first phase of the study concluded with directions for studying peer organizations in the form of ten topics of discussion. As the study progressed, the focus of the report turned first to a series of nine peer studies that identified how other MPOs had dealt with similar topics before making organizational recommendations.

Stakeholder engagement, although not a primary focus of this technical study, was conducted through a total of three public workshops and the Study Management Team (SMT) that steered the project through 11 meetings.



## 1.1 | Distribution Maps

**Travel Model Data.** Travel demand models use this kind of data to forecast traffic volumes and inform important transportation decisions. The Core counties show interesting variations.

*Top: Total Trips, 2015*

*Middle: Population Density, 2015*

*Bottom: Employment Density, 2015*





Fort Hamer Park (2018). This small, local park on Manatee River provides access to a public boat ramp in Manatee County, Florida.



# Key Notes

The following is a brief overview of the key takeaways from the project.

## Regionalism: In General and Specific Terms

- The first section of this report conveys a brief understanding of the purpose and impact of regional structures as practiced in the United States.
- Following this general overview, specifics of the Tampa Bay Region are characterized for the three "Core" and three "Shell" MPOs, highlighting similarities and differences to each other and the rest of the State.
- Ten topics (or issues) were defined based on the first workshop (May 2017) and the data collected for the region, guided by the SMT's input.

## Peer MPOs and Lessons Learned

- MPOs that were chosen for peer study, as well as those considered but not chosen, are depicted in a two-part table characterizing the MPO fundamentals, and highlighting some of the important points of the project team's conversations with them. The report outlines the study methodology, particularly the scripted "prompts" used to initiate

discussions of each of the topic areas. This approach is used to present information about each peer.

- The report extracts information from the peer MPO interviews relevant to the 10 topic areas identified by the Study Management Team and other inputs at the end of Phase I.
- Each topic contains the original questions that refine the topic, as well as key points and a summary of relevant information gleaned primarily from the peer MPO interviews. Although the summaries by topic should be reviewed carefully, some of the findings deal with board structure, the relationship of MPO size and extent to level of engagement, revenue generation and management, and MPO roles in project development.

## The Next Steps

- The final section of this report contains recommendations, timing and supporting actions for implementation, and responses to comments received during presentations to the MPOs. The next two pages summarize high-level recommendations.

"I'm a very strong believer in listening and learning from others."

- Ruth Bader Ginsburg, Associate Justice of the Supreme Court of the United States since 1993



During the study the project team (consultants and Study Management Team) has had significant interaction with various actors in the region and has gleaned a sense of what are perceived to be some of the critical issues and aspirations that have collectively contributed to the decisions to explore restructuring MPO governance to reflect a greater focus on regional-scale projects and interests. While many of these observations are recognizable as thoughts shared by various individuals during the past several months, it's important to reemphasize them.

**Governance structure is just one consideration that will influence the success of this region in addressing transportation challenges.**

As with any institution, governance is just one aspect that contributes to success. The human resources: intellectual capacity, passion, and leadership are at least as critical. Changing structures will not resolve problems if the leadership does not engage and collaborate. Simply moving conflict points from between several agencies to within a single agency will not necessarily resolve disputes. Institutional change can reengage energies and creative productivity, but it can also be disruptive, leading to polarization and infighting.

Irrespective of institutional structure the broader communities need to identify areas where collaboration is in the mutual best interest and put in place the mechanisms to enable that collaboration. Those mechanisms can range from informal enhanced interrelationships between transportation leaders in the community to profound changes in institutional structure and governance. Neither one is assured of producing the desired results.

**The governance structure will not necessarily create more resources for the region, but additional regional objectives will require additional resources to implement.** To the extent that it can coalesce a shared set of priorities in instances where that is a prerequisite to the ability to leverage state or federal funds, a more centralized government structure may be helpful. However, that consensus on priorities can occur without such a structure and that structure will not insure a consensus. The power of that structure to secure additional resources is highly dependent upon state and federal programs that are responsive to political leverage and not to formulaic or technical criteria for project support. In general, transportation planning has been moving toward performance-based

evaluation strategies for project selection and prioritization and is increasingly dependent on shared investment. While political consensus can matter, performance/cost effectiveness and local matching resources matter, too, and are often a prerequisite to being eligible to compete for resources.

**Political influence ebbs and flows and, over time, resources tend to be distributed equitably with respect to the regions' needs and revenue contributions.**

Ensuring a fair share return on state and federal revenues should be an easy regional consensus independent of governance structure. An occasional absence of a compelling regional priority in favor of multiple county level needs should not undermine this region getting its fair share of resources from a state or federal perspective.

**The geographic scope of transportation planning is best shaped by focusing on the travel patterns of people and freight.**

Travel that is regional in nature should be addressed at the regional scale, irrespective of the governance structure of the region. In this region, that has resulted in the FDOT taking the lead in addressing many regional needs and other entities expanding their geography of study as dictated by the

markets for the respective facilities. Most critical from a planning perspective is ensuring that project planning appropriately considers the geography of influence. As planning is carried out with regional implications it needs appropriate participation, whether through collaboration or consolidation.

#### **Highlights: How the Recommendations were Derived**

The recommendations contained herein were developed by the consulting team after collaborating for over a year with study participants in a variety of settings.

- Three workshops (about 160 participants)
- Interviews with both Core and Shell MPOs (6)
- Interviews with nine peer regions / MPOs
- Study Management Team meetings (steering committee)
- Research by consultant project team, especially focusing on ten topics identified through the first and second phases of the project

Study participants generally wanted a greater degree of regional collaboration, trust, and pace of project delivery

than currently is seen in the Tampa Bay Region. The report strives to create challenging, but achievable, actions that will promote those objectives. The recommendations begin with short-term actions that would be accomplished by 2023 and longer-term actions that culminate in a single MPO policy board by 2033.

These recommendations were presented to the three MPOs in a series of workshops or presentations at board meetings in January 2019. A summary of general comments received during those meetings and the project team's responses to them is presented in the final section of this report.

Going forward, the three MPOs can choose to implement some, all, or none of the recommendations based on the inputs derived from the study process. The path forward will not be quick or easy, and will require ongoing efforts to focus on regional objectives that are of importance to local communities. Sustaining the motivation to move ahead with a plan for change, even if that plan is detailed and tweaked over time in response to lessons learned, is most likely if there is a broad base of support for specific, clearly articulated actions.

**Pinellas Trail**, which receives nearly 1,000,000 visitors a year.



## Chapter 2 Regionalism, in Context

### *Regionalism, in Context and By the Numbers:*

*The consulting team researched regionalism in general before a deeper dive into a number of data sources, with the results distilled from thousands of data points.*

*Mapping data shows relationships that are diverse such as commuting patterns, Economic Development Opportunity regions, and natural threats from storm surge. Other data structures, like jurisdictional boundaries*

### *Policy & Regulatory Framework:*

*The following presents a high-level overview (refer to the technical appendix for more details and substance) of the policy context of the three Core MPOs.*

*The discussion elaborates some of the extensive influence of Florida statutory language, and presents a straightforward representation of the Core MPOs and their boards and funding priorities.*

Regionalism, in Context	17
By the Numbers	20
Mapbook	29
Policy & Regulatory Framework	38

# Regionalism

## When It Makes Sense

Regional alliances of governments form and work together to address specific issues that transcend individual governmental boundaries and areas of influence.

While the examples of formal, comprehensive regional governments are relatively rare, there are numerous examples of “functional regionalism,” wherein a group of jurisdictions work together in a mutually acceptable framework to protect a common resource or solve a community need.

Examples of functional regionalism include 911 call centers and systems; conservation partnerships, regional rail or greenway projects, and utility districts. Natural features and events don't usually respect geopolitical boundaries, so resiliency, emergency response, and watershed protection efforts are frequently multi-jurisdictional.

One of the major historical barriers to regional cooperation has only recently been (largely) overcome. The ability to gather, process, and analyze large amounts of data on individual actions and movements has been made considerably easier with the advent of smartphone and global positioning system (GPS) technology. While there is still room to grow and improve, big data is playing an increasing role in many regional and super-regional activities, from connecting organ donors and recipients to assessing regional travel patterns.

The prevalence of regional forms of governance have varied over the course of U.S. history. Early founders recognized the importance of regional-scale decision-making, in part because local governments were relatively small and resource-constrained (Foster, 2011). The effectiveness of regional governance depends on self-reinforcing policies and funding programs that work collectively – and cumulatively – to accomplish regional objectives. Since resource limitations on discretionary monetary incentives exist for most MPOs, supporting policies have to be put into place that accomplish the MPO's objectives like economic reinvestment, transit-oriented development, or land use policies that strengthen the relationship between development and multimodal transportation efficiencies. Demonstration projects, best practices, education, technical assistance, and project priority or performance measures compliment targeted investment strategies that support transit, biking, and walking activity centers. The SANDAG (San Diego) Smart Growth Incentive Program and venerable ARC (Atlanta) Livable Centers Initiative are examples of metropolitan planning organizations putting into practice complimentary funding and policy/program actions. (Margerum, et al, 2013) Some of these areas are hard to compare to the MPOs in the Tampa Bay area, since Florida MPOs tend to be built around the individual county as the “building block” for MPO boundaries.

**Hurricane Tracks, 1975-1999.** Hurricanes, and the response to them, demand a regional approach. Colored dots represent intensity on the Saffir-Simpson scale with “hotter” colors being higher-energy storms.



“I was born in a great city, but I don’t want to die in a mediocre one.”

- Myron Orfield, Mayor of Minneapolis, ca. 2001 (Drier, et al, 2014, p. 258)

Other initiatives aiming at regional cooperation have been less successful. The St. Louis Region, while creating a single-county/city agency responsible for junior colleges, zoos, a medical center and a two-state/seven-county transportation agency (Metro), experienced failures attempting to build regional structures in 1926, 1955, 1959, and (for economic development) in 1992. Regional cooperation in established, major metropolitan areas like New York City and Los Angeles have typically been constrained to a narrow mission (e.g., parks) or dictated by federal law (e.g., air quality and emissions). One of the premier barriers facing these and other metropolitan areas is the internal competition that inevitably arises between cities, counties, and other entities in the same region. This competition (typically for new businesses, but sometimes for other resources such as water) puts each government – which have separate budgets, staffing, and appointed / elected bodies that view success on the basis of the government's individual performance – into potential conflict. (Drier, et al, 2014)

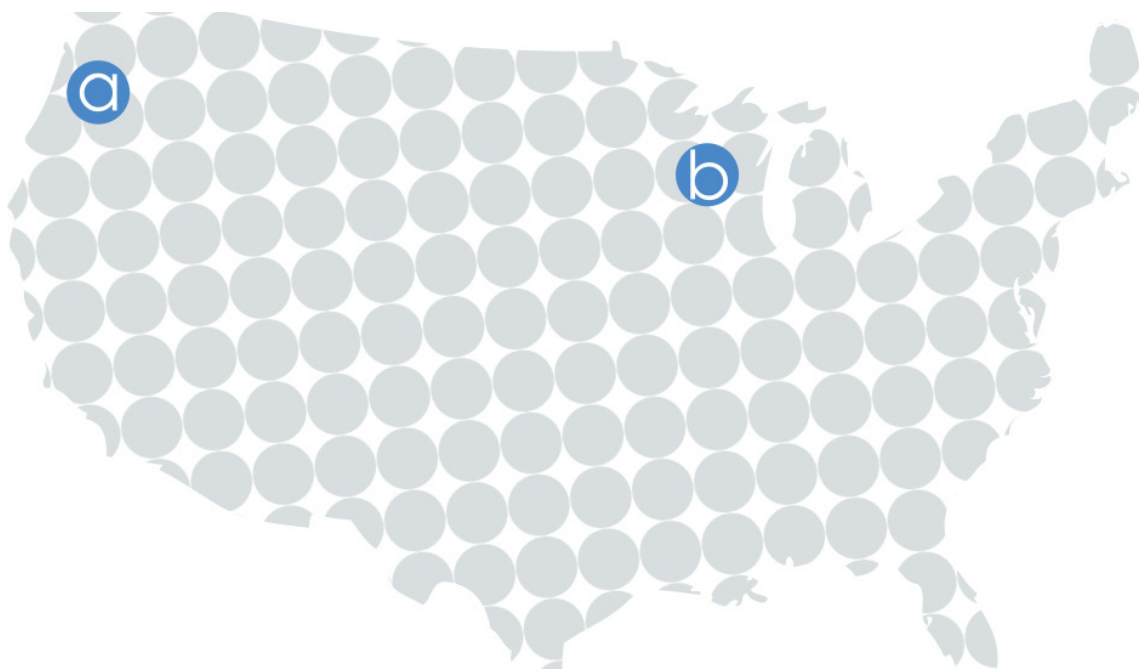


It's worth noting that these regions have done well for themselves and remain popular in spite of their balkanized governmental structures. Metropolitan areas in the U.S. have achieved dominance in the gross domestic product, wage, and other economic measures. The Los Angeles Region would have the 23rd largest GDP (Gross Domestic Product) of any country in the world, if it were a country; LA County alone has 88 municipalities (not to mention 68 ghost towns).

More broadly mandated (than typical MPOs) regional governance initiatives in the U.S. are rare, but they do exist. The two regions most frequently pointed out as examples of broad-based regional governance are the Twin Cities (Minnesota) and Portland (Oregon) regions. The Metropolitan Council of the Twin Cities was created in the 1967 Minnesota state legislature to oversee sewage treatment, land use, housing, transit, and other urban issues in a seven-county area. Notably, the Twin Cities Region

implemented a tax-sharing system in 1971, with 40% of growth in tax base being pooled and redistributing the proceeds on the bases of population and taxation capacity. This measure dampened some of the internal competition between municipalities, and favored different municipalities as the fortunes of suburbs, hinterlands, fringe areas, and downtowns changed over time. (Calthorpe/Fulton, 2001; Drier, et al, 2014)

The Portland regional governance experience officially began in its state legislature in the late 1970's, culminating in an Urban Growth Boundary in 1979. However, it wasn't until the landmark battles waged by the 1000 Friends of Oregon and Oregon DOT over the Westside Bypass Freeway in the 1980's and 1990's that the regional framework gained transportation notoriety (see [www.friends.org/resources/reports](http://www.friends.org/resources/reports) for details). This process demonstrated now-familiar terms and practices like scenario





planning, transit-oriented development, and design/walkability factors in one transportation planning package. (Calthorpe/Fulton, 2001) Even established regional structures sometimes see failure: the housing legislation sponsored by then-state legislator Myron Orfield (Minneapolis) that would have given the Metropolitan Council control over transportation and other resources to address affordable housing concerns was vetoed by the Governor.

Defining the characteristics of successful MPOs and other regional governance structures is

not a frequent area of study. One recent report (Gerger and Gibson, 2009) found that, among 57 responding MPOs, there were strongly positive relationships between regional project implementation and staff size/capacity, external (not local) agenda control, greater numbers of hired (staff) board members relative to local elected officials, and regional wealth. Margerum, et al (2013) found that MPOs have the ability to influence land use decisions made by local government member agencies, but only when policies and financial incentives were mutually reinforcing and bundled effectively.



a. Portland (Metro)

**Population: 1.5 m | Established: 1979**

“Metro works with communities, businesses and residents in the Portland metropolitan area to chart a wise course for the future while protecting the things we love about this place.”



b. Twin Cities (Metropolitan Council)

**Population: 3 m | Established: 1967**

“The Metropolitan Council is the regional policy-making body, planning agency, and provider of essential services for the Twin Cities metropolitan region. The Council’s mission is to foster efficient and economic growth for a prosperous region.”

**metros matter**



**Nation's GDP**  
90.8% of U.S. GDP is created in its metro areas



**New Jobs**  
Metros contributed 96.5% of new jobs in 2015



**World Economies**  
37 of the top 100 economies in the world in 2015 were those of U.S. metro areas



## Workforce >>

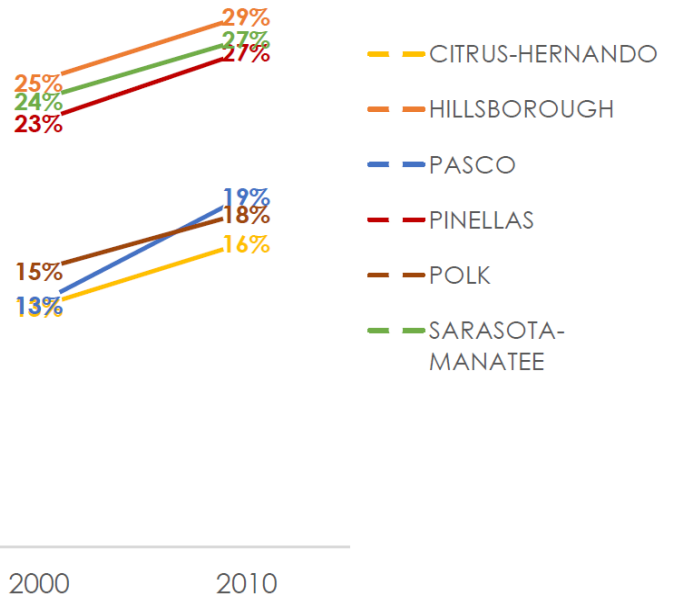
### 2.1 | MPO Education and Labor Force

**College Grads, 2000 to 2010 (% Increase).** An educated labor force provides an indication of the resiliency and adaptability to a marketplace with an increasing demand for higher education degrees, especially in competitive metropolitan environments. Pasco County/MPO leapfrogged two other counties with the number of its adults (aged 25 or older) with four-year college degrees.

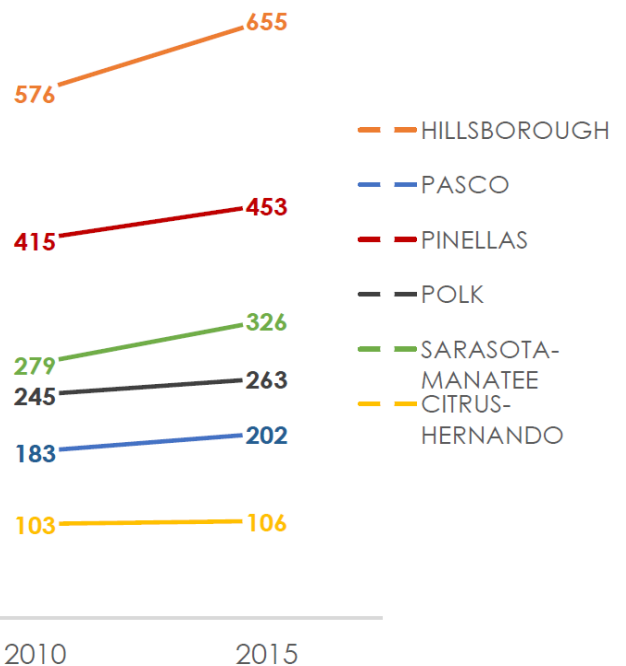
**Employees, 2010 to 2015 (000s).** Changes in the number of employees was more dramatic for Hillsborough, Pinellas, and Sarasota-Manatee MPOs. The rate of change was the sharpest in spite of the fact that these three MPOs already had the largest number of employees in 2010.

*Subsequent figures delve more deeply into the distribution and characteristics of employment and the job market.*

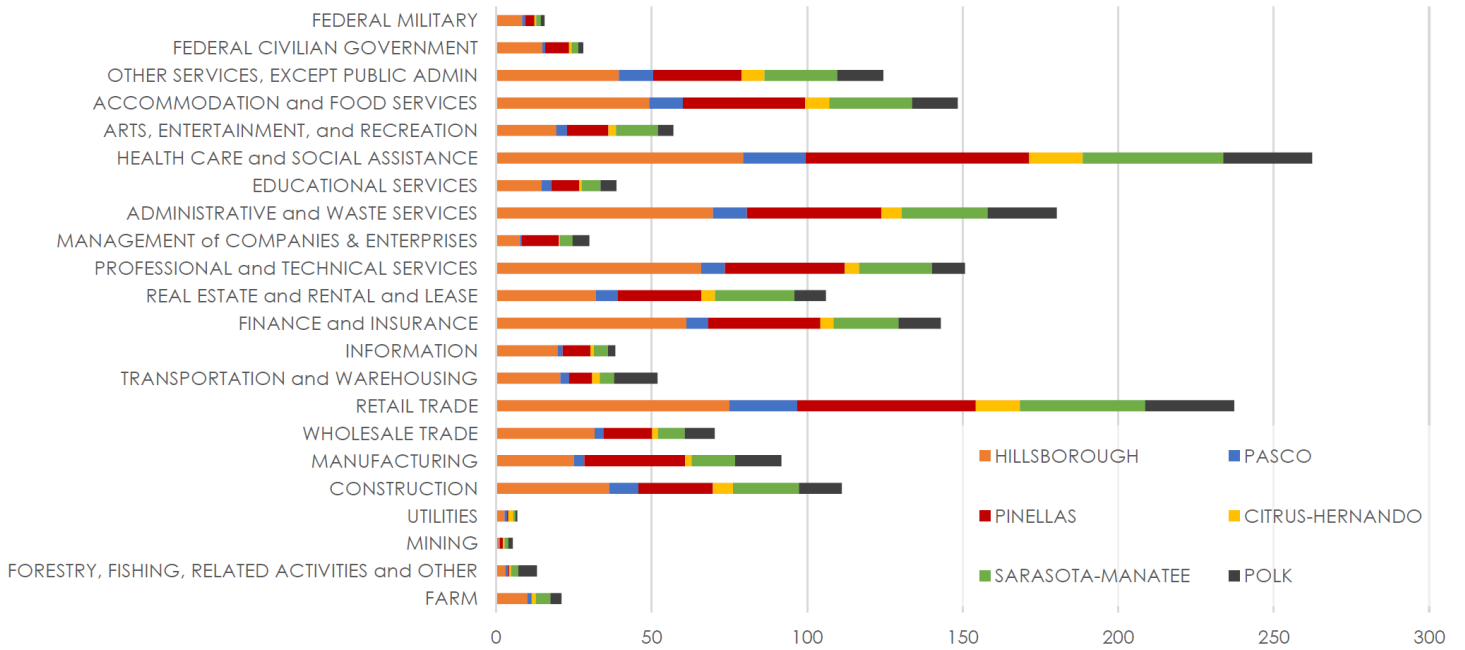
COLLEGE GRADS, 2000 TO 2010 (%)



EMPLOYEES, 2010 TO 2015 (000S)



## 2010 EMPLOYMENT (thousands), BY MPO AND SECTOR



# Sectors

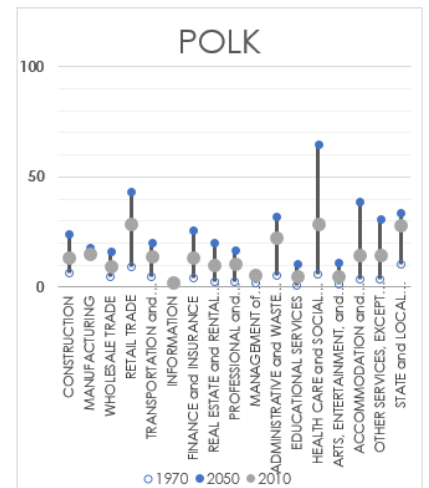
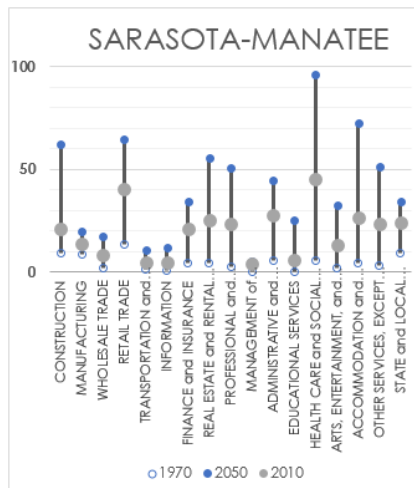
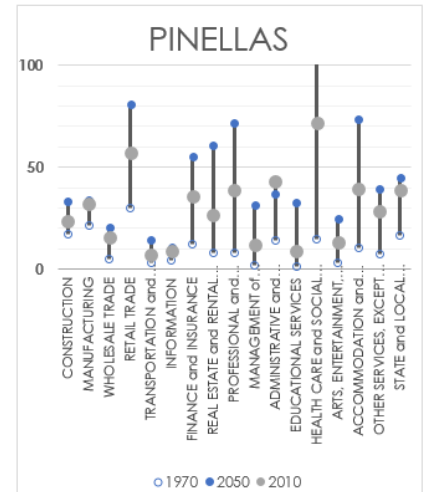
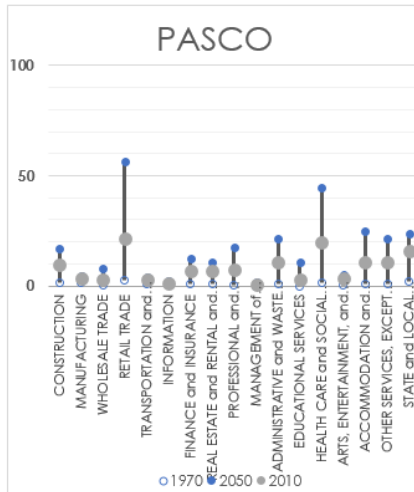
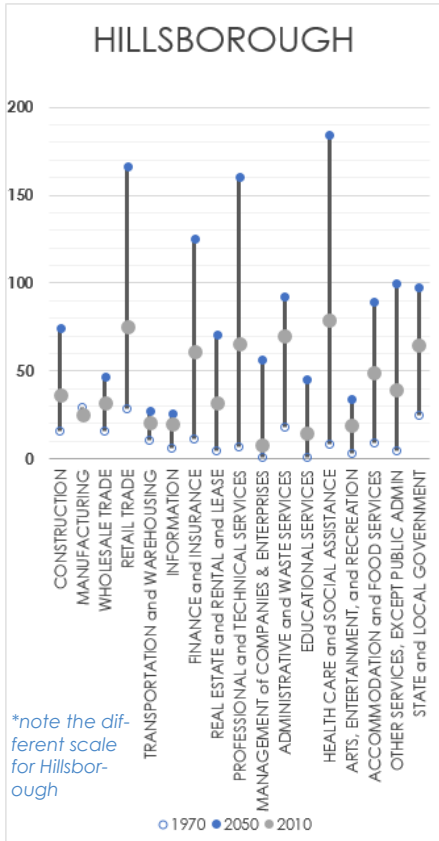


## 2.2 | Employment by Major Sector

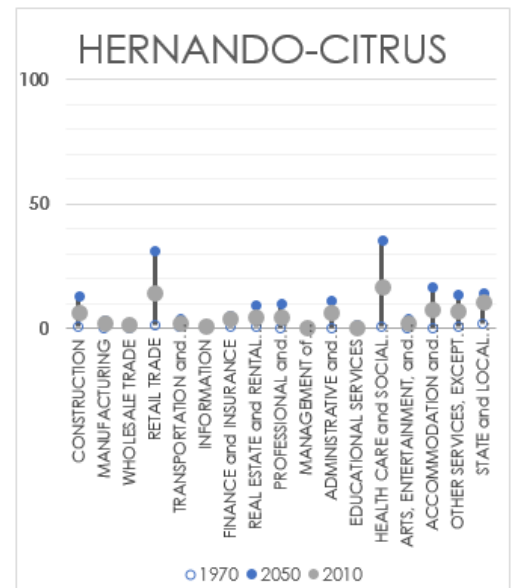
Unlike the earlier charts that broke out sector employment figures by county, this graphic illustrates the cumulative employment for all of the study area MPOs.

Retail and Accommodation/Food Service categories are unsurprising leaders, given the reliance on tourism and related industries in some of the more populous core MPOs. However, Health Care and Social Assistance occupations are the largest employment sector in the total region, perhaps reflective of both an accessibility to the market and the demands presented by an aging population.





- LEGEND**
- Taller vertical bar means more growth in that sector.
  - Longer vertical bar **above** the gray (2010) dot means more growth is forecasted than has occurred in the past.



# Employment

## 2.3 | A Deeper Dive into Job Characteristics

The present, past, and forecasted future composition of employment in the Core and Shell counties is shown here. MPOs have different levels of economic diversity - some, like Hernando-Citrus, are focused on a couple of key industries while others like Hillsborough and Polk, have a more diverse economy. Not all sectors are shown since some, like utilities and military, are relatively small in all counties / MPOs.

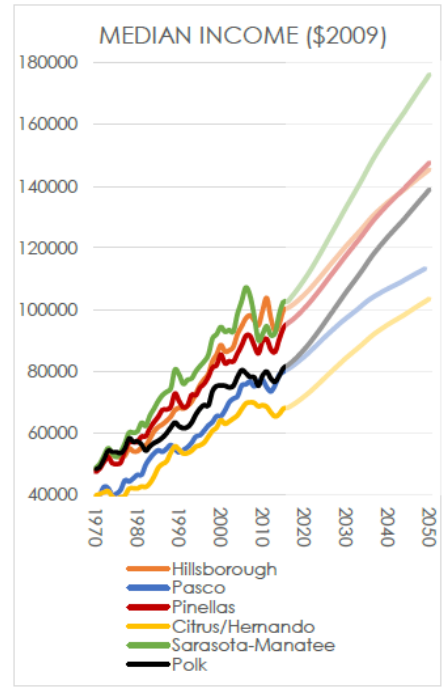
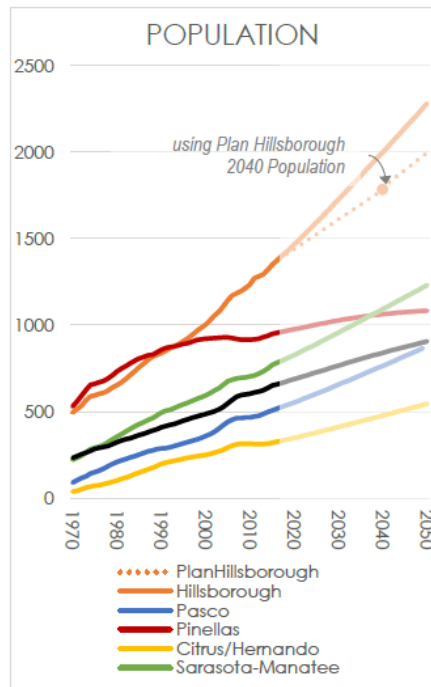
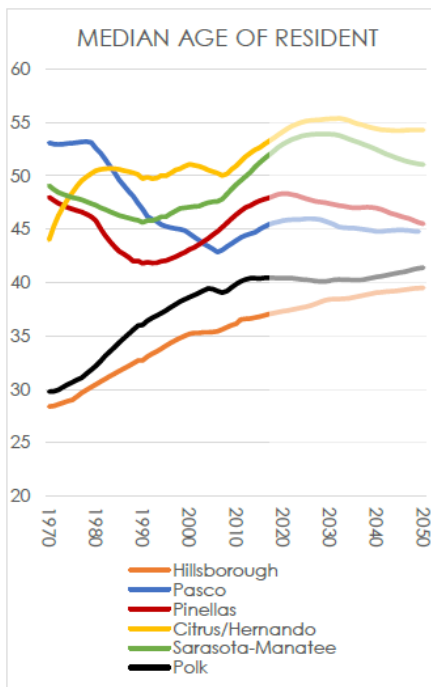
*Getting the most out of these charts can be aided by reviewing the legend, above.*



# Demographics

## 2.4 | Trends in Age, Population, and Income

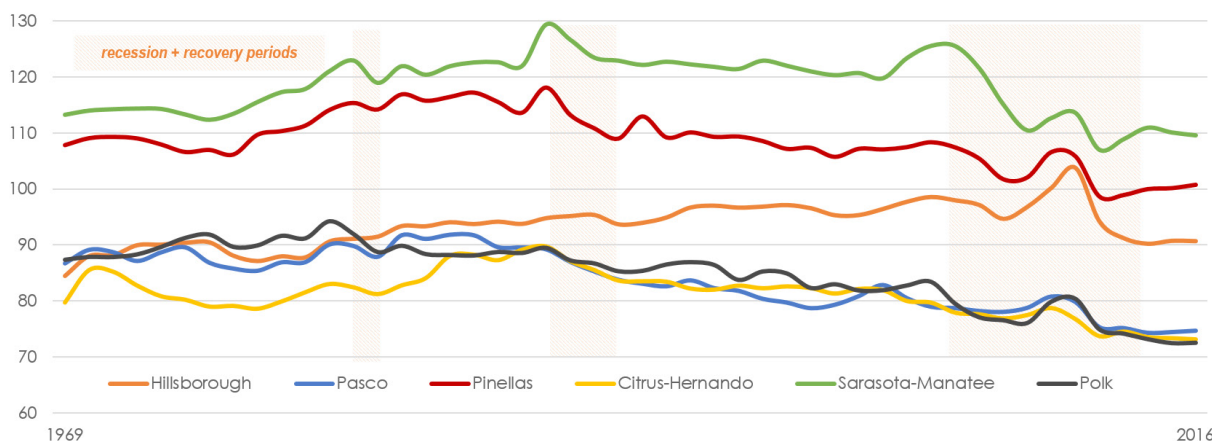
The median age of residents in all of the MPOs is generally increasing, although the trend is forecasted to cool after 2025. The populations are also increasing, although Hillsborough County is an outlier, even with the lower 2040 population estimate used in place of the Woods & Poole forecasts. Pinellas, more "built out" than other places, will see a more modest increase in population. Median incomes have been rising, although (as pointed out in the Tampa Bay Partnership's 2018 Regional Competitiveness Report), Tampa Bay and other Florida regions tend to have incomes lagging other metro areas around the country.

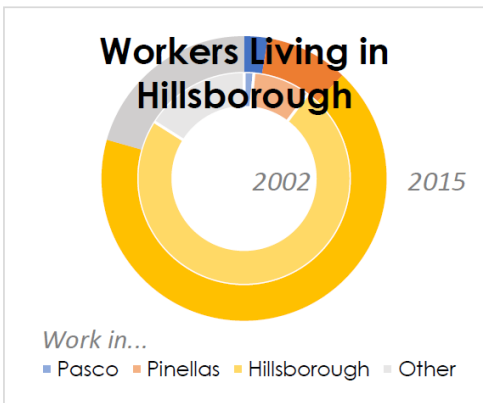
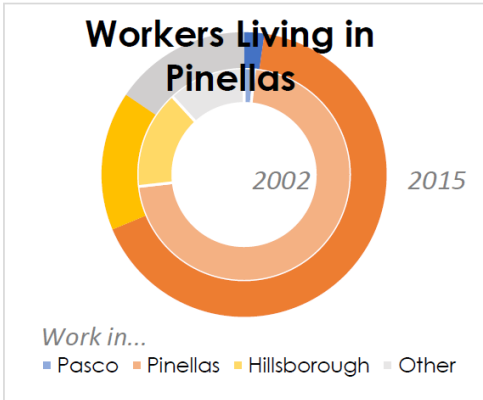
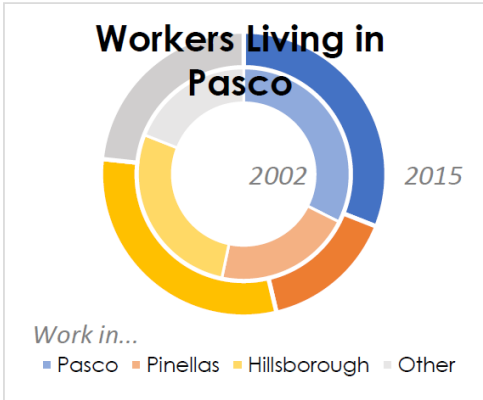


# Wealth

The Wealth Index allows a comparison of the typical household financial worth, compared to a nationwide base value of 100. Note the changes created by recessions and recovery periods.

## 2.5 | Household Wealth (national base=100)

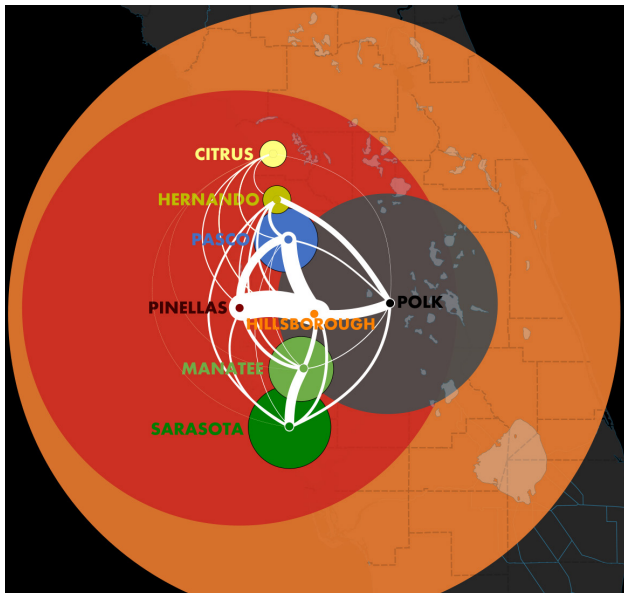




# Commuter Flows

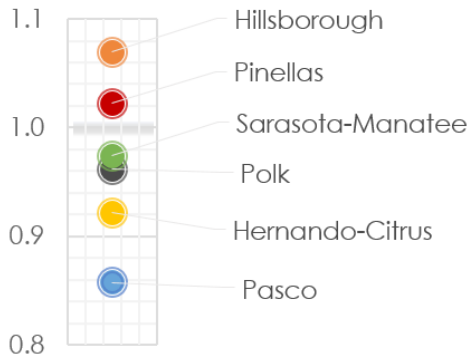
## 2.6 | Where Workers Live and Work

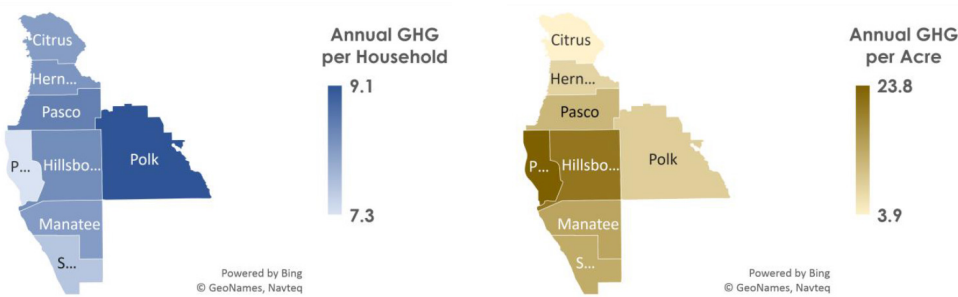
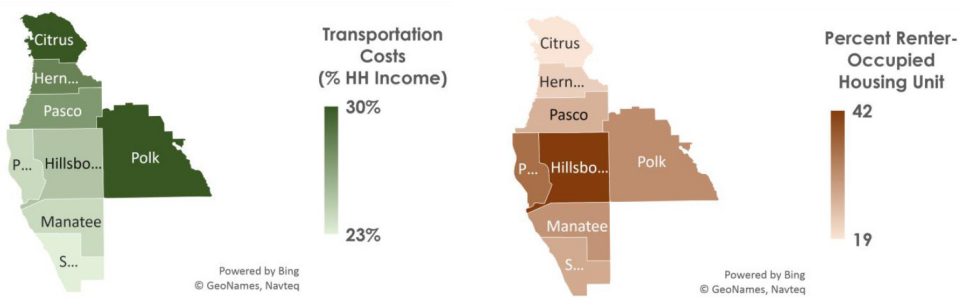
One of the most direct measure of transportation interconnectivity is the patterns people make getting to work (and home again). Between 2002 and 2015, all three core counties have witnessed a drop in "home county" commutes, where workers live and work in the same county. Pasco has the greatest diversity in destinations, while two-thirds or more of workers living in Pinellas or Hillsborough work in their home county. The commute flows (2015, below) show the relationships between and within all Core+Shell counties.



## 2.7 | Day & Night Populations

Hillsborough and Pinellas have slightly greater day-time populations as more workers come into these counties than leave each day.





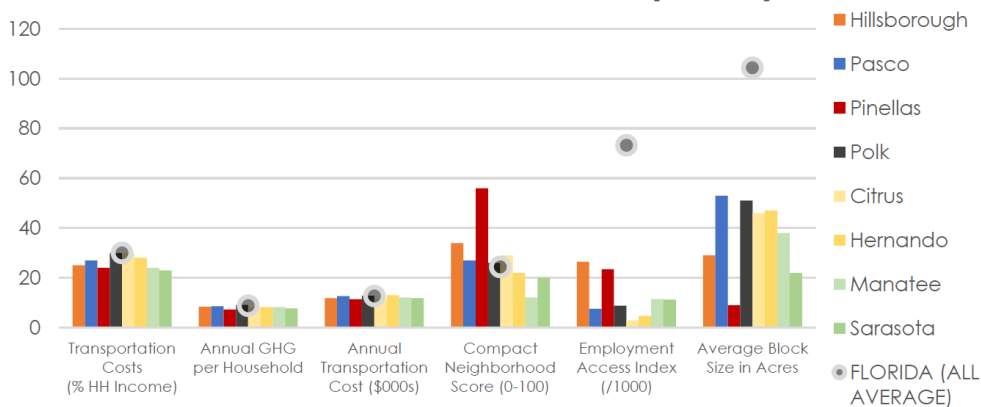
# Costs

## 2.8 | Cost & Effect

Development patterns and characteristics interplay with transportation systems in complex ways. The choice of transportation mode influences emissions, and is influenced by density and type of development.

Note how Greenhouse Gas (GHG) emissions from all sources change if the unit is households or acres.

### Variation, Internal and External (Florida)

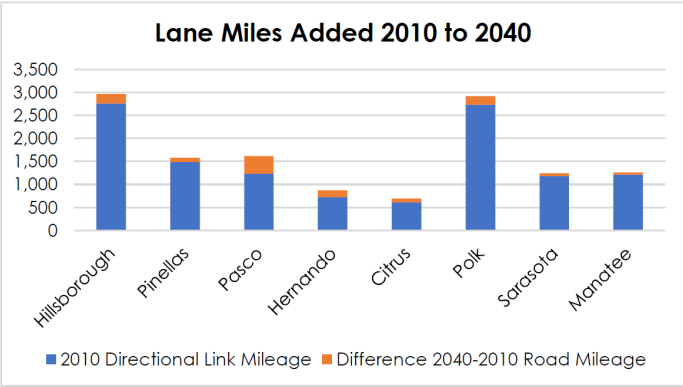
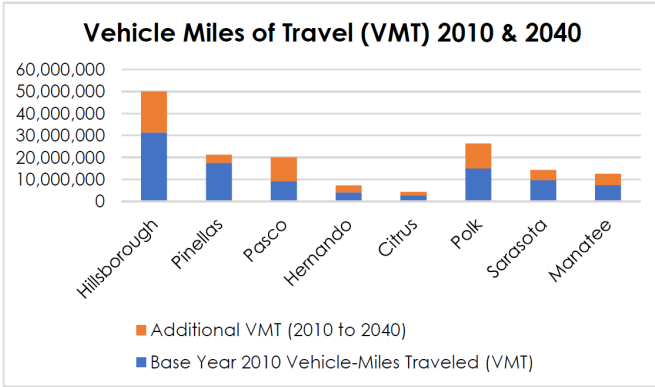
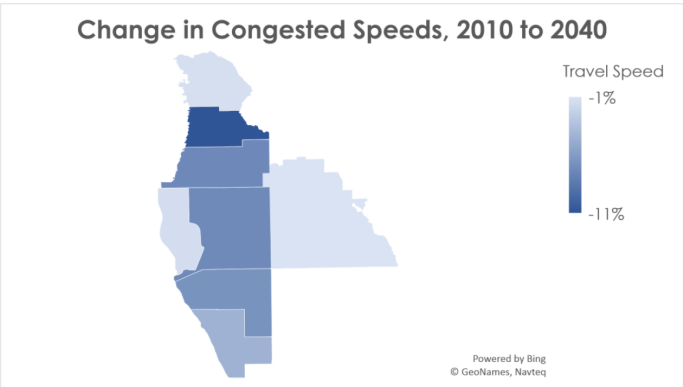
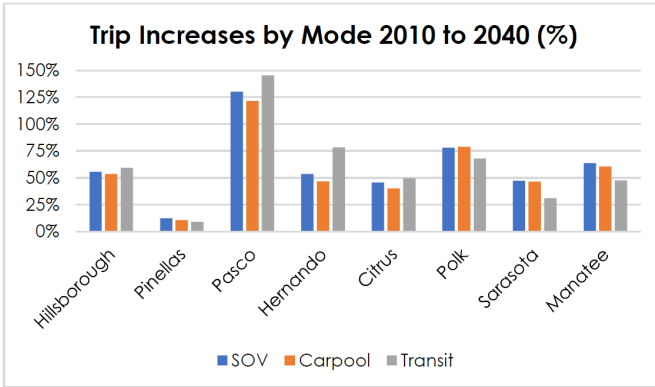


# State

## 2.9 | Comparisons to FLA

While the Tampa Bay Region's counties are similar to the rest of Florida in some ways, they are more like each other in terms of the employment access and measures of walkability (e.g., compactness, access to employment).





# Change of Pace



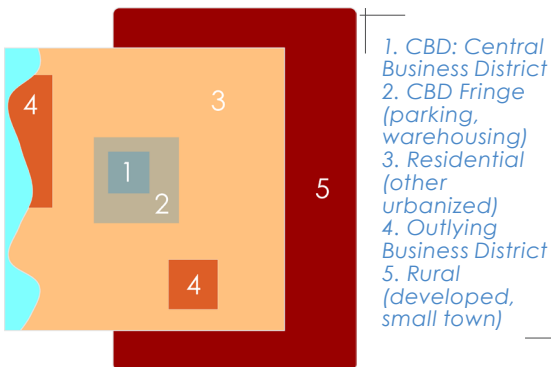
## 2.10 | Modeled Changes, 2010 to 2040

Two regional computer models produced these charts. Above, the difference between vehicle miles of travel and one result - slower travel - are compared with relatively few miles of new road capacity.



## 2.11 | Destinations by Area Type, 2010 to 2040

The travel models recognize various land use types possess different transportation characteristics. Regardless of area type, almost all counties will experience more trips without a commensurate increase in road miles added.



Regional Travel Demand Models						
2010-2040 Comparison of Trip Ends Added to Road Miles Added						
County	Total	CBD	CBD Fringe	Residential	OBD	Rural
Hillsborough	48%	99%	122%	46%	42%	68%
Pinellas	5%	21%	14%	7%	-2%	
Pasco	97%	44%		110%	25%	465%
Hernando	33%			39%	-81%	162%
Citrus	31%	-21%		8%	14%	47%
Polk	71%	18%	94%	71%	49%	83%
Sarasota	41%	49%	19%	41%	34%	22%
Manatee	57%	36%	44%	54%	41%	129%

Interpretation: The chart above compares the difference between road miles added in the MPO long-range transportation plans and the additional number of trips ending in each county from 2010 to 2040 in one of five area types used in the regional model (see graphic at left). "Hot" colors mean that there are more trips being added relative to the number of lane-miles being added, according to the MPO long-range transportation plans.

source: adapted from description in Tampa Bay Regional Travel Demand Model v.8.0: Technical Report No. 1, April 2015.





# rank: 14<sup>th</sup>

out of 20



## Millennials In-Migration

Often a highly sought-after demographic signaling a thriving, future-oriented economy, Millennials are moving to Tampa Bay at a moderate pace compared to the peers in the study.

*Key Stat: 7.6% of Millennial in the region did not live in the region the year before.*

# rank: 18<sup>th</sup>

out of 20



## Housing Affordability

The Region was not competitive across a range of income and wage metrics; housing affordability is a major concern, and the biggest challenge for low-income families.

*Key Stat: 35% of household expenditures go to rent, mortgage, or other housing costs.*

# rank: 3<sup>rd</sup>

out of 20



## Less Time in Congestion

Tampa is highly ranked for driving time spent in congested conditions compared to its peers (transit ridership and service, however, lag other regions).

*Key Stat: A typical driver spends 21.5 hours in congested conditions (65% slower than free-flow speeds).*

# 2018 Regional Competitiveness Report



The Tampa Bay Partnership, in association with the United Way Suncoast and Community Foundation of Tampa Bay, conducted a peer comparison of the Tampa Bay Region (which by their definition includes the core and shell counties discussed in this report) to other regions around the country across six metrics: economic vitality, innovation, infrastructure, civic quality, talent, and outcomes. The report can be accessed at: [www.tampabay.org/research/regional-competitiveness-report](http://www.tampabay.org/research/regional-competitiveness-report).

The Region fared well in some categories, such as innovation and job growth rates. However, labor force participation, educational attainment, and wage growth were areas of consistent concern. While congested driving conditions weren't a concern, transit services and bicycle/pedestrian safety were notably lagging behind other, peer communities.

2.12 | Comparing MPO/County Similarities

**How Similar are the Core and Core+Shell Counties to their own groups (compared to all Florida counties)?**

The chart on this page shows how similar the Core and Core+Shell counties of this study are compared to all 67 Florida counties. The further away from the center, the more Core and Core+Shell counties are different than the other 67 Florida counties. Put differently, the further from the center of the chart, the more unique the Core or Core+Shell counties are. This "uniqueness" may provide insight on how the Core counties will react to different circumstances - the more like each other, the more these counties / MPOs are likely to react the same to different circumstances that may arise. Four measures of variability were used to create the chart; if more of these variables were satisfied the data point moved further away from the center and towards more differentiation from all of Florida's counties.

**Range:** The difference

between the minimum and maximum values.

**M.A.D. :** The Mean Absolution Deviation of the group's average compared to deviation from the average of all 67 counties.

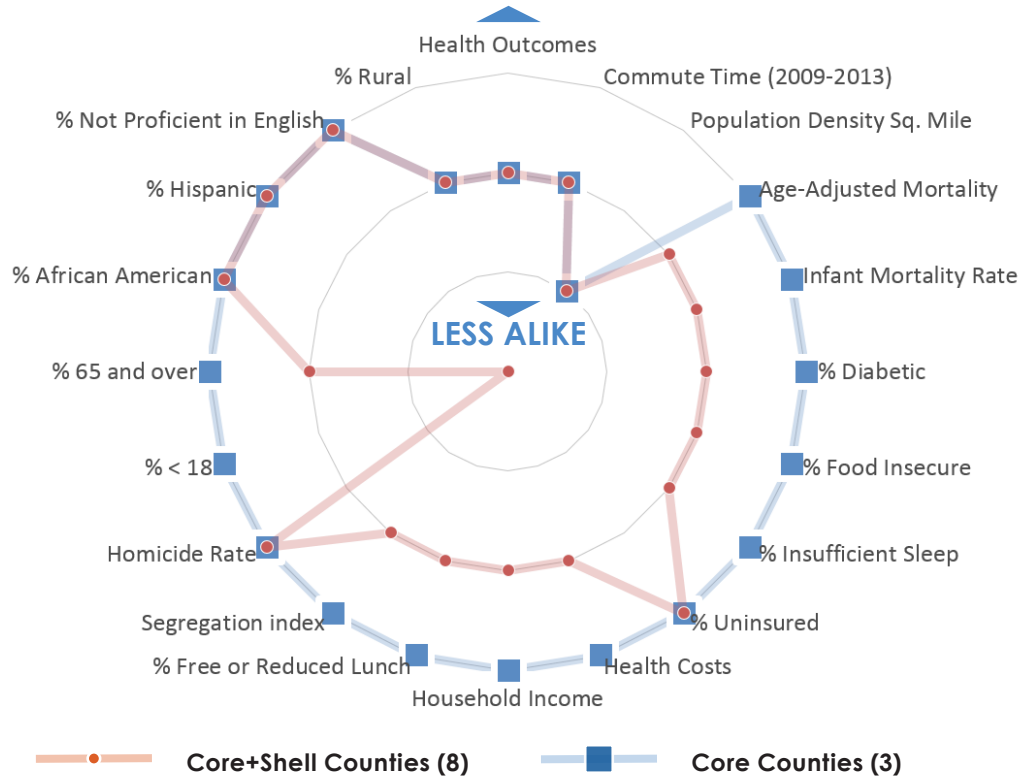
**Standard Deviation:** Another measure comparing the separation of the values compared to their group average.

**Coefficient of Variation:** The ratio of the standard deviation to the mean. Requires non-negative values, so this measure was not applied to the Health Outcomes variable.



**HOW TO INTERPRET THE RESULTS:** Both the Core and Core+Shell counties exhibit clustering on variables like minority populations and percent uninsured, the Core counties (in part because there are fewer counties in that group) also exhibit even more "uniqueness" for even more variables than the Core+Shell. Hence, the Core counties are more like each other in terms of income variables, mortality, and age variables.

**MORE ALIKE TO EACH OTHER COMPARED TO ALL FLORIDA COUNTIES**





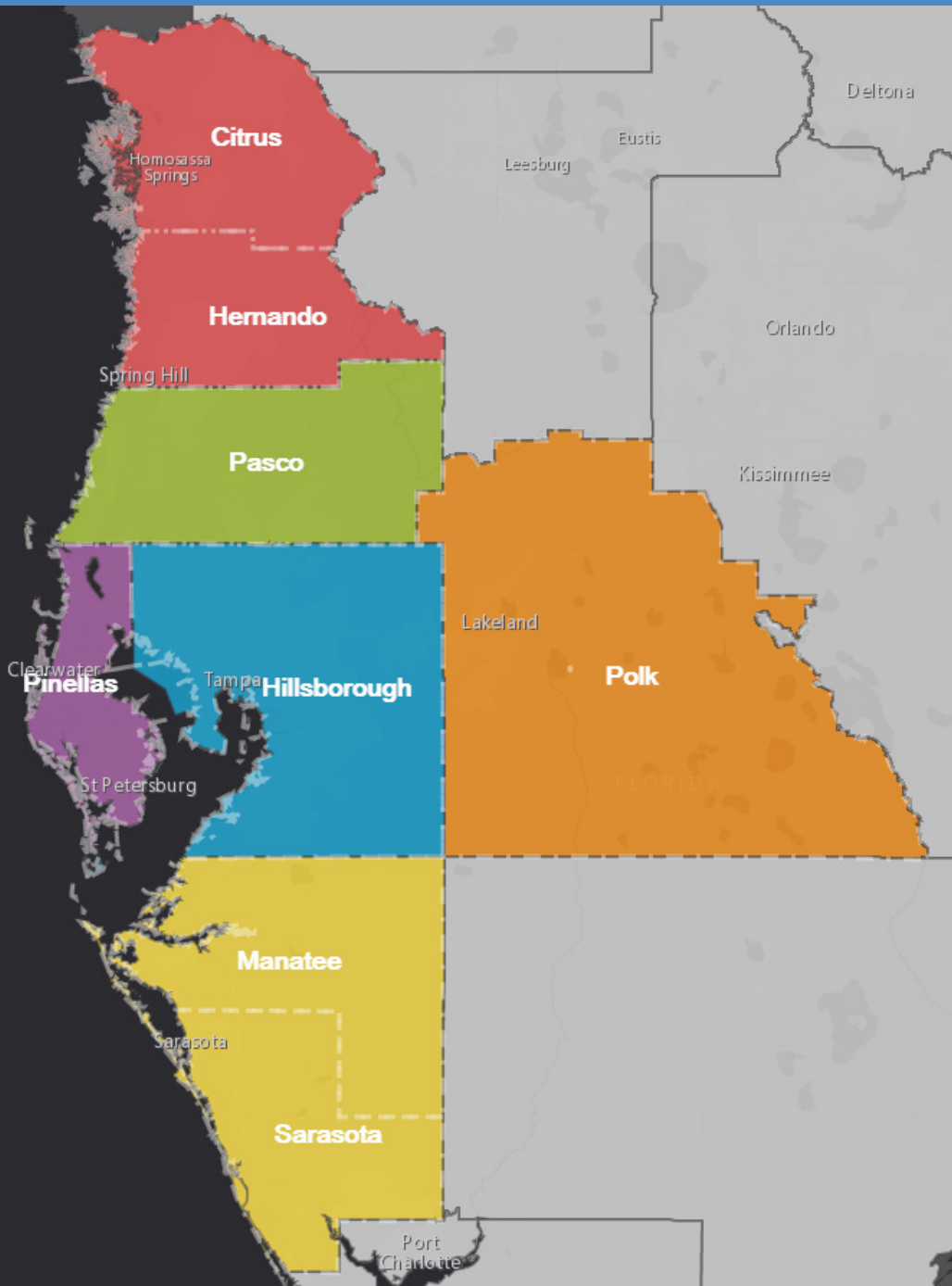
## Mapbook

---

The maps on the following pages illustrate some of the physical relationships that bind together or place barriers between the Core and Shell counties. Not all are directly relevant to transportation, although the commonalities and differences shown may help align or pull apart decisionmakers in the future.

# MPO Boundaries

Metropolitan Planning Organizations (MPOs) are formulated from a couple of common rules: an Urbanized Area of over 50,000 population, including the central city. However, these boundaries are then “smoothed”, usually to account for additional planning area that reflects a continuity of geopolitical boundaries and commuting patterns or other transportation interconnections, especially those connections likely to strengthen.



“The jurisdictional boundaries of an M.P.O. shall be determined by agreement between the Governor and the applicable M.P.O. The boundaries must include at least the metropolitan planning area, which is the existing urbanized area and the contiguous area expected to become urbanized within a 20-year forecast period, and may encompass the entire metropolitan statistical area or the consolidated metropolitan statistical area.”

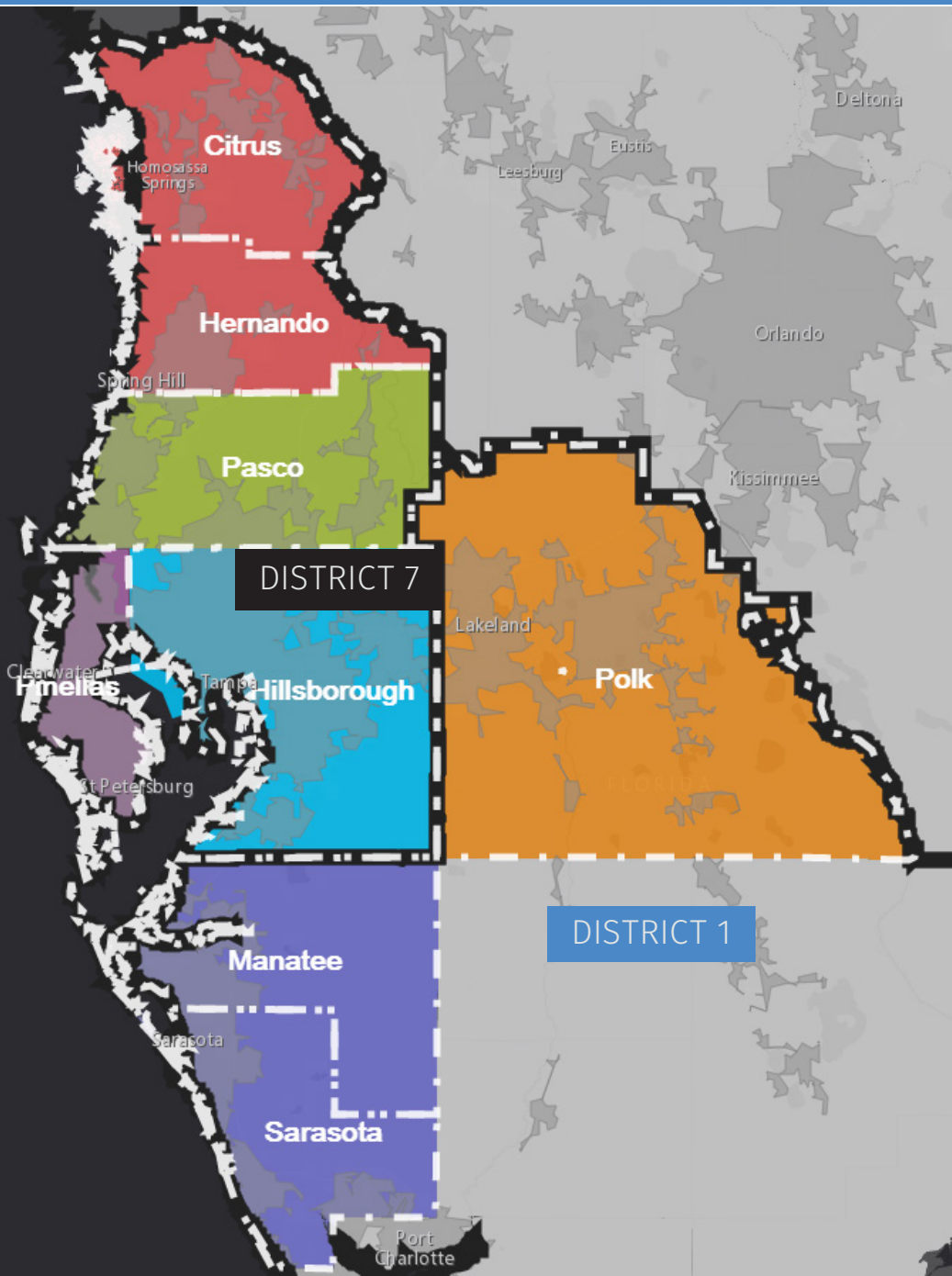
- Florida Statutes, 339.175 (2)(c)



# FDOT, MPO, and Urban Areas

How do the MPO boundaries relate to the Urbanized Areas (UZAs) of the U.S. Census Bureau and Florida DOT District boundaries?

The blue lines represent Florida DOT Districts. Note that District 7 encompasses Hernando-Citrus, Pasco, Forward Pinellas, and Hillsborough counties and MPOs. Polk and Sarasota/Manatee are in District 1. Urbanized Areas (dark gray areas), or UZAs, sometimes spill over both county and MPO boundaries.

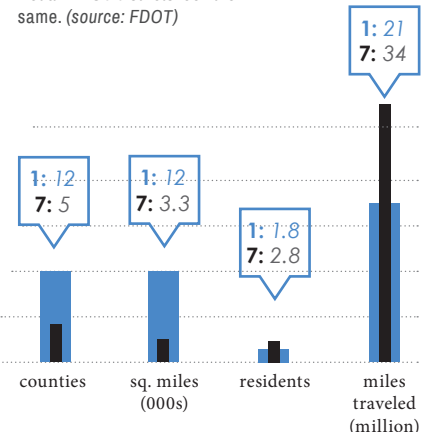


"The Florida Department of Transportation is decentralized.... Each district is managed by a District Secretary. They vary in organizational structure, but in general each has major divisions for Administration, Planning, Production and Operations. "

- FDOT Agency Resources: Districts ([www.fdot.gov/agency/resources/districts](http://www.fdot.gov/agency/resources/districts))



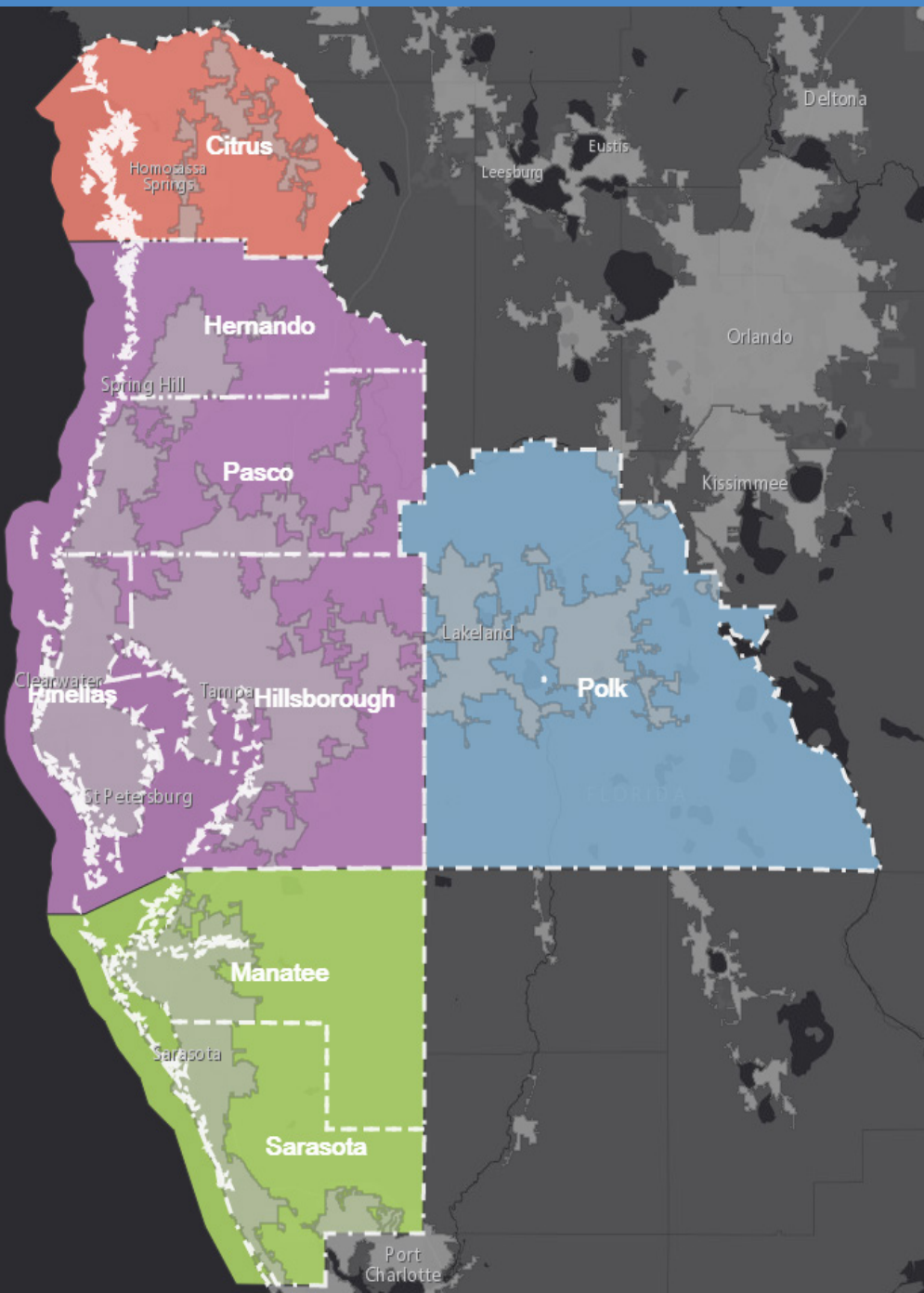
Not all FDOT districts look the same. (source: FDOT)



# Census Boundaries

How is the Tampa Bay Region defined by the U.S. Census Bureau?

Census boundaries, definitions, and terminology change over time, but the current Metropolitan Statistical Areas (MSAs) are shown below in colored areas (Urbanized Areas are light gray). MSAs are frequently used for economic aggregation and other purposes. Hernando, Pasco, Pinellas, and Hillsborough counties are in one MSA.



"Metropolitan Statistical Area: A Core Based Statistical Area associated with at least one urbanized area that has a population of at least 50,000. The Metropolitan Statistical Area comprises the central county or counties containing the core, plus adjacent outlying counties having a high degree of social and economic integration with the central county or counties as measured through commuting."

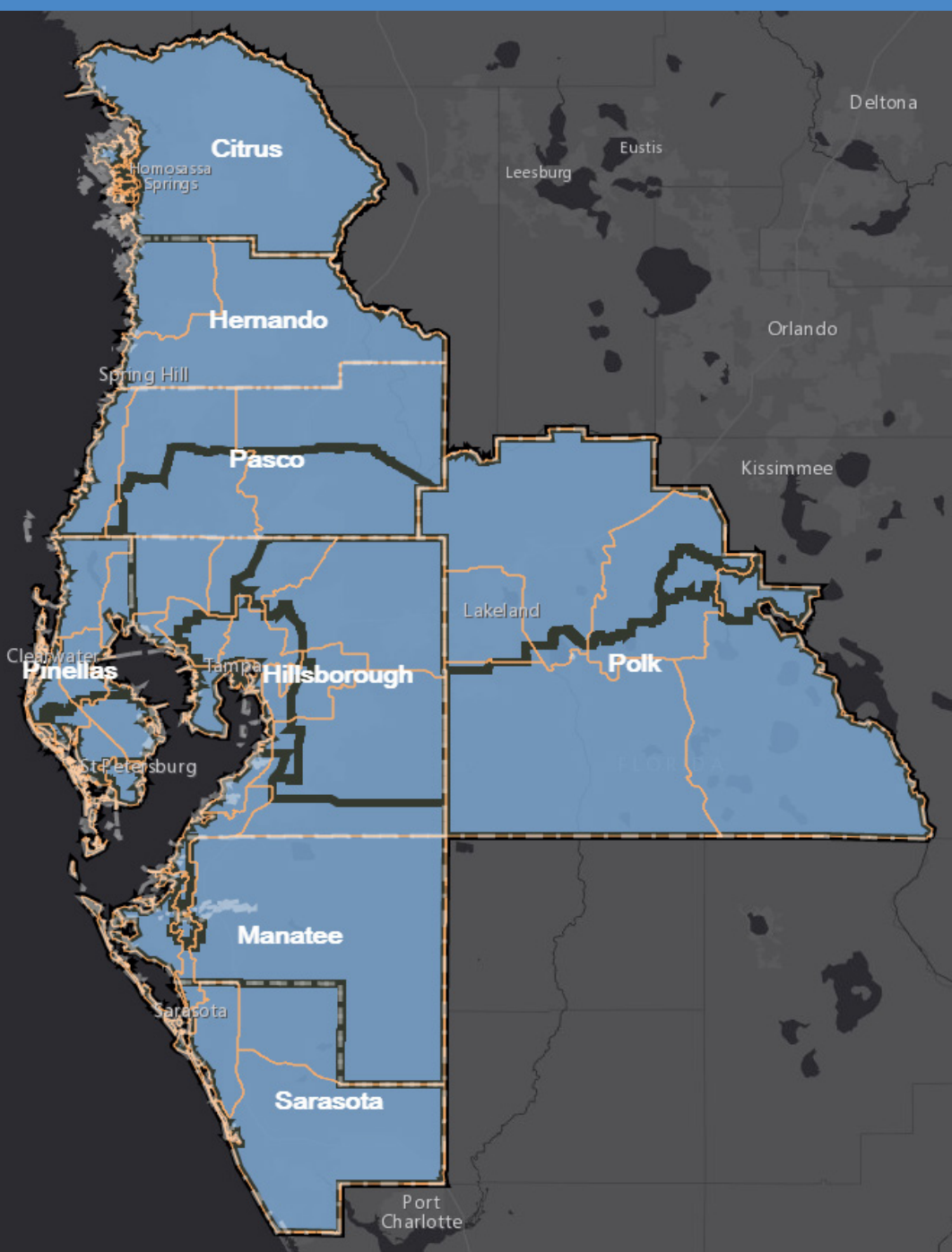
- Office of Management & Budget, Federal Register, 2010 Standards for Delineating Metropolitan and Micropolitan Statistical Areas, Section D.11 ([www.federalregister.gov/d/2010-15605/p-13](http://www.federalregister.gov/d/2010-15605/p-13))



# State House and Senate Representation

What does the Florida political framework look like in the Tampa Bay Region?

State Senate (heavy black lines) and House (lighter orange lines) straddle county and MPO boundaries with relative impunity. District lines have been contested in state courts with vigor, interpreting proportionality of (growing, changing) population, racial composition, and linguistic representation.



"The United States Constitution, the federal Voting Rights Act of 1965, and the Florida Constitution provide standards for redistricting. Under the United States Constitution, district populations must be as nearly equal as practicable. In addition, race may not be the predominant factor in drawing lines, unless the use of race is narrowly tailored to achieve a compelling interest... Article III, Section 16 of the State Constitution requires the Legislature to divide the state into 30 to 40 contiguous senatorial districts and 80 to 120 contiguous house districts."

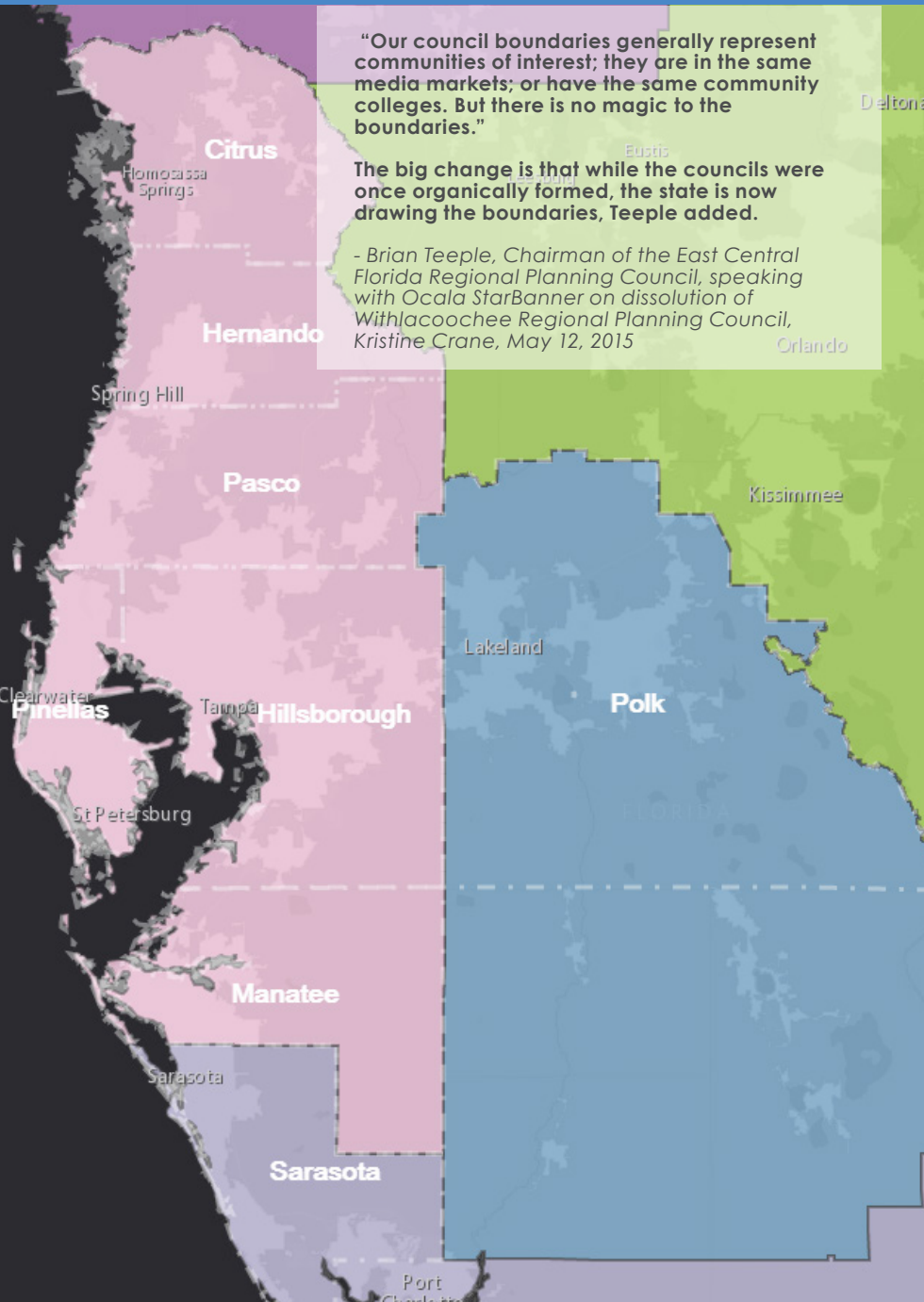
- *The Florida Senate, Redistricting*  
<http://stantec.maps.arcgis.com/home/item.html?id=626d61683cd949468bcfe93a454ad6a5>

2.17 | Regional Planning Boundaries

# Regional Planning Councils

Who coordinates the planning efforts in the Tampa Bay Region?

There are three RPCs that collectively cover the six MPOs in the primary ("core") and secondary ("shell") study area. Notably, dissolution of the Withlacoochee RPC occurred relatively recently (2015), with the counties being assigned to other, adjacent RPCs.



"TBRPC's specific duties include maintaining Future of the Region: A Strategic Regional Policy Plan for the Tampa Bay Region, environmental management, water quality and emergency preparedness planning, protection and restoration of the Tampa Bay estuary, economic analysis, coastal zone management, housing and infrastructure analysis, hurricane evacuation and recovery planning, development of regional impact review, local government comprehensive plan review, cross acceptance, dispute resolution, and review of transportation plans."

*- Tampa Bay Regional Planning Council ([http://www.tbrpc.org/about\\_us/mission.shtml](http://www.tbrpc.org/about_us/mission.shtml))*

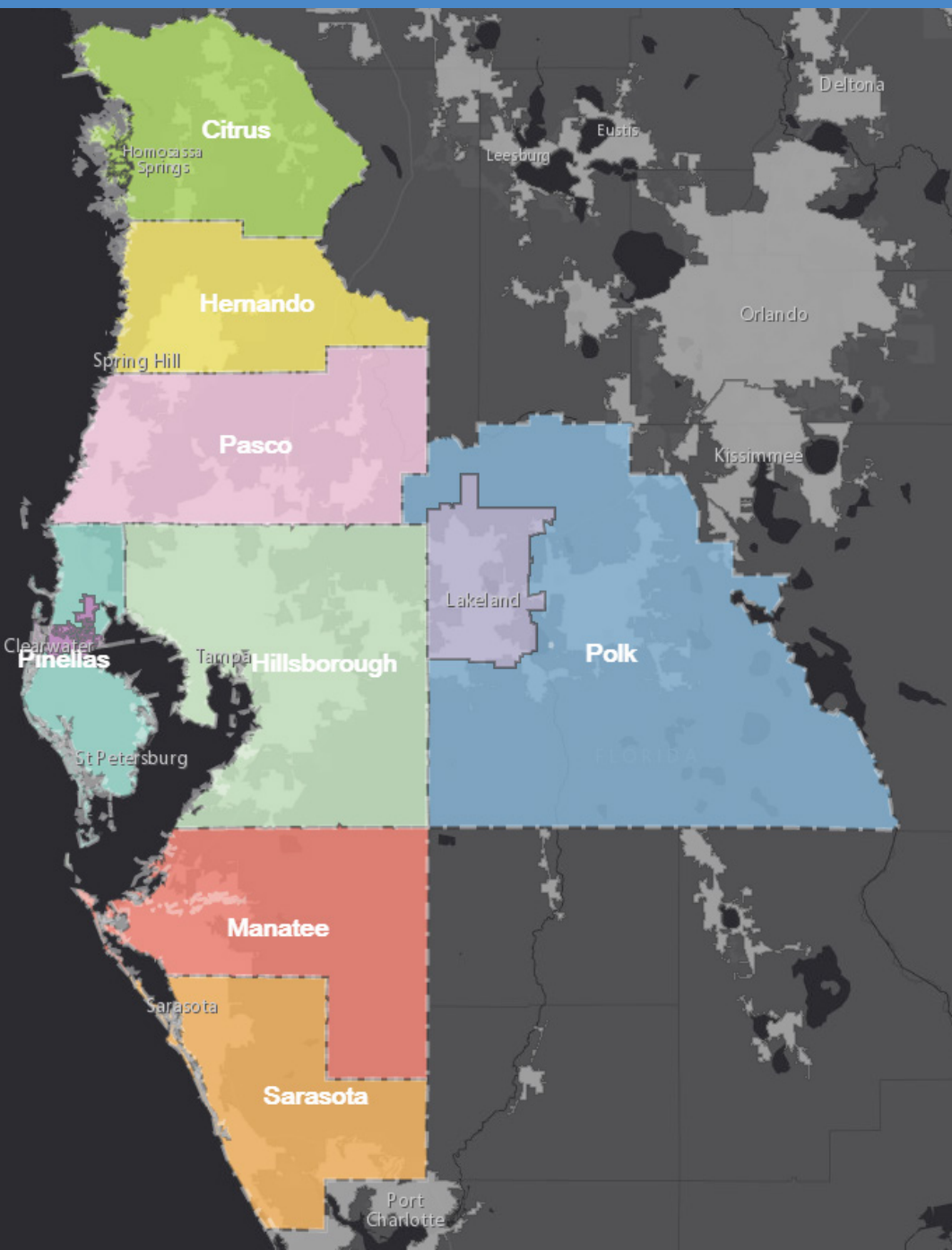




# Economic Development Organizations

Who undertakes the economic development efforts of the Tampa Bay Region?

Economic development organizations (EDOs) are generally centered around counties in the Tampa Bay Region, but exceptions in Florida exist, with multi-county EDOs taking advantage of common interests and the desire to share costs. All of the Core and Shell counties are part of the Tampa Bay Partnership.



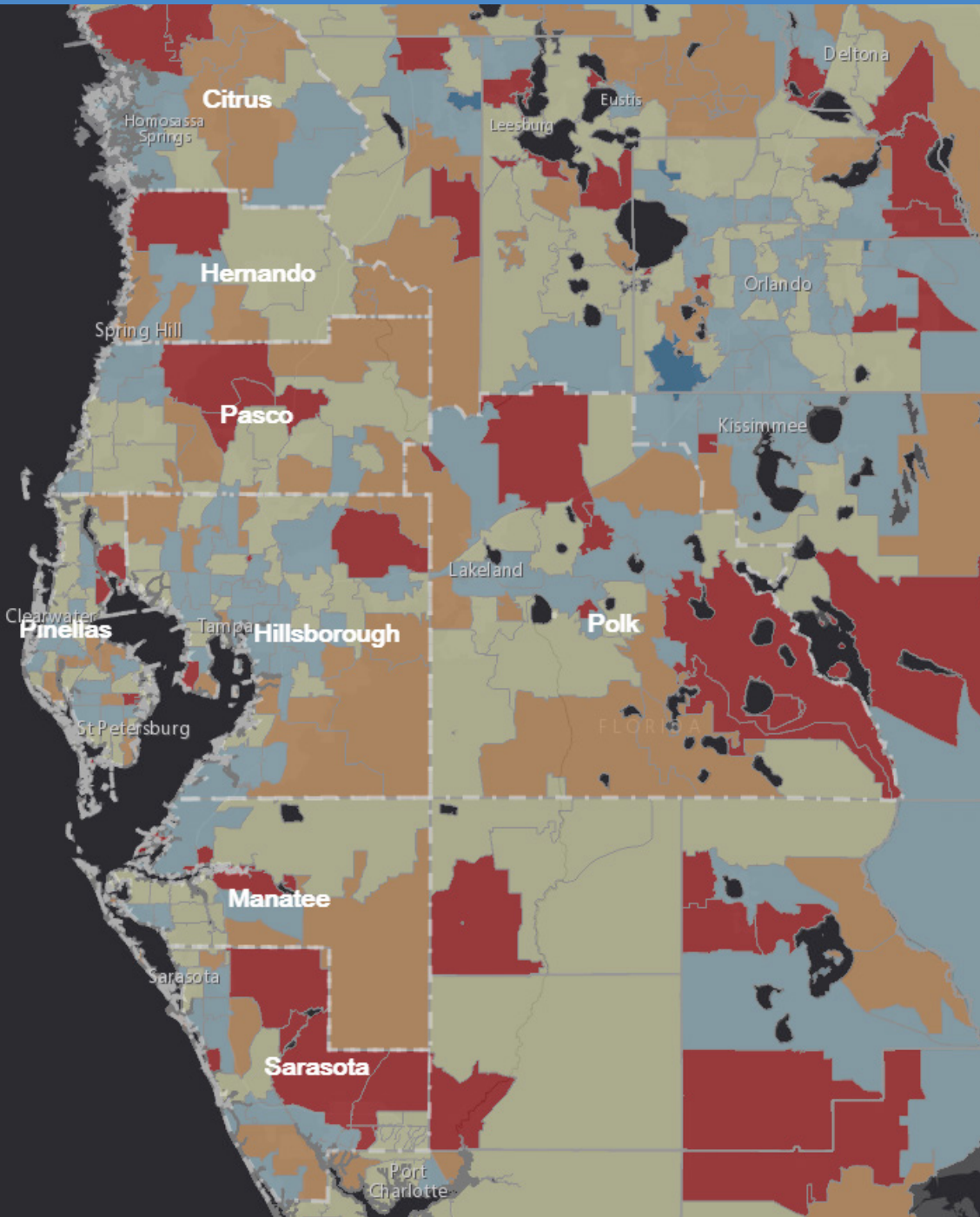
"The regions are primarily aligned with the geographical footprint of regional EDOs such as FGNW, JAXUSA, Beacon Council, GFLA and regional Rural Areas of Opportunity such as Opportunity Florida, North Florida EDP and Florida Heartland ERO." There are a variety of structures used to set up and run economic development organizations (EDOs); some are run as private companies. Some cover more than one county or set of jurisdictions to reduce costs and increase collaboration.

- Beth Kirkland, email dated December 12, 2017 to Scott Lane; telephone call notes, December 12, 2017

# Access to Groceries

Do people in the metropolitan areas of the Tampa Bay Region share problems with accessing food?

Parts of every county (zip code areas shown below) do have places where the supply of groceries and food outlets are outpaced by the demand. In those areas ("hotter" colors), people are expected to travel further for basic needs.



"This layer shows the market opportunity for grocery stores in the U.S. in 2015 in a multi-scale map (by state, county, ZIP Code, tract and block group). The map uses the Leakage/Surplus Factor, an indexed value that represents opportunity (leakage), saturation (surplus), or balance within a market. This map focuses on the opportunity for grocery stores (NAICS 4451)"

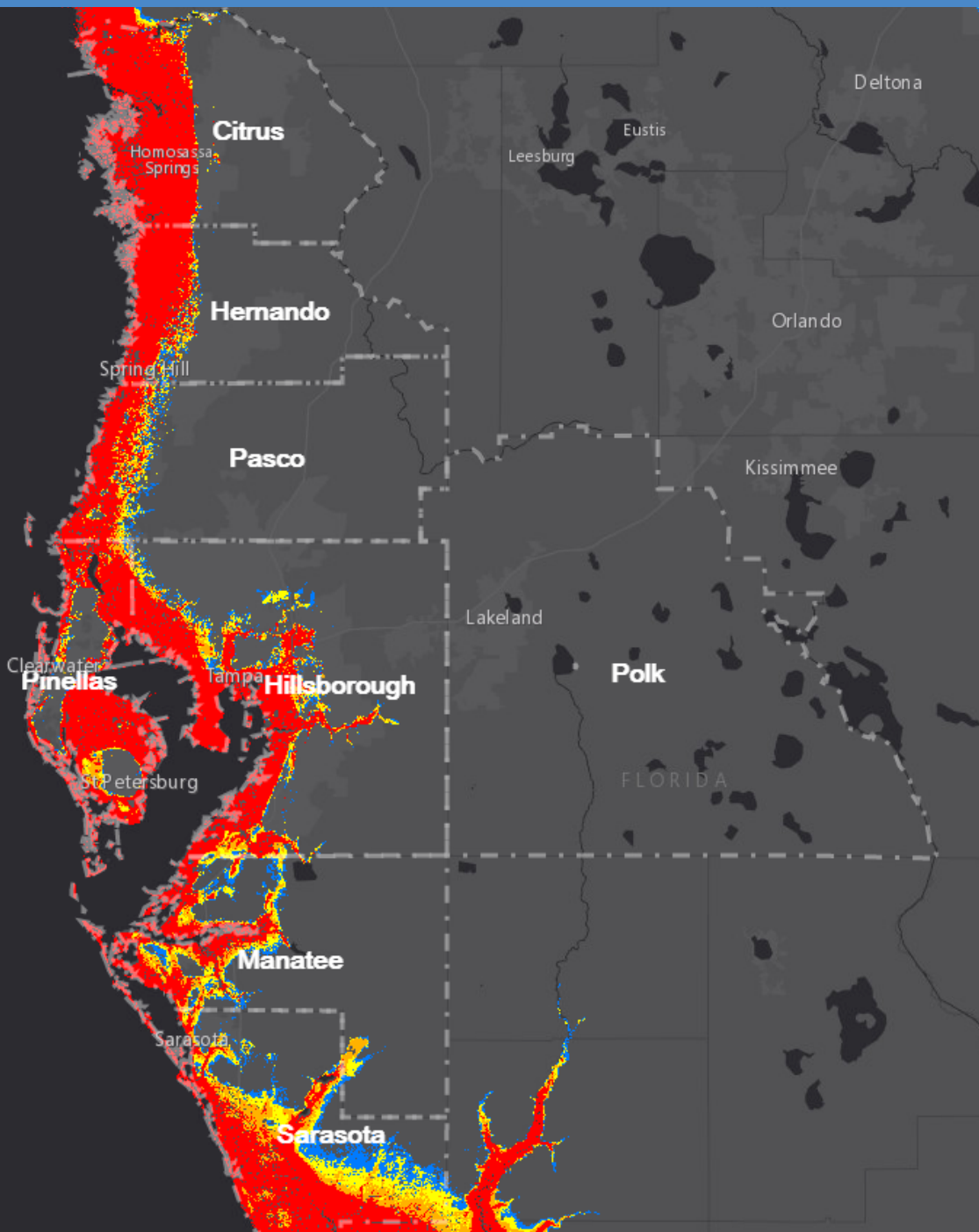
- 2015 USA Grocery Store Market Opportunity (<http://stantec.maps.arcgis.com/home/item.html?id=626d61683cd949468bcfe93a454ad6a5>)



# Storm Surge Potential

How would a Category 5 storm create a potential for storm surges across the Tampa Bay Region?

The impacts are far-ranging for most of the counties and MPOs, with the exception of Polk County, the only county not bordering the Gulf (although heavy flooding would certainly occur in the low-lying and flood-prone inland areas).

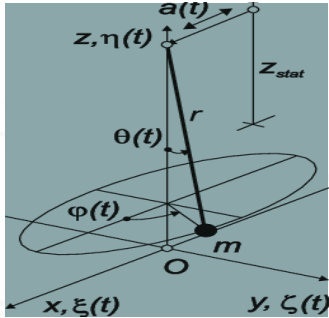


"The SLOSH (Sea, Lake, and Overland Surges from Hurricanes) model is a numerical model used by NWS to compute storm surge. Storm surge is defined as the abnormal rise of water generated by a storm, over and above the predicted astronomical tides. Flooding from storm surge depends on many factors, such as the track, intensity, size, and forward speed of the hurricane and the characteristics of the coastline where it comes ashore or passes nearby. For planning purposes, the NHC uses a representative sample of hypothetical storms to estimate the near-worst-case scenario of flooding for each hurricane category."

- US Gulf and East Coast Category 5 Storm Surge Inundation (<http://stantec.maps.arcgis.com/home/item.html?id=866fc6722e9d4e239465f2ffbf7cf214>)

# Policy & Regulatory Framework

Each MPO operates inside of a unique policy environment.

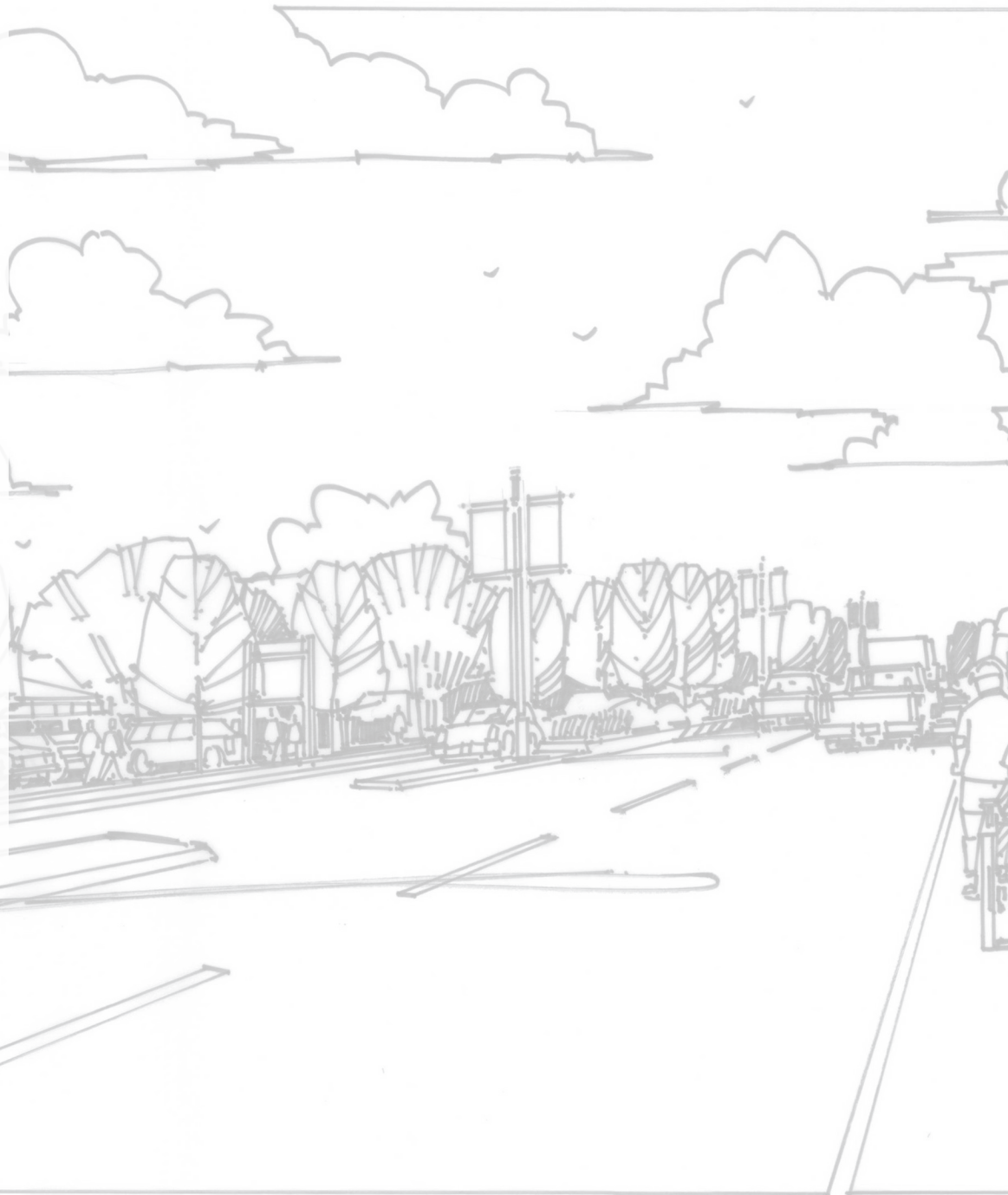


## Pendulum of Regionalism

**Book:** *Regional Planning in America: Practice and Prospect*

“For more than 300 years, the governance pendulum in the United States has swung back and forth between the local entities that hold the strongest legal cards to address a regional problem voluntarily or not and higher-level governments that assert their power to compel action at the regional scale.”

- Kathryn A. Foster, *Regional Planning in America: Practice and Prospect*, ed. by Ethan Seltzer and Armando Carbonell, Chapter 3 (Cambridge, MA: Lincoln Institute of Land Policy, 2011).



Often, the policy and regulatory framework for Metropolitan Planning Organizations (MPOs) varies most by the home state, since MPOs are federally created organizations operating under the same rules nationwide. State departments of transportation, state statutes, history, resources, county/city organizations, and the MPO's own institutional structure have created considerable variation among the nation's 400+ MPOs, even though the core mission remains the same: collaborate, cooperate, and coordinate across governmental jurisdictional boundaries.

The following presents the policy context and environment for the three core MPOs, summarizing a more detailed technical report prepared by the Center for Urban Transportation Research.

## Next Page: Power Map Interpretation

The following pages show "power maps" of the three Core MPOs. The left of the two-page spread shows the board composition and resources (inputs) and the right side shows how that MPO utilizes those resources (outputs) in terms of project prioritization, funding allocations in the transportation improvement program, and (subjectively) each MPO's involvement in land use, economics, and public engagement.

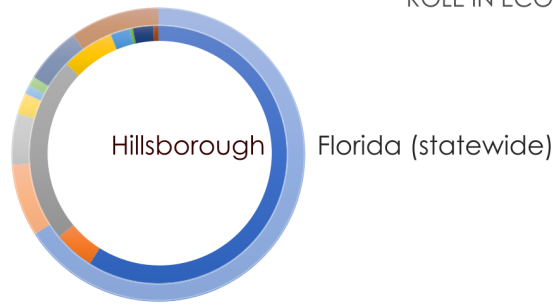
The Hillsborough board is more complex, especially compared to Pasco, and has the representation of several regional transportation authorities. Funding variations between MPOs (and the State) are certainly present, but variations over the five-year period examined are probably greater. Project prioritization is relatively similar. Forward Pinellas integrates land use planning more thoroughly.





# outputs

PUBLIC ENGAGEMENT PRACTICE (based on UPWP expenditures, reporting)  
 ROLE IN LAND USE DECISION-MAKING (based on discussions)  
 ROLE IN ECONOMIC DEVELOPMENT (based on discussions)



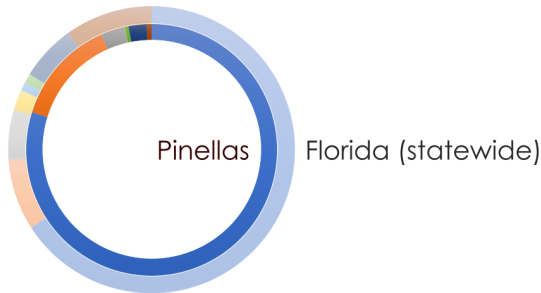
- Highways
- Transit
- Aviation
- Port
- Multimodal(1)
- Planning(2)
- Maintenance
- Miscellaneous

(1) Multimodal+Intermodal  
 (2) Planning not part of other modal categories

PROGRAMMING BREAKDOWN  
 (average 2013-2017 STIP)



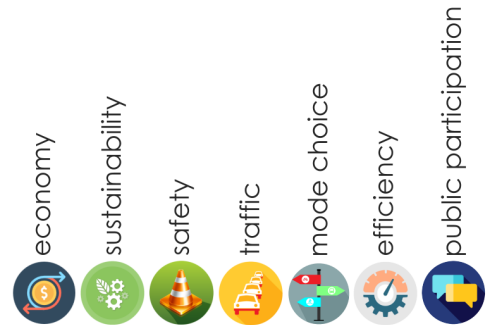
HOW PROJECTS ARE PRIORITIZED



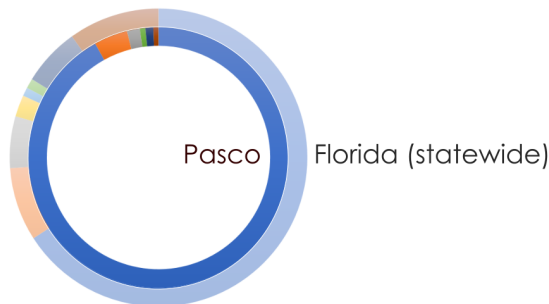
- Highways
- Transit
- Aviation
- Port
- Multimodal(1)
- Planning(2)
- Maintenance
- Miscellaneous

(1) Multimodal+Intermodal  
 (2) Planning not part of other modal categories

PROGRAMMING BREAKDOWN  
 (average 2013-2017 STIP)



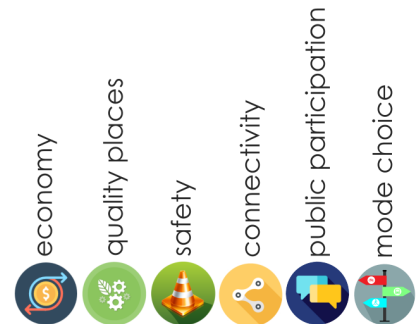
HOW PROJECTS ARE PRIORITIZED



- Highways
- Transit
- Aviation
- Port
- Multimodal(1)
- Planning(2)
- Maintenance
- Miscellaneous

(1) Multimodal+Intermodal  
 (2) Planning not part of other modal categories

PROGRAMMING BREAKDOWN  
 (average 2013-2017 STIP)



HOW PROJECTS ARE PRIORITIZED

## General: Policy Summary

**MPO Boundaries.** Metropolitan Planning Organizations have planning area boundaries that contain one or more US Census-designated urbanized areas (UZAs). The planning boundaries can't overlap with another MPO's boundary. While a single, or minimal, number of MPOs covering a cohesive region is desirable, factors such as history, geographic complexity, and physical size may introduce multiple MPOs into a single, identifiable (although identifying what constitutes a cohesive region may be challenging) region.

### State Speaking to MPOs.

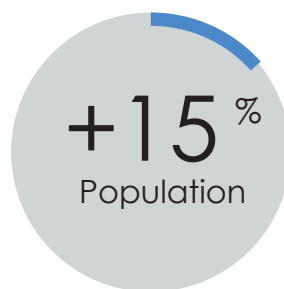
Florida's statutory language addressing MPOs is (1) extensive, perhaps more so than any other state, and (2) mirrors federal language (23 CFR Part 450 and 49 CFR Part 613) on matters like boundary-setting, organizational structure elements, and operational aspects. The Florida statutes go even further than their federal counterparts on MPO board membership and procedures. MPOs have a governing board comprised

of elected officials representing government agencies inside the MPO planning boundary. Policy board compositions are based on population and geography, comprised of between 5 and 25 members with at least one-third of the members being county commissioners. MPOs in Florida must also form and maintain a Citizens Advisory Committee (CAC) and Technical Advisory Committee. MPOs may also form interlocal agreements for specific purposes and durations, and are required to develop "coordination mechanisms" with other, neighboring MPOs.

### Other Regional Organizations.

Several transportation and planning agencies in the Tampa

Bay area are identified in state statute, some having areas of responsibility that cross municipal and/or county boundaries. These include The Tampa Bay Area Transit Authority (TBARTA); the TBARTA Metropolitan Planning Organization Chairs Coordinating Committee; Regional Planning Councils (RPCs); Florida DOT (Districts 1 and 7); Florida's Turnpike Enterprise; the Pinellas Planning Council (formally part of Forward Pinellas); and area aviation, transit, expressway, and port authorities. Other organizations have been formed locally to make transportation and planning decisions including the TMA Leadership Group and the Hillsborough County City-County Planning Commission.



### Population Growth 2020 - 2030 | MSA

The Tampa-St. Petersburg-Clearwater Metropolitan Statistical Area (MSA) is forecasted to grow by 15% between 2020 and 2030. This region and others in Florida have posted top-ten growth rates nationwide in recent years.

source: Tampa Hillsborough EDC Research Department





## In Detail: The Implications of Various Courses of Action

Federal and State laws (and rules implementing the laws) address various aspects of MPO organizational and staffing issues, and the current arrangement of multiple MPOs in the Tampa Bay area (both the broader area and the three county area covering the Tampa-St. Petersburg-Clearwater TMA) is in compliance with those laws. Almost any changes to improve inter-MPO decision-making coordination, short of merging one or more MPOs, could be accomplished with no significant actions to be taken to make them compliant with current Federal or State law save for possibly making amendments to current interlocal agreements.

One potential change of organizational structure that would face issues under current federal and state law would be a change in staffing of one or more MPOs that results in a single MPO staff supporting multiple MPO Boards. This would require changes in the current staff services agreements for all MPOs involved. Additionally, it would require the MPOs and the agency tasked with staffing to identify a funding mechanism to draw down available federal and state planning funds as they operate through a reimbursement process. Each MPO would have to retain their own Unified Planning Work Program (UPWP) and budgets would need to be carefully monitored and spent only in support of the individual MPOs.

The other change of organizational structures that would face legal issues would be the merger of one or more existing MPOs. The issues such a merger would face as it relates to federal and state law would include:

**Capital Float** - a funding mechanism would have to be identified for the new MPO to pay for operating costs ahead of the federal and state reimbursement for eligible costs.

This can be solved by agreeing to a hosting arrangement with an agency that can provide the capital float or through other mechanisms, including charging dues and arranging for lines of credit.

**Redesignation** - Federal rules state that a redesignation is required whenever an existing MPO proposes making a substantial change in the proportion of the current voting membership or in the decision-making authority, responsibility or procedures of the MPO. Additionally, federal rules state that an MPO designation shall remain in effect until an official redesignation has been made. Therefore, the merger of one or more existing MPOs requires those MPOs to go through a redesignation process that requires the agreement of the Governor (represented by the Florida Department of Transportation under state statute) and units of general purpose local government that together represent at least 75 percent of the existing metropolitan planning area population, including the largest incorporated city

based on population. It would require a legal interpretation of the federal rules to determine what actions would be required to demonstrate support for an MPO merger among the general purpose local governments that together represent at least 75 percent of the existing metropolitan planning area populations for each MPO.

**Public Transportation Provider Representative(s)** - Federal rule requires that a representative from a public transit provider must serve on the MPO board with the same rights and responsibilities as any other member of the board. The mechanism for selecting the public transportation provider representative or representatives would have to be agreed upon by the members of the new MPO and spelled out in the formation documents of the MPO. Additionally, under state statute, the MPO must establish a process by which the collective interest of providers of public transportation are expressed or conveyed if they are represented by elected officials of general purpose local government.

**MPO Staffing** - Federal rules explicitly state that MPOs can use the staff resources of other agencies, non-profit organizations, or contractors to carry out selected elements of the metropolitan planning process. State statutes expand on the federal rules by requiring each MPO to hire a director who reports directly to the MPO governing board for all matters



ing the administration and operation of the MPO, but may be employed either by the MPO or by another governmental entity, such as a county, city, or regional planning council, through a staff services agreement. The membership of any newly formed MPO would have to hire an MPO director and arrange for all other staff support and associated requirements that implies (office space, benefits, salary, equipment, etc.), including the issue of capital float.

**Metropolitan Planning Area Boundary**

- Federal law states that each designated MPO must establish the metropolitan planning area (MPA) boundary by agreement with the Governor. The MPA may cover part of an urbanized area, the entirety of an urbanized area, or more than one urbanized area – and the area expected to become urbanized within a 20-year forecast period. The three existing core MPOs in the Tampa Bay area cover the entirety of Hillsborough, Pasco and Pinellas Counties and all or part of three urbanized areas. The members of a new MPO and the Governor must identify and agree to new MPA boundaries in coordination with neighboring MPOs where urbanized areas and forecasted future urbanized areas cross county boundaries. Once determined, planning responsibilities for any urbanized areas that cross MPA boundaries must be defined in an interlocal agreement between the responsible MPOs.

**MPO Members** - Florida statutes include a variety of specific conditions on MPO board membership that may be challenging for a new MPO formed by the merger of one or more MPOs to satisfy. These include requirements for MPO board composition to be determined on an equitable geographic-population ratio basis; a limit of 25 board members; at least one-third of MPO board members be county commissioners or 20 percent for MPOs where an agency that operates or administers a major mode of transportation has been appointed to the MPO; include officials of public agencies that administer or operate major modes of transportation in the metropolitan area. Provisions allowing for “rotating” board seats and for a member to represent a group of general-purpose local governments and a member of a statutorily authorized planning board, a provision currently exercised by the Hillsborough MPO, but which may be difficult to maintain given other restrictions to MPO board membership.

**MPO Officers** - Florida statutes require MPOs to select a Chair, a Vice-Chair and an agency clerk. Any new MPO would have to designate at least these three MPO officers to comply with state law.

**Alternate Members** - Florida statutes require MPOs to devise a method for appointing alternate members to the MPO board. While this may appear a straightforward matter, it is possible that a new MPO formed

from the merger of more than one previously existing MPO could devise an alternate selection method that preserves the involvement of member jurisdictions whose role was altered or diminished as part of the merger. This could also be true for local jurisdictions that are not directly involved in existing MPO processes in the Tampa Bay area.

**Nonvoting Advisors** - MPOs must attempt to appoint representatives from the Florida Department of Transportation, local military installations, and multimodal transportation providers as nonvoting advisors to the MPO board, but may appoint additional nonvoting advisors as deemed necessary

**Forward Pinellas** - The Florida legislature, through a special act, unified the boards of the Pinellas Planning Council (PPP) and the MPO in Pinellas County. Additionally, the legislature empowered the agency to hire an executive director and staff to carry out the joint land-use and transportation planning and policy setting mission of the agency. The special act combining the PPP and the MPO would need to be amended if a new MPO in the Tampa Bay area were formed from the merger of Forward Pinellas and one or more existing MPO.

State regulations in Florida have a long reach into the organization and function of metropolitan planning organizations, and have to be considered in concert with the recommendations - or changed.







## Chapter 3 What We Heard

### *MPO Listening Sessions & Engagement:*

*This chapter briefly states discussions with MPO staff/officials, a major prior workshop (May 2017), and surveys.*

*Financing regional initiatives is generally believed to be the reason for this study.*

*Any collaboration will need to contemplate everything from the impact that the size of the Region has on meeting attendance to the role of state leadership. The Region can point to some successes already in regional coordination.*

### *Workshop Summaries:*

*The second and third workshops are summarized (Workshop #1 occurred before this study commenced) focusing on the responses of attendees to questions posed in small group settings as well as anonymous "polling" exercises.*

MPO Listening Sessions & Engagement	48
Workshop Summaries	52

# MPO Listening Sessions & Engagement:

## September 2017 survey



The Core MPOs (Pasco, Pinellas, and Hillsborough) conducted an internal survey in late 2017, to identify the level of initial support for and the characteristics of a regional transportation planning structure serving the Tampa Bay region. Questions were provided in live polling at the September 29, 2017 Tampa Bay TMA Leadership Group meeting as well as in hard copy to Hillsborough MPO board members.

### Benefits

- Speak with one voice
- Shape economic growth by aligning development with transportation
- Potential for increased funding
- Negotiating multi-county partnerships

### Risks

- Reduced influence of neighborhoods and smaller municipalities
- Worse development decisions as local decision making is separated from transportation decisions
- Coordination becomes more difficult

### A Regional Agency Should...

- Link transportation and development
- Actively monitor and prioritize transportation and development decisions that support a regional vision

The workshop conducted on May 12, 2017 provided the foundation for the work program of the current study, as well as potential benefits of and principles for creating a regional planning structure.

### Benefits

- Economic Development & Job Creation
- Stronger Regional and Local Voices
- Market-Driven Projects
- Better Communication
- Tie Transit to Land Use Decisions
- Achieve Regional Projects
- Greater Public Engagement & Education
- Advocate for Stronger Regional Voice
- Clarify Roles & Decision Making
- Integrate Central Office with Local Decision Making

### Principles (Developing Regional Structure)

- Consider economic development
- Link transportation projects to land use
- Think regionally to benefit locally
- Incorporate multi-modal travel
- Focus on long-term objectives
- Ensure Equity and Fairness



## May 2017 first workshop

# Engagement Approach

The approach worked with MPO Leadership, drawing on past work across a range of stakeholders

The Study Management Team helped provide input on draft products, and is comprised of representatives of TBARTA, the Tampa Bay Partnership, and staff of six MPOs. It meets periodically to discuss progress and provide insights that helped direct the project, although the Consultant team of Stantec and Center for Urban Transportation Research (CUTR) are solely responsible for content. TBARTA attended and facilitated these meetings, and managed the consultant contract. Additional inputs were developed from surveys and workshops (2) conducted to present and refine the recommendations stemming from the technical work.

An initial internal survey and workshop (see text boxes at left) were supplemented with six MPO Listening Sessions described on the following pages.



Rick

**Position:** Employee, San Antonio Cyclery

I used to ride all over the place; there isn't a good way to get to the water [from San Antonio/ Pasco] any longer. It became too dangerous to ride on the roads – I'm a single dad with a daughter that I have to think about.

*- paraphrased personal conversation, with permission, 11.16.2017*



# Listening Sessions

Listening Sessions were conducted with the staff, and in some cases the board members, of the six core/shell metropolitan planning organizations. The stated purpose of the listening sessions was to help get MPO-specific input, with general discussion items and specific questions stemming from comments obtained at a stakeholder workshop conducted in May 2017 and augmenting an internal survey of MPO staff. The following are the discussion topics and questions posed to each participant prior to and during the Listening Sessions. Results are presented to the right of each response.

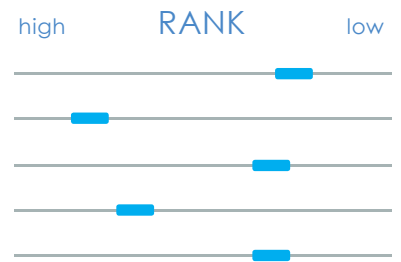
## General Discussion Topics

- What are the driving forces behind improving regional coordination now, and how important are they to your MPO boards and constituents?
- How well is your MPO achieving its objectives now, and describe interactions with neighboring MPOs. What are the recent actions taken to improve cooperation and coordination among MPOs in the Tampa Bay Region, and how successful have they been?
- Describe the role(s) that your MPO plays in any or all of the following, and how increased consolidation of planning may influence each:
  - Cross-jurisdictional project planning
  - Transportation project design / engineering
  - Transportation project implementation
  - Influencing land use / development decisions
- Tell us about any other advantages, concerns, or concepts you have about increasing coordination and cooperation among the MPOs in the Tampa Bay Region.

## Specific Questions

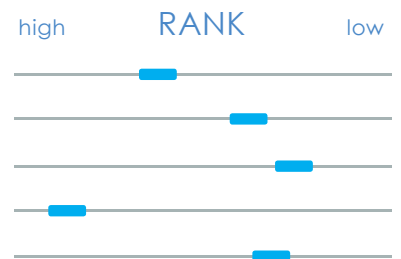
Rank the following in order of most important (1) to least important (5) in terms of potential benefits of stronger regional collaboration.

- Better allocation of existing revenues to transportation projects
- Better chance to increase transportation revenue allotments to our Region
- Opportunity to improve land use planning and transportation demand
- Improve project prioritization for regional-scale projects
- Speed delivery of regional roadway, transit, and bicycle-pedestrian projects



Similarly, rank the following in order of most important (1) to least important (5) in terms of your concerns about stronger regional collaboration

- Potential loss of project or planning revenues to my MPO area
- Potential loss of self-determination for my MPO and its member agencies
- Longer project delivery time frames
- Less revenues for smaller, local, or non-regional projects in my MPO area
- Greater distance between the public's priorities and project priorities



If the study recommends a specific, future structure that fosters increased cooperation or even full consolidation of today's MPOs in the Region, **how easy or hard will it be to overcome the following potential barriers** to implementing recommendations?

- Getting agreement internally on organizational structures
- Changing state statutes, if necessary
- Modifying state policies, if necessary
- Effectively engaging the public and partners
- Meeting current state and federal planning requirements





# Listening Sessions

The following are unprioritized highlights of the most common-place observations over six meetings with Tampa Region MPO staff and board representatives. The complete summary notes for each meeting are contained in the digital appendix.

## Growth Motivation

Important growth in population, traffic, and the economy generally were cited as major factors contributing to the need for this study now.

## Money Matters

Participants noted that if funding for major projects - especially transit projects - were available, then this study wouldn't be happening. Regional consensus is an important ingredient to acquiring more revenues - and more revenues targeted to regional-scale projects.

## Local Concerns

Most participants stated some variation of the local-regional tension while still effectively prioritizing and implementing regional-scale projects. Some noted that a more regional approach would bring in more rural populations and greater dissent.

## Distance Decay

People attend meetings if they are closer to them - there should be a mechanism for remote conferences. This note coincides with the observation that meetings need to be focused and effective: if it's a multi-MPO meeting, then regional matters are discussed exclusively.

## Consistency

While there are good, project-driven examples of regional collaboration (e.g., TRIP, SUN Trail), consistency has been an issue as priorities at the state level have shifted over time. Coordination with Orlando (MetroPlan) is easier because of the consistent structure of decision making.

## State Leadership

Several participants / groups noted that the State and FDOT's role has changed over time, introducing additional challenges to collaboration. Several people noted that a strong, collaborative relationship with the State is a precursor to making regional projects happen.



# Workshop No. 2

## Group Collaboration

- An overview of the structure and objectives of the second workshop
- A summary of the responses and input received

The second workshop, like the May 2017 workshop, was conducted at the Collaborative Labs facility in Pinellas County. The Collaborative Labs engagement model was followed more closely than in the earlier workshop, encouraging small groups to convene and collaborate on several prepared questions before reconvening to discuss the results as a large group. The questions posed to the working groups fell generally into one of three categories, although overlap between them was evident.

**Great MPOs** - What operational characteristics or abilities define a high-functioning metropolitan planning organization?

**Great Partnerships** - Recognizing that MPOs are really collaborative organizations, what are some of the best practices used by MPOs here and how can we build on them?

**Great Projects** - Ultimately, it is the delivery of projects in a timely fashion that meet the needs of diverse constituencies that create a legacy of excellence at metropolitan scales - so what defines a great, regional project?

3.1 | 10 Posters like those shown at right were used to describe the topics and peer studies to participants in the second and third workshops.





## REGIONAL TRANSPORTATION LEADERSHIP WORKSHOP

- Provide a framework that all of the partners are represented in the regional plan. Priorities are clearly communicated to local, state and federal funding partners. / A regional MPO would provide stronger consensus for state and federal legislators/officials. / Approach our state and federal partners that speak with one voice on large regional projects, approved by a majority of regional representation
- Defining and coordinating how we align local funds with federal funding for regional projects, and communicating the value of projects with early, often, and authentic public engagement.
- Great projects maximize public and private investment by magnifying existing dollars to have an exponential economic impact; i.e., increases and captures value for a community. For example, tax increment financing specifically for transportation within a designated area. / Pooling funds allows for stronger matching funds.
- Our region is starved for implementation (i.e., compete successfully for state and federal grant monies) but we must change our behavior - and create more trust - in order to get something built.

### Great Projects

- Opportunity for other agencies to think in more regional ways by creating and reinforcing a regional land-use/development framework for decision-making. / Benefit of a regional approach to planning is that several transportation agencies currently don't have a voice on local boards outside their jurisdiction. I.e., Tampa Aviation Authority has an impact beyond Hillsborough County.
- The relationship with the local FDOT representative is a key component. / Better working relationship between MPO, local transportation providers, land-use planners, and their local FDOT district office, in a way that respects local plans. (e.g., FDOT D5 uses MPO priorities for district dedicated revenues, managed to agree to fund transit operations among other things).
- Partnerships important in taking into account all perspectives and representing all communities - including partnerships with the business community and MPOs, which could lead to more jobs, higher wages, and make the region more competitive as a whole.

### Great Partnerships

- Having conversations and recognizing similarities and common goals (many voices, same message) / We all are speaking with one voice and one message.
- Projects that connect the region move past the planning phase. They are realized and constructed. We can leverage federal, state, and local funding to move projects forward. / Projects that connect the region move past the planning phase. They are realized and constructed in a forum that includes meaningful input from stakeholders (citizens & businesses). We can leverage federal, state, and local funding to move projects forward.
- Successful regional coordination means that decisions actually get made and progress actually happens; there is a legitimate process and community buy-in.

### Great MPOs

# Workshop No. 3

## Into the details

- *An overview of the structure and objectives of the third and final workshop*
- *A summary of the responses and input received*

The third and final workshop was conducted at the State Port Authority in Tampa on October 29th. The location was important, being the only workshop not conducted in the Collaborative Labs facility in Pinellas County, offering an easier venue to access from the east side of the Tampa Bay Region.

The specific objectives of the third Regional Transportation Leadership Workshop were the following.

- Present an overview of the MPO Regional Coordination and Best Practices Study to-date
- Explore, and provide input to the study team, regarding the advantages and disadvantages of three possible pathways to greater coordination among MPOs in the Tampa Bay Region
- Begin a regional dialogue about the most appropriate path forward for MPO coordination in the Tampa Bay Region

Another important distinction of this third workshop compared to the first two is that it (1) focused on detailed assessments of specific situations in a more closed-ended format; and (2) permitted participants to voice their opinions in an open-air format to a panel of experts representing the core MPOs, two other Florida MPOs, and the consultant team leader.

In all, 70 people participated in the workshop, structured according to the graphic shown on the opposite page. The study team wants to sincerely thank everyone that participated in this workshop, which was highly regarded in several comments received afterwards.

The following pages highlight the results; the full record of the third workshop is found in the appendices.

## SOME TAKEAWAYS

Participants in the third workshop discussed the following.

While there was a minority of vocal opposition, the majority of participants voiced support for a more regional voice than exists now.

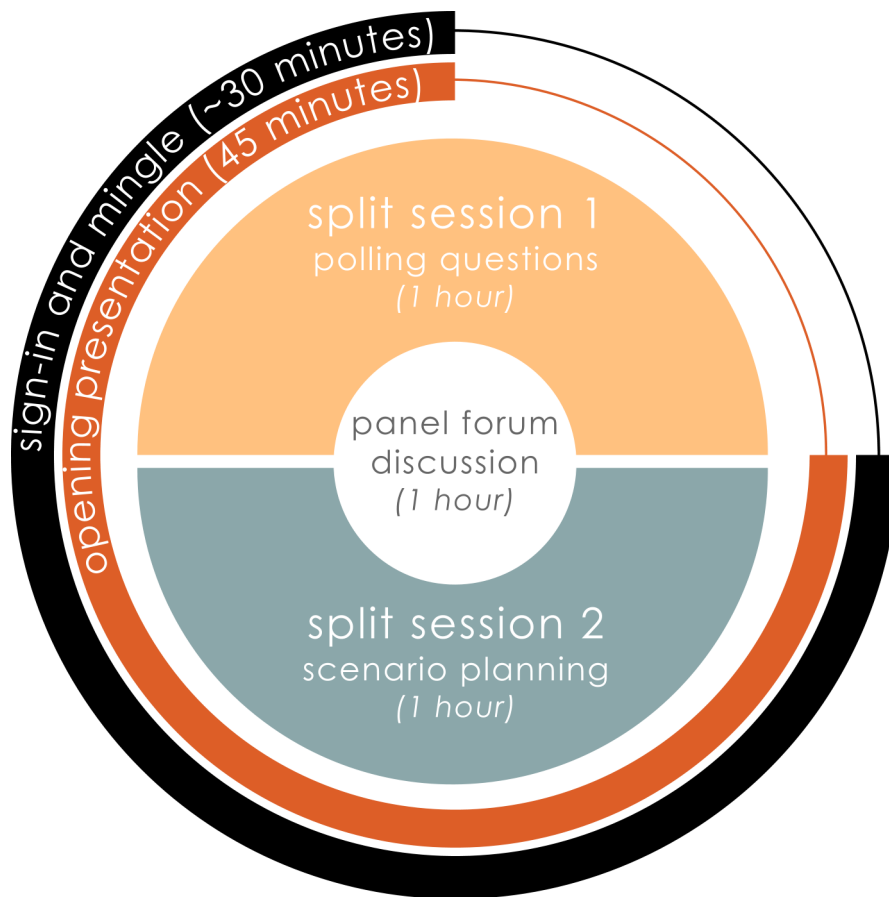
Similarly, people wanted dedicated regional project funding sources and revenues to increase, although providing funds for local "connectivity" projects to the regional infrastructure was deemed important.

An emphasis was placed on more regional funding for transit projects, specifically.

Support for regional structures that included population-weighted and modal representation.

Although not specifically addressed, considerable support was expressed for including non-transportation (economic, development, environmental resource) functions under the same decision-making structure as long-range transportation planning.





---

**3.2 | Workshop #3 Format.** The third workshop started with a traditional sign-in table with participants getting one of two nametags that indicated which split session they would join initially. An opening presentation welcomed people and reviewed progress to-date. Every participant then went into one of two split sessions for an hour where they answered polling questions and discussed them, or answered questions about two hypothetical planning scenarios - then the groups “switched” to do the other split session exercise. Finally, a closing presentation featured a panel of MPO directors to allow people to ask open-ended questions. An infographic summary of the results follows.

---



# Preliminary Pathways

This page was provided to participants at the third workshop to help generate discussion.

**blue** **working closer together**

**philosophy:** the region has worked together for a long time with good results... let's establish objectives and work towards them without potentially sacrificing identity, local priorities, or wasting time wrangling new structures

**purple** **moving closer together**

**philosophy:** while past successes are undeniably important, the challenges faced now won't be solved without important changes taking place to address a new level of regional complexity

**no or very minor changes to MPO bylaws or organizational structures**

The MPOs will continue to have completely separate and independent MPOs and boards. The goal is to improve and build upon the existing processes to produce regional strategies and projects.

**some changes to MPO structures and formation documents, but retain separate policy boards**

Some of the MPOs would be operationally integrated with other MPOs, but staff services and financial planning would remain separate.

- b.1**  **Assume Greater Control of Technical Analysis.** The MPOs will take lead responsibility for decision-making tools, promoting collaboration on data collection, analysis, and forecasting. Bring together real-time traffic data streams for use in priority-setting.
- b.2**  **Increased Authority of TMA Leadership Group.** The TMALG becomes an authoritative decision-making body for the selection, justification, scoping, prioritizing, and development of a plan for regional projects. Revisiting the voting structure to align with population variations may be necessary. Also consider holding periodic joint meetings of MPO Boards to facilitate broader regional transportation decisions.
- b.3**  **Regular Joint Board Meetings.** Establish twice-per-year joint meetings of CACs, TACs, and ITS committees, complementing the existing regular joint meetings of BPACs and LCB. To reduce the number of meeting dates, allow committees to conduct regular, local business in separate rooms first, then meet together to address regional issues.
- b.4**  **Direct Coordination with State Leadership.** Conduct one (annual) meeting with state representatives from the House and Senate to discuss regional priorities and funding concerns.
- b.5**  **MPO Advisory Positions.** Create new positions (advisory) on policy and technical boards of each MPO for the chairs of the other two MPOs in the core region.
- b.6**  **Formalize the Regional Transportation Plan Element.** The TMALG adopts and approves a regional transportation plan for facilities physically or functionally crossing MPO boundaries (including air and sea port facilities).
- b.7**  **Create a Single, Regional Performance-Based Planning Process.** The three core MPOs would jointly develop a regional Congestion Management Process to be approved / adopted by each of the three MPOs individually.
- b.8**  **Consolidate Regional Priority-Setting at TMA.** TMALG should adopt priorities for funding streams available to regionally significant projects, such as TRIP, SUNTrail, FDOT Transit Service Development, Urban Corridor and Intermodal programs, SIS, and BUILD.
- b.9**  **Develop a Single Citizen Advisory Committee.** The three MPOs would still have direct subcommittee representation, and report to the regional CAC their goals, objectives, strategies, and priorities. Could also be done with a new committee dedicated to freight, safe routes to schools, or other area of common interest.

- p.1**  **Single MPO Staff.** The MPOs combine their separate policy boards, technical boards, and L RTPs. A hosting agency and a stable funding source would be required to accommodate the staffing component with resources at current host agencies. Staff services (including engineering, planning, design, and administrative) and one director with three subcommittees initially) would report to the TMA.
- p.2**  **Single Technical Committee.** A single technical committee (with subcommittees initially) would report to the TMA. Rotating chairs and meeting locations among existing MPOs is suggested. Financial planning and implementation impacts, and how the single committee would be funded. TMALG is required to advance this action.
- p.3**  **Continue to Increase Role of TMA Leadership Group.** TMALG would continue to mature, adding a dedicated funding source derived from an existing revenue source or new funding source as it becomes available.
- p.4**  **Create a Non-Voting State Representative within Stronger TMA Leadership Group.** A non-voting state representative position in a non-voting, advisory capacity would be required to change their existing bylaws, and interlocal agreements to include one State Representative position in a non-voting, advisory capacity.
- p.5**  **Develop a Collective Regional Funding Bank.** A regional funding bank or enhance / diversify existing regional projects (such as indexing local operations) to cover staffing services, credit or public sector capital-float agreements, and other costs incurred and reimbursed with federal planning.
- p.6**  **Create Regional Modal Agency Seats on All Three MPO Boards.** To create a more integrated regional transportation providers (freight/port, transit, and existing boards).

Requires Process  
Formation Document  
Requires Charter Change  
no | yes  
maybe

### 3.3 | “Three Pathway” Graphic (from Workshop #3)

source: Stantec Consulting Services Inc.

## together

undeniable, the challenges being constant procedural changes and regional need

the functionality of the three could collapse into a single unit, requiring changes to formation agreements, and agreements as well as a plan to address costs.

the MPO staff, retaining three and three separately adopted stream would be necessary to consequences for existing should include dedicated and technical support (GIS, be assistant directors.

technical board (perhaps with three the current three separate policy every two years between planning, hosting arrangements / could support the work of the forward.

**Leadership Group.** As with b.2, the responsibility of managing a allocated share of existing comes available.

**Alternative Position on MPO Boards or**  
**g.p.** The three MPOs would be apportionment plans, and e and one House Representative on the policy board.

**Strategy.** Finance a study jointly with new funding sources (e.g., existing sources to priority tion gas taxes to inflation). ces including a private sector line of ment to allow expenses to be nning grants.

**in TMA Leadership Group or on**  
e regional outlook regional (transit, airport) can have a position on

Procedural Change  
Document Changes  
Change to State Law

green

## one board together

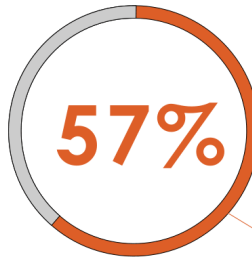
**philosophy:** if starting from a blank slate today at least three MPOs would be represented by a single entity - we compete on a regional stage and our system for making decisions has to reflect that fact

a single MPO policy board works on behalf of the three-county (core) Tampa Region

A single policy board would represent a single metropolitan organization, although not without distributed elements. New agreements (e.g., apportionment) and modified state laws addressing a specific MPO or all MPOs are highly likely.

- g.1** ● **Single MPO Board / Multiple MPO Technical Committees.** The single MPO policy board would have three technical committees to ensure sub-regional inputs into decisions that appear before the policy board. Requires additional staffing and meetings to maintain and serve multiple boards.
- g.2** ● **Single MPO Policy Board / Multiple MPO Advisory Committees.** Regardless of the status of the Technical Committee(s), a single policy board would potentially benefit from receiving input from separate CACs or bicycle/pedestrian advisory committees. Requires additional staffing and meetings to maintain and serve the multiple boards.
- g.3** ● **Add State Representation to the MPO Policy Board as Full Voting Members.** As with the “blue” and “purple” tiers, adding state representation would potentially facilitate more discretionary sources of revenue, connectivity to state actions, and increase the voice of the MPO(s). However, new members (at least two) would potentially further reduce the number of seats available under the 25-seat cap in current state law.
- g.4** ● **Modify Voting Structure to Ensure Local Influence Remains Strong.** The voting structure under a single MPO Policy Board would change. Requiring a two- or three-tiered condition for action would help ensure more collaboration. An example would be requiring for a valid vote 60% of population representation voting in the affirmative and 60% members present (e.g., 60% member quorum) and voting in the affirmative.
- g.5** ● **More Cooks in the Kitchen.** As problematic as voting structures is the determination of seats on the single MPO Policy Board. One member per 250,000 population in each county as of the last decennial census; one member for each city over 100,000 population, one transit representative, one water port representative, and two airport representatives would allow space for additional members to represent rotating local government coalitions, citizen advisory groups, or state-level politicians as suggested in (g.3). Ultimately, the 25-person cap may seem too small a tent, requiring a change to state law to better reflect diverse populations in regional contexts across the state.
- g.6** ● **More Related Functions.** Consider co-locating the MPO agencies that support economic development, transit, housing, environmental review boards, land planning, and/or agencies on the needs of aging populations foster greater collaboration on a variety of cross-cutting issues beyond what is done on a regular basis today.

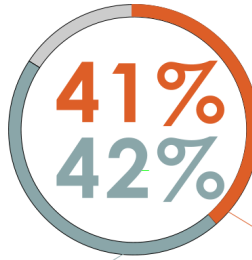
Q. A decision-making structure that focuses on regionally-significant projects more than the current structure may result in a reduction in available federal funding for one or more "locally-significant" projects. Under what, if any, conditions would that be acceptable?



A. It would be acceptable if the decision-making process also funded "locally-significant" projects that were reflective of my community's needs

Less than 3% said it would not be acceptable under any circumstances; another 26% said it would be acceptable if projects were rotated geographically over time

Q. Would your community be willing to see "regionally-significant projects funded in neighboring communities while your community waits for project funding?



A. Yes, if the project will directly benefit commuters and businesses from my community by improving regional movement of people and goods

There were three possible "no" responses; less than 3% responded with any of them

A. Yes, if the project will significantly improve the movement of people and goods in the region

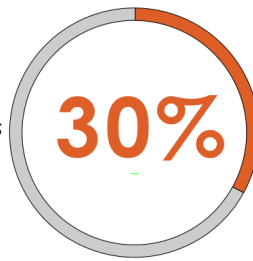
Q. Would you support a dues structure to support either a single MPO for the region or a single MPO staff to support multiple MPOs in the region?



A. Yes, I would be willing to support a dues structure for a decision-making structure that significantly improves the mobility in the region

About 40% responded that there would have to be additional conditions; others noted that the RPC or TBARTA could host a single MPO or staff, if funded adequately

Q. What transportation projects or activities do you think are not happening in the region because there is more than one MPO?

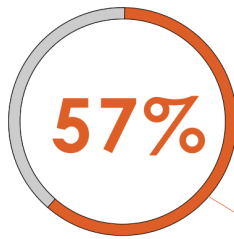


A. Premium regional transit projects (like passenger rail or bus rapid transit)

Other responses included regional funding initiatives (20%) and fixing bottlenecks on regional transportation facilities (13%)



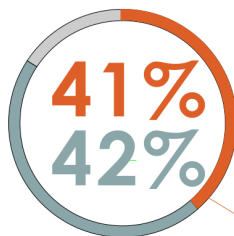
Q. A decision-making structure that focuses on regionally-significant projects more than the current structure may result in a reduction in available federal funding for one or more "locally-significant" projects. Under what, if any, conditions would that be acceptable?



A. It would be acceptable if the decision-making process also funded "locally-significant" projects that were reflective of my community's needs

Less than 3% said it would not be acceptable under any circumstances; another 26% said it would be acceptable if projects were rotated geographically over time

Q. Would your community be willing to see "regionally-significant projects funded in neighboring communities while your community waits for project funding?"



A. Yes, if the project will directly benefit commuters and businesses from my community by improving regional movement of people and goods

There were three possible "no" responses; less than 3% responded with any of them

A. Yes, if the project will significantly improve the movement of people and goods in the region

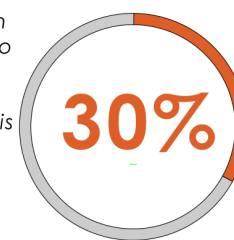
Q. Would you support a dues structure to support either a single MPO for the region or a single MPO staff to support multiple MPOs in the region?



A. Yes, I would be willing to support a dues structure for a decision-making structure that significantly improves the mobility in the region

About 40% responded that there would have to be additional conditions; others noted that the RPC or TBARTA could host a single MPO or staff, if funded adequately

Q. What transportation projects or activities do you think are not happening in the region because there is more than one MPO?



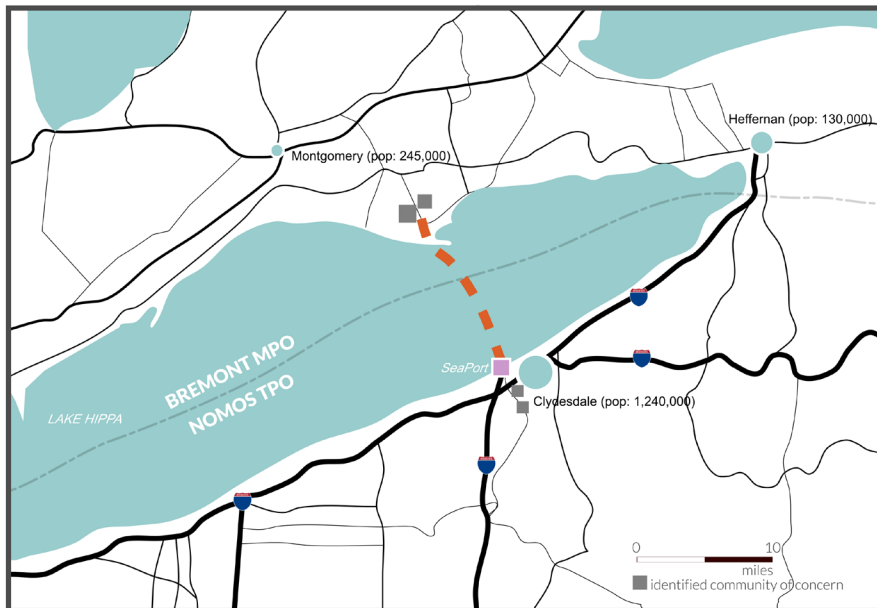
A. Premium regional transit projects (like passenger rail or bus rapid transit)

Other responses included regional funding initiatives (20%) and fixing bottlenecks on regional transportation facilities (13%)

**3.4 | Anonymous Polling Responses.** Participants were asked several questions in one of the small breakout groups (each person got to answer every question that attended the workshop). The specific question and most-frequent answers are shown on this page. Additional "lead-in" information for each question and all of the responses are contained in the report appendix.

# A. building bridges

**instructions:** simply read through the statements then work with each other and your facilitator to answer each question. **Don't try to solve a problem** but do try to think through how alternative MPO structures might be equipped to handle various issues.



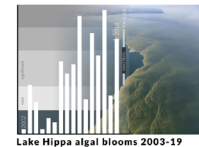
**context:** The Bremont MPO (two mid-size cities, but the unincorporated county has more population than any city) and Nomos TPO (mostly developed, one dominant city of Clydesdale) share a common boundary and have for the past 20 years. Cooperation and relationships in general have varied through the years, with both MPOs benefiting from regional transportation connections and port infrastructure. The port authority, SeaPort, has for the past few years been working with both MPOs to get a new, cross-lake bridge and connecting roadway improvements to help improve congested travel between cities (as well as substantially benefit its own land-side transportation logistics). Stymied by varying opinions on the two MPO boards, the project hasn't gone very far past the discussion stage. There are talks that some port operations may be moving to a different region if the situation isn't resolved, potentially costing all the communities hundreds of jobs and hundreds of millions of dollars of annual revenue.

## ISSUES TO CONSIDER...

**"SeaPort creates more than \$3.5 billion of annual economic value and supports more than 20,000 jobs each year..."**

2018 Annual Report, SeaPort Partnership

**Benefits.** There are benefits to the new, \$800 million span, although the degree of those benefits has been contested by environmental groups and some municipal leaders, including those in Heffernan who say that traffic diversion will hurt local businesses. SeaPort, citing impacts of billions of dollars in wages and tax revenues to the area annually, is a strong supporter, citing new and expanded shipping volumes resulting from the project.



Lake Hippa algal blooms 2003-19

**Environmental Issues.** Harmful algal blooms have occurred in Lake Hippa in recent years. Blue-green algae can grow rapidly and produce toxins that may harm animal life (and tourists and people that eat fish caught from the lake). The project and the secondary growth potential it would promote would likely make the problem measurably worse.

**"It's disrupting a rural community, a quiet community that's off the beaten path."**

Montgomery resident quotation from December, 2017 news article

**Communities of Concern.** The state and MPOs have designated several "communities of concern" near the bridge terminus. These CoCs include low-income groups and designated historic structures sensitive to noise and vibration. Residents and some business owners have voiced opposition due to traffic disruption during (3 years) and after construction.

### GROUP QUESTIONS FOR SCENARIO A (3.4)

- What are actions that the two MPOs could take to engage the "communities of concern" in this scenario? Does the answer change if there is only one MPO (or only one policy board addressing regional project decisions)? For a MPO with a single Citizen Advisory Committee? Are there other organization arrangements that might influence the approach to address these communities?
- The State has acknowledged that SeaPort and its operations are of statewide value and is willing to provide 80% of the funding for the bridge project. The remaining 20%, plus improvements to approaches to the bridge, amount to an estimated \$220 million needed to start the project. How likely (and why) is it that two MPOs could find funds for the remaining amount? How does the financing picture and likelihood of reallocating funding change if the two MPOs had one policy board to address regional decisions?
- The two MPO boards acknowledge the environmental challenges that exist now and might be exacerbated by the project. How does the current situation of two separate MPOs, one merged MPO, a regional policy board that deals with regional issues (with two MPOs dealing with local issues still in place), or some other organizational structure potentially put a plan of action in place to address the regional problem of development-related impacts to Lake Hippa?

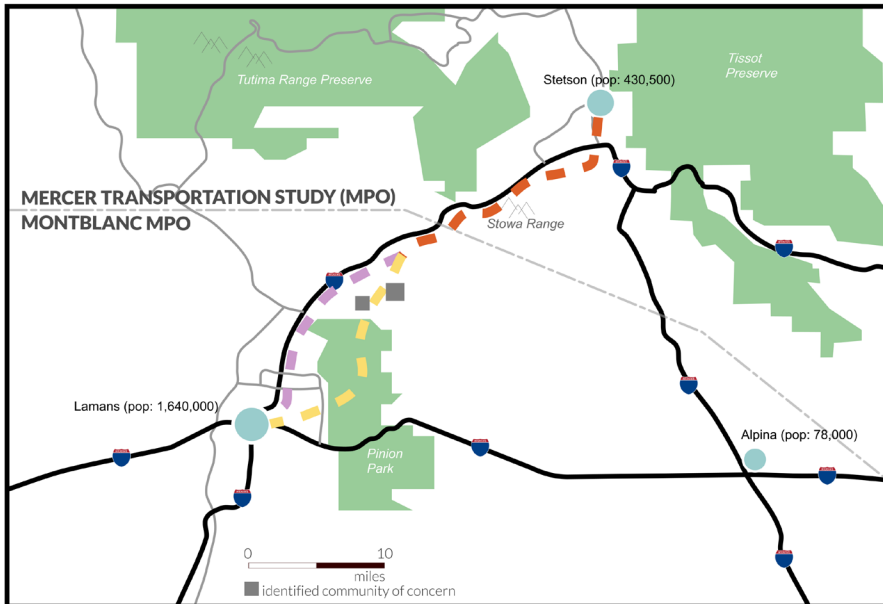


**Group Scenario Discussions.** The other small group breakout had people (6-8 in a group) discuss the two hypothetical scenarios and questions shown above in a facilitated discussion. The purpose of this breakout group was not to engender a typical response to any of the questions (although the appendix contains a detailed accounting of the discussion points made at each table). Instead, this format encouraged a detailed exploration of issues that are keys to success in the Tampa Bay Region but in a hypothetical setting that might allow for more open discussion.

Participants generally debated if a single MPO board would make a difference to the challenges described in the questions posed to them. Others suggested that having a separate, standing policy body (while maintaining separate MPOs for more localized matters) to address regional project issues is another pathway to explore. Project development (for projects that cross MPO boundaries) might become easier if there was only one entity collaborating with local, state, and federal agencies. Participants also discussed the creation of a multi-MPO "task force" to plan and advance regional projects.

## B. take the A (or B) train

**instructions:** simply read through the statements then work with each other and your facilitator to answer each question. **Don't try to solve a problem** but do try to think through how alternative MPO structures might be equipped to handle various issues.



**context:** Both the Mercer Transportation Study (MPO) and the Montblanc MPO have similar demographics, although Lamans has a much larger and more diverse population than any other city in the region. Once a wilderness area, growth in the past five decades has made this desert environment a popular relocation spot for retirees and youth seeking "gig"-oriented lifestyles. A regional rail connection is supported by business interests that feel it would help "announce" the area to potential national and global investors (and satisfy increasing numbers of trips between the two largest cities). Environmental and community concerns have created a wedge in the otherwise good (64% approval) support for the M2M Express Rail Project. Two alignments, purple and gold, have been identified as the most feasible alignments, with the former being the most costly (relocations) and the latter incurring impacts to a regional park (Pinion) and communities of concern near the branching point of the two routes.

## ISSUES TO CONSIDER...



Development in progress, south of Stetson

**Land.** Not everyone is on-board the M2M Express, citing low-density development patterns that are transit-unfriendly. The two MPOs have talked about joint land use planning (beyond what is required for the regional travel demand model), but are coming to realize that individual approaches by cities and counties aren't enough to create a future land use pattern that is either sustainable or supportive of premium transit.



[Scientist with Pacific Institute]: in spite of more efficient practices by cities and farms the aquifer supplying water here is shrinking due to longer periods of drought

**Stakeholders.** It may look vacant from an airplane, but the region has ranchers, farmers, tribal government (Stowa Range is sacred to them), environmental advocacy groups, and national residential developers that are very interested in the M2M Express - as are two "communities of concern" on the Gold Route with high concentrations of low-income and minority populations. Thus far, efforts to engage stakeholders have been piecemeal at best, and tensions are rising.



Artist's rendering of a Bus Rapid Transit alternative to the M2M Express proposed by one community group

**Finances.** The state has been discussing the development of a state infrastructure bank which could be useful in financing the M2M Express. Forbidden from lobbying activities, the two MPOs in this region are grappling with their role in the discussion as well as how or if to divert existing federal and state revenue streams that they receive to create a financial "match" that federal or state sources would require. A cheaper option including BRT and interstate improvements has recently started to gain some traction in Alpina and other, smaller communities.

### GROUP QUESTIONS FOR SCENARIO B (3.5)

- Alpina is fast-growing thanks to a booming petrochemical industry. Workers travel from suburban communities in both MPOs to blue-collar jobs here, and complain about problems at interchanges and secondary road congestion. Although not benefiting directly from the first phase of commuter rail, what might Alpina's leaders have to say in the ongoing financing discussions? How does their strategy or input change if there is one merged MPO, one merged technical committee, or some other MPO organizational structure?
- The MPOs acknowledge that there is probably enough locally-sourced funding that could be shifted to provide the match for state/federal funds if they combine resources. The M2M Express price tag goes up with each passing year... Do the capabilities or resources change if the two MPOs remain separate? What if there is one regional policy board for both (otherwise still separate) MPOs, and what kind of authority would that regional policy body require to substantially "move the needle" to progress the project?
- Community issues cross MPO borders, and the M2M Express is bringing into sharp relief long-standing concerns from agricultural, environmental, tribal, and other stakeholders. Regional engagement and land use planning require big resources and actions being taken at the end of the process - does one MPO, two MPOs, a regional planning authority, or some other organizational structure or partnership have a better chance at effectiveness? Are there winners and losers likely under different set-ups, and could they be mitigated?



A panel discussion was conducted at the end of the workshop to allow people to talk about their experiences in the breakout sessions, air their views, and ask questions of the panelists (also summarized in the appendix). The panel included MPO directors from the three core MPOs and from Broward and MetroPlan (Orlando) MPOs.

- Beth Alden, Executive Director, Hillsborough MPO
- Whit Blanton, Executive Director, Forward Pinellas
- John Villeneuve, Chief Planner, Pasco MPO
- James Cromar, Strategic Initiatives Deputy Executive Director, Broward MPO
- Gary Huttman, Executive Director, MetroPlan Orlando
- Jeff Kramer, Center for Urban Transportation Research
- Scott Lane, Stantec Consulting Services Inc.



**Perico Preserve Restoration (2011).** A bird sanctuary park in Manatee County that has been beautifully restored to protect wildlife habitats and nesting grounds.





## Chapter 4 Peer MPO Study

*A description of the MPOs considered for peer group assessment, selection of those peers, and documentation from interviews with them.*

*The consulting team reviewed a number of MPOs across the country to create a matrix identifying potential peers for this study.*

*The nine selected Peer MPOs and the process of studying, interviewing, and comparing the collected information are listed in this chapter as means of providing direction going forward in the TBARTA administered effort.*

Selection & Format of Peer MPO Studies	66
Conducting the Peer Review Studies	73
Presenting the Peer MPOs (MPO Characterizations)	76
Topic Area Insights from Peer MPOs	97

# Selection and Format of Peer Studies

After the first Technical Report (Conditions + Directions), a list of nine key issues was presented that collectively reflected the information gleaned from a review of relevant data (including the May 2017 public workshop comments) and past discussions with the members of the Study Management Team. A tenth topic area, Engaging the Public, was subsequently added to the original nine topics in a recommendation by the Study Management Team. These ten topic areas are listed below.

- Regional Revenue: Generating and Managing Dollars
- Internal Operations: Structural Setup and Procedures
- Local vs. Regional: Regional and Local Needs Satisfied
- Project Implementation: Traditional and Non-Traditional Roles of the MPO
- Dispute Resolution: Handling the Inevitable Clash
- Internal Communication: How to Work a Crowd
- Working with State Agencies: Generating and Managing Dollars
- Land Development: Linking Land and Transport Decisions
- Resiliency: How MPOs Manage Change and Challenges
- Engaging the Public

Part of the purpose of identifying these topic areas was to help aid in the selection of MPO peers, particularly those MPOs that may be seen as aspirational in one or more of the topic areas (or at least *inspirational* in generating relevant, portable concepts to the Tampa Bay Region). The following table of candidate peers and the preliminary evaluations were prepared by the consulting team, reviewed with the client staff, and then reviewed with the Study Management Team. The MPOs selected for peer review are indicated by boldface text in this table.

Note that 2010 population and largest city population were used to create a consistent measure of centrality (how much of the population is contained by a single large city).

**Clearwater Beach. (2017)** The barrier islands in Clearwater are a great example of the coastal environments the Tampa Bay Region is known for.



Table 1. Assessment of Peer MPOs (Part 1 of 3)

	MPO Name	Largest City	Counties (All or Part)	2010 MPO Population in millions (1)	2010 Largest City Population in millions (2)	Center City / MPO Population percent	MPO Website
	<b>Core Tampa Bay Region MPOs</b>	<b>Tampa</b>	<b>3</b>	<b>2.62</b>	<b>0.36</b>	<b>14%</b>	<b>multiple</b>
<b>A</b>	Hampton Roads TPO (Chesapeake)	Virginia Beach	4	1.60	0.44	28%	www.hrtpo.org
<b>A</b>	Metroplan Orlando	Orlando	3	1.80	0.24	13%	metroplanorlando.org
<b>A</b>	Metro (Portland)	Portland	3	1.50	0.59	39%	www.oregonmetro.gov
<b>A</b>	Wasatch Front Regional Council (Ogden)	Salt Lake City	6	1.56	0.19	12%	http://wfrc.org/
<b>B</b>	Broward MPO	Fort Lauderdale	1	1.75	0.17	10%	www.browardmpo.org
<b>B</b>	Capital Area MPO	Raleigh	5	1.07	0.40	37%	www.campo-nc.us
<b>B</b>	Nashville Area MPO	Nashville	7	1.50	0.60	40%	www.nashvillempo.org
<b>B</b>	North Florida TPO	Jacksonville	4	1.32	0.82	62%	www.northfloridatpo.com
<b>B</b>	Regional Planning Commission	New Orleans	6 (?)	1.06	0.35	33%	www.norpc.org
<b>B</b>	Regional Transportation Commission of Southern Nevada	Las Vegas	1	1.9	0.58	31%	www.rtcnv.com
<b>B</b>	Western CT Council of Governments	Stamford	0	0.36	0.19	53%	https://westcog.org
<b>C</b>	Capital Region TPA	Tallahassee	4	0.37	0.18	49%	www.crtpa.org
<b>C</b>	Charlotte Region TPO	Charlotte	3	1.26	0.73	58%	www.crtpo.org
<b>C</b>	Indianapolis MPO	Indianapolis	8	1.56	0.83	53%	www.indympo.org
<b>C</b>	Mid-Ohio Regional Planning Council	Columbus	5	1.44	0.79	55%	www.morpc.org
<b>A</b>	Metropolitan Council (St. Paul)	Minneapolis	7	2.91	0.38	13%	https://metrocouncil.org
<b>A</b>	North Central Texas COG (Arlington)	Dallas	8	6.40	1.20	19%	www.nctcog.org
<b>B</b>	Atlanta Regional Commission	Atlanta	20	4.82	0.42	9%	https://atlantaregional.org
<b>B</b>	Baltimore Regional Transportation Board	Baltimore	4	2.7	0.62	23%	www.baltometro.org
<b>B</b>	Denver Regional COG	Denver	6	2.8	0.60	21%	https://drcog.org
<b>B</b>	Houston-Galveston Area Council	Houston	8	5.89	2.10	36%	www.h-gac.com
<b>B</b>	Puget Sound Regional Council	Seattle	4	3.69	0.61	17%	www.psrc.org
<b>B</b>	San Diego Association of Governments	San Diego	1	3.10	1.30	42%	www.sandag.org
<b>B</b>	Southeast Michigan COG	Detroit	2	4.70	0.71	15%	http://semcog.org
<b>C</b>	Boston Region MPO	Boston	0	3.12	0.62	20%	www.bostonmpo.org
<b>C</b>	Delaware Valley Regional Planning Commission	Philadelphia	9	5.63	1.53	27%	www.dvrpc.org
<b>C</b>	Mid-America Regional Council	Kansas City, MO	9	2.09	0.46	22%	www.marc.org



Table 1. Assessment of Peer MPOs (Part 2 of 3)

MPO Name		Regional Revenue	Internal Operations	Local v. Regional	Project Implementation	Dispute Resolution	Internal Communication	Working with State Agencies	Land Development	Resiliency	NOTES	
MID-SIZE	<b>tier</b>											
	A	Hampton Roads TPO (Chesapeake)	○	●	●	●	●	○	●	○	●	<i>Polycentric (sort of); did go through merger years ago; light rail; similar geography; went through transition recently to independent; share a UZA</i>
	A	Metroplan Orlando	●	●	●	●	●	●	●	○	○	<i>Cited most often during Phase I; commuter rail; 2 UZAs</i>
	A	Metro (Portland)	●	●	●	●	●	○	●	○	●	<i>Very unique structure; light rail; more than one MPO in urbanized area; strong land use role</i>
	A	Wasatch Front Regional Council (Ogden)	●	●	●	●	●	○	●	○	●	<i>Polycentric; unique org structure (2 TACs); land use; RPC; light rail</i>
	B	Broward MPO	●	●	●	●	●	○	○	○	○	<i>Proposed WAVE streetcar project; recently became independent; collaborates with neighboring MPOs; part of larger UZA</i>
	B	Capital Area MPO	●	●	●	●	○	○	○	○	○	<i>Regional premium transit; regional coordination (DCHC); enlarged planning area over time; polycentric</i>
	B	Nashville Area MPO	●	●	●	●	○	○	○	○	○	<i>Commuter rail; monocentric;</i>
	B	North Florida TPO	●	●	●	●	○	○	○	○	○	<i>2 UZAs; ind; double-weighted voting for Jacksonville</i>
	B	Regional Planning Commission	○	○	○	○	○	○	○	○	○	<i>MPO / RPC deeply intertwined; covers four UZAs with individual plans for each one; I think there are currently 2 MPO boards</i>
	B	Regional Transportation Commission of Southern Nevada	●	○	○	○	○	○	○	○	○	<i>Fast-growing; hard-hit by sub-prime mortgage crisis; investment plan, transit operator; single-county</i>
	B	Western CT Council of Governments	●	●	●	●	○	○	○	○	○	<i>Recently merged MPO?; still two MPOs shown under COG website; part of New York UZA</i>
	C	Capital Region TPA	●	○	○	○	○	○	○	○	○	<i>Weighted voting to ensure balance but other aspects of hosting and context make it less than compatible as a peer</i>
	C	Charlotte Region TPO	●	○	○	○	○	○	○	○	○	<i>Light rail; regional coordination; monocentric; weighted voting</i>
C	Indianapolis MPO	○	○	○	○	○	○	○	○	○	<i>Implementing BRT; investigated org structure recently; monocentric</i>	
C	Mid-Ohio Regional Planning Council	●	○	○	○	○	○	○	○	○	<i>Launching a multi-modal, regional high-speed transit study; monocentric and isolated</i>	



Table 1. Assessment of Peer MPOs (Part 3 of 3)

	MPO Name	Regional Revenue	Internal Operations	Local v. Regional	Project Implementation	Dispute Resolution	Internal Communication	Working with State Agencies	Land Development	Resiliency	NOTES
A	Metropolitan Council (St. Paul)	●	●	●	●	●	●	○	●	●	Polycentric; unique org structure; commuter rail
A	North Central Texas COG (Arlington)	●	●	●	●	●	●	○	○	●	More polycentric; light rail system; regional coordination
B	Atlanta Regional Commission	●	○	●	●	●	●	●	●	●	MPO / ARC are deeply intertwined; extremely large geographic area; issues with regional rail and coordination; shares a UZA
B	Baltimore Regional Transportation Board	●	●	●	●	○	●	●	○	●	Shares UZA; light rail; polycentric (includes Annapolis)
B	Denver Regional COG	●	●	●	●	●	○	○	●	○	Multi-county MPO and region; interesting committee structure (technical) with freight, environmental, business interests
B	Houston-Galveston Area Council	●	●	●	●	○	●	○	○	●	Polycentric; massive area; COG; light rail
B	Puget Sound Regional Council	●	●	●	○	●	●	○	●	●	Lightrail and streetcar; COG; monocentric, but does have spread out geography due to puget sound; county / city balance; challenging to emulate the MPO structure in Florida
B	San Diego Association of Governments	●	●	●	●	●	●	○	●	●	Single county; COG; unique revenue stream; interesting weighted voting
B	Southeast Michigan COG	●	●	●	●	○	●	○	○	●	Streetcar (2017); monocentric; shares UZA; interesting voting process to balance weighting
C	Boston Region MPO	●	●	○	●	○	○	○	○	●	Lack of county-level government and representation
C	Delaware Valley Regional Planning Commission	●	●	○	○	●	○	○	●	○	Old fixed-guideway; urbanized area shared with neighboring MPO (south jersey); enormous area; COG
C	Mid-America Regional Council	●	○	○	●	○	○	●	●	○	Bi-State; 119 municipalities as members; COG; streetcar

**NOTES:**

- (1) Source: Transportation Planning Capacity Building ([www.planning.dot.gov/mpo1.asp](http://www.planning.dot.gov/mpo1.asp))
- (2) Source: US. Bureau of the Census, 2010
- (3) Circles represent perceived opportunities for education on specific topic:
  - = no information/reason to believe that discussion would not be fruitful;
  - = should ask questions on this topic; or
  - = strong potential for insight on this topic.

Additional MPOs considered, but not listed or evaluated: Mid-Region MPO, Santa Fe MPO, Alamo Area MPO, Lower CT River Valley MPO, Sacramento COG, Ithaca-Tompkins County Transportation Council, French Broad River MPO, East-West Gateway COG, Memphis Urban Area MPO, Naugatuck Valley Council of Governments, Gaston-Cleveland-Lincoln MPO, Capital Region COG



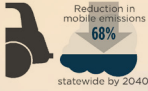







The nine MPOs chosen for peer review were:

1. Hampton Roads TPO (Virginia Beach and Norfolk, VA)
2. MetroPlan Orlando (FL)
3. Metro (Portland, OR)
4. Wasatch Front Regional Council (Salt Lake City, UT)
5. Capital Area MPO (Raleigh, NC)
6. Nashville Area MPO (TN)
7. Metropolitan Council (St. Paul and Minneapolis, MN)
8. North Central Texas COG (Dallas, TX))
9. Denver Regional COG (CO)

MPOs were initially chosen based on research and prior experience, with an emphasis on how well each MPO may inform one or more of the ten study topics (indicated by a tier ranking in the left-most column of Table 1). Additional review of websites from the MPOs helped in assessing the final tiering of the MPOs. Ideally, at least two of the MPOs would address each topic area (indicated by black dots in the Table under the Topic headings). The Study Management Team provided input on the MPOs selected based on the Study Management Team (SMT) input. As a result, three additional MPOs were added by the Study Management Team to the original six peer study MPOs identified by the consultant.

Additional MPOs identified through this process might have been used to replace one or more of the initial case studies if an MPO had proven to be inaccessible by telephone and other communications in a timely manner.

#### BENEFITS OF IMPLEMENTING THE PLAN

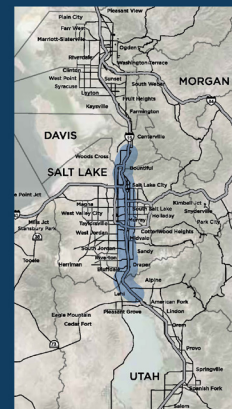
 <p><b>Reduction in mobile emissions statewide by 2040</b></p> <p><b>Air Quality</b> A transportation system that incorporates all modes of travel provides choices for how people get around. A balanced system reduces the number of vehicles on the road, consequently reducing emissions. In addition, advances in cleaner fuel and vehicle technology will significantly improve air quality.</p>	 <p><b>\$183.6 BILLION</b> in additional GDP through 2040</p> <p><b>Economic Vitality</b> A well-functioning transportation system is the backbone of a robust economy. It connects people to jobs and other destinations, and facilitates the efficient movement of goods and services within communities and across the state.</p>
 <p><b>SAVES UP TO</b> invested in preservation now</p>  <p>in reconstruction in the future</p> <p><b>Preservation of Infrastructure</b> Good infrastructure costs less investing in the preservation of the existing transportation system ensures taxpayer dollars are being used efficiently. Proactively taking care of the infrastructure already in place will save money by reducing the need for costly reconstruction in the future.</p>	 <p><b>31% reduction</b> in traffic fatalities since 2000</p> <p><b>Safety</b> Fatalities on Utah roads have decreased substantially even with significant population growth. The Unified Plan partners support the goal of Zero Fatalities. One life lost is one too many. Planning for improvements to the transportation system can improve safety for drivers, cyclists and pedestrians.</p>
 <p><b>150% increase</b> transit ridership from 2015 to 2040</p>  <p><b>3.6 fewer days</b> spent driving per average household in 2040</p> <p><b>Mobility</b> Improved and expanded roadway and transit systems result in more transportation choices, fewer cars on the road and less time behind the wheel of a car, which gives people more time to pursue a balanced life.</p>	 <p><b>8,700</b> Wasatch Front <b>23,000</b> rest of Utah <b>MORE JOBS</b> within 20 minutes of the average household in 2040</p> <p><b>Accessibility</b> The Unified Plan will improve how quickly and easily people get to work and will increase the number of jobs they can access from home. Increased access to jobs helps to support upward socioeconomic mobility by providing more choices for employment opportunities.</p>

An example of a contextual element is Utah's unified statewide transportation plan, a "national model for regional collaboration." One highlighted element (below) is the central corridor study conducted with Wasatch Front MPO. The busy corridor has passenger rail, bus, and many cars per day; it is being studied collaboratively with the MPO, funded in part by a TIGER grant.  
- [www.utahunifiedplan.org](http://www.utahunifiedplan.org)

#### PLANNING HIGHLIGHT: WASATCH FRONT CENTRAL CORRIDOR STUDY

Perhaps the most significant transportation challenge in Utah currently is the functioning of the Interstate 15 corridor in Salt Lake, Davis and Utah Counties. This corridor also includes commuter rail, light rail, heavily-traveled arterials and frequent bus service. With the population in the region projected to increase 75 percent by 2050, planning ahead for future mobility and accessibility of this corridor is critical.

To address the long-term future of this corridor, the Wasatch Front Central Corridor study is being conducted. The study is a result of a Transportation Investment Generating Economic Recovery (TIGER) planning grant from the U.S. Department of Transportation and a collaborative effort with UDOT, UTA, MAG and WFR. The study will recommend integrated transportation solutions for the corridor through 2050. The results of the study will be evaluated and integrated into WFR and MAG's 2019-2050 Regional Transportation Plans.





**Werner-Boyce Salt Springs State Park, Port Richey.**

Four miles of protected beach in Pasco County offer visitors kayaking and viewing bald eagles or a gray fox - but no swimming. The Salt Springs are a measured 351 feet deep.



# Conducting the Peer Review Studies

The purpose of the peer interviews is to gather first-hand details pertinent to the ten topic areas previously identified. Although the project team has collectively completed research in advance on many MPOs, it was impossible to know with certainty that a specific MPO will or won't have valuable insights into a topic - and certainly no MPO is exactly like the existing three core MPOs in the Tampa Region (which are also different from each other) nor identical to what might be proposed for this region. Therefore, the initial contact - the MPO Director and their chief staff - helped provide information but also helped refine the relevancy of the topic areas to each MPO studied.

The following discussion topics, like its counterpart prepared for the focus group interviews conducted with the Tampa Region MPO representatives during Phase I of the Project, was considered as a series of prompts

rather than a rigid or restricted question-and-answer script. It was fully intended that each discussion would be unique and offer differing perspectives. One way to ensure a more comprehensive perspective is to also engage one or more representatives from partnering organizations, such as public transit providers, board members, regulatory agencies, or other bodies that may be identified during the initial contact with the MPO Director. The questions shown below for each topic area derive fairly directly from the information shown at the end of Technical Report #1, but were edited or expanded in some cases. Public engagement was added as a unique topic at the March 30, 2018, meeting of the Study Management Team; some other questions were modified or added as a result of that meeting and review. Therefore, the interview framework represents the outcome of past discussions of the Study Management Team, consultant staff, and prior (May 2017) workshop with a broad group of stakeholders.

Finally, some of the characterization information about the MPOs, such as board composition and representation, were further vetted during the discussion to help enrich the MPO characterization and ensure its accuracy.

**Clearwater Memorial Causeway.** The link between the City of Clearwater, Florida, and the popular destination Clearwater Beach.



# ✓ Prompts for Peer Interviews

The prompts for the peer interviews follows the list below, with two or three questions pertaining to each topic being asked to the MPO representative.

## General

### *(Initial Interview with MPO Director)*

- Introduce project and inquire about experiences with each of the ten topic areas, emphasizing those that are initially thought to be areas of strength for the MPO.
- Engage in discussion about board composition and other characterization data to ensure accuracy from information obtained from on-line sources. Clarify any issues presented about procedural matters.

## Regional Revenue

### *(Generating and Managing Dollars)*

- What are the funding mechanisms employed by the MPO (note: emphasize non-traditional sources, matching requirements, spending limits, authorization levels)?
- Who manages those funds (e.g., prioritization) and by what level of authority?
- What role(s) does the MPO have in implementation of projects (prompt here for any inputs into design or environmental commitments from NEPA/SEPA processes)?
- How do localities contribute? How is local funding utilized in planning activities?

## Internal Operations

### *(Structural Setup and Procedures)*

- What are the current MPO staffing levels and talents associated with regional governance?
- What is the structure and organization of staff – do MPO staff ever work on other, non-MPO assignments (e.g., for host entity)?
- Are there other shared staffing arrangements; how are consultants used in the planning process?

## Local v. Regional

### *(Regional and Local Needs Satisfied)*

- How are voting structures, representation, and quorums set up (note: review prior, and validate bylaws information)?
- How is "regional" defined, especially in terms of project differentiation, and does that terminology impact financing or other implementation practices (elaborate)?

## Engaging the Public Effectively

- How is the public successfully engaged in both levels of decision-making (project selection and prioritization)?
- How does the public input effectively play into regional-scale projects?
- What happens when there is local opposition to a regionally significant project?

## Project Implementation and Prioritization

### *(Traditional & Non-Traditional Roles of the MPO)*

- How does the MPO prioritize projects and collaborate with partners and the public to do that?
- What role does the MPO play in post-project planning, if any?
- How is funding shared with neighboring MPOs or other partnering agencies to accomplish typical tasks (e.g., modeling, planning studies)?
- How are planning decisions made at the MPO level articulated to state, private, and local implementation agencies in later stages of project development?





**Dispute Resolution**

***(Handling the Inevitable Clash)***

- What's an example of a challenging project decision, and how was it resolved?
- Who are the internal and external players and forces that influence dispute resolution?

**Internal Communication**

***(How to Work a Crowd)***

- How are smaller jurisdictions participating in larger MPO structures, especially in regional decisions?
- How are meetings and other resource-intensive actions made more effective across a larger geographic and demographic space (e.g., rotating meetings, proxy voting, or remote conference hosting)?

**Working with State Agencies**

***(Generating and Managing Dollars)***

- How has the state's department of transportation supported (or not) regional decision-making, collaboration, and implementation and prioritization?
- How could this relationship be made even more effective?

**Land Development**

***(Linking Land and Transport Decisions)***

- What's the role of the MPO in long-term and short-term land development decisions? Is that role "hard" or "soft," and is there a mechanism for tying project prioritization or funding to land use decisions that support transit development, access management, or other approaches to best practice?
- How are land planning activities coordinated among jurisdictions and the MPO?
- What, if any, feedback loops between transportation and land use are in place, either from a technology or a policy standpoint?

**Resiliency**

***(How MPOs Manage Change and Challenges)***

- Describe how the MPO has addressed changes from external forces, such as federal policy, funding challenges, non-governmental agencies/advocates (e.g., ports, airports, and so forth)?
- Is there an action in recent memory that has tested "the system" currently in place?

---

Other actions to be conducted associated with the interviews include:

1. Identify possible auxiliary interviewees from related agencies, particularly those that have a long institution memory.
2. Allow interviewee(s) opportunity to review draft interview notes.



# Presenting the Peer MPOs

## Comparing the nine peer MPOs

The goal of the peer review studies in the second technical memorandum of the Project is to inform future decisions regarding the organizational structure and operations of the MPOs in the Tampa Bay Region. Appropriately, the presentation of the results of the peer study assessments focus on that part of the discussion.

**The following is presented for discussion at the meeting of the Study Management Team; additional comments and edits are likely to occur before the final draft.**





**Tampa Cultural Arts District (2008).** Improvements made to Ashley District led to beautified medians in this popular district within the city.



## In brief

The Hampton Roads Transportation Planning Organization (HRTPO) is the body created by the Hampton Roads localities and appropriate state and federal agencies to perform the duties of an MPO under the federal regulations. The Hampton Roads region, with more than 1.7 million residents, is situated in the middle of the Eastern seaboard where the James, Nansemond, and Elizabeth rivers pour into the mouth of the Chesapeake Bay. It is recognized as the 33rd largest Metropolitan Statistical Area (MSA) in the United States. Hampton Roads includes an intricate system of bridges, tunnels and ferries, which provide those much needed connections between places where people live, work, and recreate on both sides of the water.

– Information taken from organization website

---

## Selected highlights of interviews

- A significant event for HRTPO was the federal certification review that occurred approximately 10 years ago, prompting major reforms to internal processes, staffing, and even a name change.
- Dedicated public engagement staff help the MPO integrate issues of concern to the public in all aspects of MPO work.
- State legislators contribute directly by sitting on the governing board.
- The technical project prioritization system that was developed has helped avoid conflicts about funding allocation and priorities.





# MetroPlan Orlando

PRINCIPAL CITY  
**Orlando, Florida**

HOST  
**Independent**

BOARD MEMBERS / **20 members**  
*(20 voting members with 5 non-voting advisors)*

NUMBER OF MUNICIPALITIES/COUNTIES REPRESENTED  
**22 municipalities / 3 counties**

PLANNING AREA

**2,859 square miles**

PLANNING AREA POPULATION

**1,837,385**

POPULATION DENSITY

**642.7 people/sq. mi**

TOTAL EMPLOYED IN ORLANDO-KISSIMMEE-SANFORD MSA

**1,157,075**

## inputs

### BOARD COMPOSITION

- 3 municipality (number of representatives)
- county
- regional scope



### ADVISORY COMMITTEES (8)

- Executive Committee
- Personnel Committee
- Finance Committee
- Regional Leadership Council (RLC)
- Technical Advisory Committee (TAC)
- Community Advisory Committee (CAC)
- Municipal Advisory Committee (MAC)
- Transportation Systems Management and Operations (TSMO)



### STAFFING

Size: 18 ●●●●●●●●●●●●●●●●●●  
Dual Purpose: No **x**



## In brief

The Orlando Urban Area Transportation Study began in 1965 under the guidelines of the 1962 Federal Aid Highway Act. The Orlando Urban Area Metropolitan Planning Organization was formally created in 1977 and staffed by the East Central Florida Regional Planning Council. In August 1997, the Orlando Urban Area Metropolitan Planning Organization changed its name to MetroPlan Orlando to stress the importance of regional cooperation and became an independent agency.

– Information taken from organization website

---

## Selected highlights of interviews

- An agreement to pool funding allocations among three counties (as opposed to dividing the funds to individual urbanized areas or counties) has proved to be an important step in furthering regionalism, since cooperation is required to prioritize the combined, larger pool of funds.
- Local revenue for MPO operations is derived primarily from per capita dues on full members and a fixed assessment for modal (e.g., transit) members.
- The MPO values its role as a forum for debate, even in the cases where some projects, like toll roads, aren't necessarily under its direct control.
- As the only in-state (Florida) MPO peer, MetroPlan is likely to get a lot of comparisons in this study.







## In brief

Metro is a directly elected regional government, established in 1979 via a regional referendum. With its inception, Metro assumed the planning responsibilities from the former Columbia Region Association of Governments (1966-1978). Metro Council's structure is not aligned to federal law on MPO governance, thus within Metro, JPACT was formed to conduct all 3-C planning requirements, the creation and maintenance of the UPWP, and National Ambient Air Quality Standards State Implementation Plan. JPACT policies and plans are formally adopted by the Metro Council and coordination between Metro and JPACT is ensured by Metro serving in a non-voting capacity on the JPACT board.

– Information taken from organization website

---

## Selected highlights of interviews

- The organizational structure of Metro, being led by an elected body dedicated to the organization and not individual local governments, is unique.
- Metro has had a historically outsized role in parks, solid waste, and large-scale land development policies, including an urban growth boundary.
- Metro also has the ability to directly levy property taxes.
- Transit development is a key issue in the region, considerably more so than the construction of new freeways.





## In brief

On December 26, 1973, then Governor Calvin Rampton designated the Wasatch Front Regional Council (WFRC) as the Metropolitan Planning Organization (MPO) for transportation planning in the Salt Lake and Ogden urbanized areas in Utah (roughly Salt Lake, Davis, and western Weber counties), taking over these responsibilities from UDOT. As the MPO, every four years WFRC is responsible for the development of a 20- to 30-year, long-range Regional Transportation Plan (RTP). WFRC first adopted the RTP, then known as the Long-Range Transportation Plan, in 1977. Additionally, WFRC is responsible for the preparation of a six-year, short-range Transportation Improvement Program (TIP), which is updated annually. As an element of transportation planning, WFRC has also worked with the member cities and counties to establish a vision for future development in the region.

– Information taken from organization website

---

## Selected highlights of interviews

- When the UTA, Utah Transit Authority, was created, the state implemented a sales tax in four counties and gave them the authority to increase the tax.
- Sales tax at the county level can now be levied by action of county officials; no need for referendum to support transit investments, for example (although this law is too new to understand the willingness of county officials to increase taxes).
- The MPO and the other three in Utah adopt a unified transportation plan for the entire state in cooperation with the Utah DOT.
- Like HRTPO, Wasatch Front has state legislators (two) on its policy board.
- Although local governments still make local land use decisions, the MPO takes a leadership role in developing a region-wide land use plan in cooperation with the units of local government.





# Capital Area MPO

NC Capital Area Metropolitan Planning Organization (CAMPO)

PRINCIPAL CITY  
**Raleigh, North Carolina**

---

HOST  
**City of Raleigh**

PLANNING AREA  
**1,604 square miles**

PLANNING AREA POPULATION  
**1,074,420**

POPULATION DENSITY  
**669.8 people/sq. mi**

TOTAL EMPLOYED IN RALEIGH MSA  
**645,930**

BOARD MEMBERS / **30 members**  
*(28 voting and 2 non-voting members)*

NUMBER OF MUNICIPALITIES/COUNTIES REPRESENTED  
**19 municipalities / 5 counties**

## inputs

### BOARD COMPOSITION

- 3 municipality (number of representatives)
- county
- regional scope



### ADVISORY COMMITTEES (3)

- Technical Coordinating Committee (TCC)
- Wake County Transit Planning Advisory Committee (TPAC)
- Capital Area Bicycle & Pedestrian Stakeholders Group (BPSG)

### STAFFING

Size: 12 ●●●●●●●●●●●●●●

Dual Purpose: No **x**



# In brief

The Capital Area Metropolitan Planning Organization (CAMPO) grew from a collaborative effort between Cary, Raleigh, Garner, and Wake County known as the Greater Raleigh Urban Area Thoroughfare Plan of 1964. During the 1980s and 1990s Apex, Fuquay-Varina, Holly Springs, Knightdale, Morrisville, Rolesville, Wake Forest, Wendell, Zebulon, and Wake County joined the MPO. In early 2005, the MPO invited a number of governments in the surrounding counties to become members. Many accepted, and as of October 1, 2005, the Capital Area MPO expanded its planning boundary to include parts of Franklin, Granville, Harnett, and Johnston counties, including the municipal governments of Angier, Clayton, Creedmoor, Franklinton, and Youngsville. Most recently, after the 2010 Census, the Town of Archer Lodge was incorporated within the MPO's boundary and became a member of the MPO. These counties and towns which border the expanding Raleigh Urban Area were invited to join MPO in order to comply with federal regulations that require the MPO to coordinate transportation planning in all the areas that will be part of the "Raleigh urbanized area" within the next twenty-five years. The Capital Area MPO serves as the coordinating agency between local governments, NCDOT, and FHWA. Staff has established a close working relationship with the planning departments of municipalities within the MPO as well as with the planning staff of the neighboring Durham-Chapel Hill-Carrboro (DCHC) MPO.

– Information taken from organization website

---

## Selected highlights of interviews

- Although discussions about merging with the neighboring MPO have arisen from time to time, those interviewed generally suggest that dual MPO arrangement has been more beneficial than harmful to achieving objectives.
- The MPOs have a long history of collaboration, including holding joint committee meetings, development of a regional travel demand model (in cooperation with state and regional transit agencies), and specific joint projects.
- A recent passage (2016) of a county sales tax for transit investment has reinvigorated the transit discussions in the region, which is being facilitated by CAMPO and the center county (Wake).
- Expansions of the CAMPO planning area boundaries have meant increasing the number of county and municipal seats, but for now they are still allocating individual seats to each member unit of government.





# In brief

When a MPO was first established in the Nashville area in the 1960s, it consisted only of Nashville and Davidson County. Following the 1980 Census, the MPO expanded its planning boundary to include areas outside of Davidson County including the cities of Hendersonville and Brentwood. On December 16, 1992, the governing Board of the Nashville Area MPO voted to expand its membership to include the local governments within Davidson, Rutherford, Sumner, Wilson, and Williamson counties to correspond to the Nashville region's non-attainment area as defined by the U.S. Environmental Protection Agency.

The MPO functioned as a five-county organization until 2002, when the planning area was expanded again to represent the urbanized area as defined by the 2000 Census. Today, the Nashville Area MPO includes the city limits of Spring Hill in Maury County and the city limits of Springfield in Robertson County.

While the MPO's planning program (effective October 1, 2017) is administered by the Greater Nashville Regional Council (GNRC), the MPO is governed by the Transportation Policy Board (TPB), which is comprised of city and county mayors within the MPO's planning area, as well as representatives from regional, state, and federal agencies.

– Information taken from organization website

---

## Selected highlights of interviews

- Nashville's MPO has recently (2018) moved under the regional planning agency, in part to alleviate concerns about too-close affiliations with the City of Nashville.
- The Greater Nashville Regional Council, which now houses the MPO, is now led by the former MPO director, who thinks the move is very beneficial and allows sharing of several types of staff like administration, IT, and human resources.
- The MPO has strived to develop public-facing tools to make transportation accessible to decision-makers and the public; termed by the staff as making transportation planning happen with a "little T."
- The Greater Nashville Regional Council also staffs the neighboring MPO which is a second urbanized area that could potentially merge with Nashville into one larger statistical area in the 2020 Census.







## In brief

Metropolitan Council was established through Minnesota Legislature in 1967 for the purpose of planning for the economic development of the seven-county metro area, as well as to provide services that could not be provided by any single city or county. At the time of legislative designation, Metropolitan Council, along with its Transportation Advisory Board (TAB), was assigned as the MPO for the area to fulfill federally mandated 3-C planning requirements.

– Information taken from organization website

---

## Selected highlights of interviews

- Like Metro (Portland), Metro Council has a near-unique range of responsibilities, including utility investments and all transit operations in the covered regions, resulting in an over 4,000-person staff (although the MPO has approximately 25 people).
- The long-range transportation plan is just one of several plans that contribute to an overall framework plan updated every 10 years, and includes elements such as land use, utilities, wastewater, transportation, regional parks, and housing. In addition to this is the MPO plan must be updated every 5 years and every 4 years in non-attainment areas.
- Although there are many separate jurisdictions within the planning area of the MPO, the long-standing Metro Council structure has been accepted by government units and there is little dissent to that authority.





# In brief

The North Central Texas Council of Governments (NCTCOG) is a voluntary association of, by and for local governments, and was established to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions. It was created in January 1966 and became the region's metropolitan planning organization in 1974.

The Mobility Plan establishes sustainable development as the region's strategic approach to transportation planning, programming, and construction. Sustainable development leverages the land use/transportation relationship to improve mobility, enhance air quality, support economic growth, and ensure the financial stability of the transportation system by promoting livable communities. By providing planning support for a diverse range of mobility options, such as rail, automobiles, bicycling, transit, and walking, this plan helps local governments present a range of development opportunities to the private sector.

*– Information taken from organization website*

## Selected highlights of interviews

- NCTCOG credits much of its success to having one MPO cover many cities (making it a polycentric MPO) and three urbanized areas, including important strides in innovation, regional project development, and funding.
- Representation on the MPO policy board is limited now to 44 members; collections of counties or municipalities with an aggregate population of 250,000 people are allocated one seat to the board.
- The MPO generally defines projects as neighborhood, regional, or international to help disassociate a project with a specific unit of government (e.g., city or state).





## In brief

Formed in 1955, when Denver Mayor Quigg Newton invited fellow elected officials from Adams, Arapahoe, Boulder and Jefferson counties to talk about joint issues and concerns. These leaders created the Denver Regional Council of Governments (DRCOG) and it continues as one of the nation's three oldest councils of governments. DRCOG has served as the MPO for the Denver region since 1977.

DRCOG is the regional planning commission for the Denver metro area. The Metro Vision is the current regional plan to guide growth, transportation and environmental quality. The Mile High Compact is a voluntary intergovernmental agreement through which local governments manage growth using the Metro Vision principles.

DRCOG, the Colorado Department of Transportation, the Regional Transportation District (RTD) and the Denver Metro Chamber are creating a planning and funding partnership called Mobility Choice Blueprint to coordinate strategic planning and funding for walking, bicycling, driving and transit in the metro Denver region.

– Information taken from organization website

---

## Selected highlights of interviews

- Like some other MPOs and regional planning councils, the MPO's operations depend in part on member dues; however, dues for DRCOG take into account assessed property values to help lower-income jurisdictions participate. Noteworthy is that Denver is experiencing heavy growth in senior populations: by 2035 one in four residents will be over the age of 60.
- Denver is a dominant force in Colorado: their information claims that 58% of jobs in the state are located in the Denver metropolitan region, for example. There is a significant rural/urban divide in the state that they have to acknowledge and accommodate.
- Like some other MPOs housed in regional councils, the nature of the two-board system (MPO policy board and regional council) implies that jurisdictions may get additional representation through the council board and hence greater local participation.
- The MPO and the state are working jointly on a "Mobility Choice" plan to help lay out a directional framework for the organization.





Downtown Sarasota (2000).

# Topic Areas

## 1 | Regional Revenue

### Generating and Managing Dollars

- *What are the funding mechanisms employed by the MPO?*
- *Who manages those funds (e.g., prioritization) and by what level of authority?*
- *What role(s) does the MPO have in implementation of projects?*
- *How do localities contribute? How is local funding utilized in planning activities?*

All metropolitan planning organizations can use 23 USC 104 (PL) and other federal (e.g., transit section) formula funds to conduct planning activities in their planning study area boundaries. Some MPOs studied actually combined the transit planning and 104 PL funds into one pool. The MPO also has the responsibility of prioritizing federally funded projects in their planning area and, in the case of Transportation Management Areas (TMAs), a lead responsibility for identifying projects off the National Highway System that go into the Transportation Improvement Program (TIP). In practice, the selection of projects revolves around a collaboration of the state department of transportation (state DOT), the MPO, modal operators, and sometimes (especially for transit projects operated by a city or county) larger units of local government. For their part, local governments provide local match to federal dollars (normally 20% or 10% for transit planning funds) if funds are expended on planning projects that affect those jurisdictions – this practice varies considerably, however. The ways in which the peer MPOs apply these broad rules, as well as sources of funding and management, vary significantly.

In almost all cases, MPOs generally aren't "implementers" of transportation projects, and their role in designing transportation projects declines as the project moves from planning to design to ROW acquisitions to construction and maintenance. However, MPOs often stay involved in projects to help ensure that the objectives stipulated by local government and other stakeholders remain consistent through the project development process. One exception is the Metro Council (Twin Cities) MPO, embedded within a much larger (4,500 employees) organization that operates and manages regional transit and has important roles in extending utilities, park planning, and some aspects of land development in a more

comprehensive framework than is seen nearly anywhere else in the country.

DRCOG (Denver) and its regional transit authority (RTD) collaborate on transit project implementation, even jointly funding transit studies. Under state law, DRCOG plays an oversight role relative to RTD project implementation. DRCOG leads planning for fixed-guideway projects that are not part of the cost-constrained LRTP ("vision"), but what goes into the cost-feasible plan and in the TIP is driven more by RTD request - illustrative of how state-specific conditions can complicate planning efforts for federally created MPOs.

Funding sources beyond the traditional state and federal funds help implement projects identified in the MPO planning process in many regions. The Hampton Roads Transportation Planning Organization (HRTPO), for example, was the recipient of approximately \$160 - \$200 million annually in additional funds thanks to a 0.7-cent sales tax and fuel tax increase. After a brief period, the management of those funds was passed to a new organization, the [Hampton Roads Transportation Accountability Commission](#). The HRTAC has its own board, staffing, and bylaws. In essence, the additional funds allow more projects identified through the MPO planning process to be funded or constructed faster than otherwise would have been the case. The Portland, OR MPO (Metro) has a property tax that accounts for a relatively small percentage (6%) of its operating expenses. A payroll tax imposed on employers and net earnings of those who are self-employed helps fund the regional transit authority, TriMet – note that Oregon does not have a state sales tax. Also, Metro has the ability to directly collect property taxes.

#### CONCEPTS

Often, non-MPO entities are charged with managing major new revenue sources. MPOs seldom engage in project implementation beyond looking out for local and regional interests in aspects of projects identified during planning phases of work.



# 2 | Internal Operations

## Structural Setup and Procedures

- *What are the current MPO staffing levels and talents associated with regional governance?*
- *What is the structure and organization of staff – do MPO staff ever work on other, non-MPO assignments (e.g., for host entity)?*
- *Are there other shared staffing arrangements; how are consultants used in the planning process?*

The staffing levels of MPOs, while varying (even on a per capita basis), appear to fall into two broad groups: staff that serve the MPO only, and staff that serve the needs of the MPO and other parts of a host organization such as a regional planning commissions, districts, or councils of government (with functions similar to Regional Planning Councils in Florida, although perhaps with stronger financial resources and staffing levels). MetroPlan (Orlando) provides all of its own staffing, including administration, finance, and so forth.

The Portland MPO (Metro) notes that there are about 18 staff that do MPO work, but another 40 staff are dedicated to regional land use and transportation modeling. The contacts at Metro note, however, that assigning a specific individual to the MPO is challenged by the fact that staff often work flexibly across a range of projects that may or may not be strictly funded by the MPO or represent part of the MPO's core mission.

Similarly, the HRTPO (Hampton Roads, VA) noted that being hosted by the Planning District Commission (HRPDC) allowed them to build their public engagement staffing, although they did possess this staff prior to joining the HRPDC. Other functional areas where merging with a broader host are IT, Human Resources, and administrative staff. The Greater Nashville Regional Council (GNRC) that now hosts the MPO after a recent change has MPO staff that shifts fluidly between the rest of GNRC and the MPO; the only dedicated MPO staff are the director and a manager of the transportation improvement program. Of the peer MPOs studied, the NCTCOG (Dallas) was the most

forceful about the benefits of merging into a regional organization to help address regional issues and not have overlapping responsibilities with county governments.

While merging into a larger organization potentially benefits in terms of efficiencies in communication and staff, such an arrangement was not perceived as a successful strategy in every area. Several commenters in the Capital Area MPO (Raleigh, NC) region suggested that the region has done quite well without a merger with the Durham-Chapel Hill-Carrboro MPO and that such a merger may have been counterproductive to the progress made there over a period of decades due to a potential for deadlock among governmental units that have little tying them together. One interviewee there noted that, while merging the staff of the two MPOs together in this same region (with the staff of the regional planning agency) may improve efficiencies, merging the policy boards together would likely have fewer benefits.

### CONCEPTS

MPOs that are independent typically have a cleaner, less confusing chain of command and are given the agency to make their own rules and ordinances in governance. MPOs that have consolidated with other agencies (e.g., regional planning councils) have access to more staff resources than if the MPO were separate. There is some evidence that increased collaboration across cross-cutting issues (housing, development, utilities) occurs when MPOs are joined with regional agencies, depending on the specific context.

**“To coordinate land development and transportation policies in a manner that fosters region-wide transportation systems.”**

FLORIDA STATUTES, TITLE XIII, §186.505(22), POWERS AND DUTIES

OF REGIONAL PLANNING COUNCILS

**WFRC; All-in-One Agency**



# 3 | Local v. Regional

## Regional and Local Needs Satisfied

- *How are voting structures, representation, and quorums set up?*
- *How is “regional” defined, especially in terms of project differentiation, and does that terminology impact financing or other implementation practices?*

Perhaps the biggest barrier to consolidating planning agencies, especially those that have direct influence over project programming, is ensuring that local needs are still contemplated while regional goals are being effectively implemented. From a distance, this issue tends to be driven towards voting structure and board representation. MPOs have two boards: one policy body and one technical committee which additionally acts as an advisory body – they may also have other boards that advise the MPO on matters like citizen perspectives (in Florida, this isn't optional), freight operations, or bicycle/ pedestrian advocacy issues.

The peer study MPOs had a variety of perspectives on this issue, in part driven by historical context and, in some cases, how influential larger cities are compared to smaller jurisdictions. In the commonplace instance where the MPO board and functions are a subset of a larger (in scope) regional planning agency, the overlap between the two boards (regional planning agency and MPO) may help create additional opportunities for interaction and engagement that smooth out potential conflicts. This situation exists at the Denver Regional Council of Governments (DRCOG), where the two boards share several members in common – and where the two boards have to agree on any MPO action. Otherwise, the action moves back to the MPO for reconsideration (very rare).

An interesting twist to board membership that was supported by the Hampton Roads MPO (HRTPO) was the presence of two state senators and two state delegates (representatives) on their policy board. (Wasatch Front has a similar arrangement, with two state officials on their policy board.) The HRTPO staff noted that communicating the need for more transportation funding would have been much more difficult without that level of representation, and credited recent passage of regional and state revenue-

generation measures, in part, to the state-level participation at the MPO.

In some instances, the issue of local representation is muted due to historical context or the relative size differential of the center city compared to the absence or number of smaller jurisdictions. For example, Metrocouncil (Twin Cities) noted that, while they have considered that more geographic representation in project decision-making could be useful, to date they rely on a scoring mechanism that is absolute: the highest-ranking project always moves forward with no “skipping” to lower-ranked projects.

Where MPOs did acknowledge the challenge of engaging smaller governments and their representatives, a trend developed along the lines of continuous engagement. The Capital Area MPO (Raleigh), Hampton Roads (Virginia), and GNRC (Nashville) said that MPO staff going to the member jurisdictions for meetings was important. The accommodation did not

typically extend to rotating board meeting locations to make geographic access easier, but in at least one case (CAMPO) the offer to do so was not viewed favorably by the local board members. Additionally, making planning funds available directly to local governments to accomplish studies in alignment with MPO objectives is also a noteworthy practice.

### CONCEPTS

MPOs may choose to have state elected officials on their policy boards, either as voting or non-voting members; in turn, this representation may increase the influence of the organization on funding and revenue generation. Where the MPO policy board “feeds” to another policy body like a regional council, the additional level of scrutiny may help address the need for more local government involvement in decision-making. Making time for in-person meetings with local member governments and applying funding resources towards the smaller jurisdictions were cited as important mechanisms for developing strong relationships that helped resolve challenging, regional-scale decisions. Creating a culture of collaborative regionalism is practice that positively [...]



# 4 | Engaging the Public Effectively

- *How is the public successfully engaged in both levels of decision-making (project selection and prioritization)?*
- *How does the public input effectively play into regional-scale projects?*
- *What happens when there is local opposition to a regionally significant project?*

Similar to successfully engaging local agency members of the MPO boards, ultimately the effectiveness of the MPO in reaching out to various segments of the public is crucial to the perception of its success as a transportation planning agency. MPOs are required to not only engage the public, but to focus their efforts on low-income and minority (Environmental Justice) populations. They also have to engage modal representatives in their decision-making processes for the metropolitan transportation plan.

One MPO case study that stood out prominently among the peer cases was the Hampton Roads Transportation Planning Organization (HRTPO), which has a growing number of staff dedicated to public outreach. The success that the MPO has experienced in the past eight years is made more remarkable by the fact that a prior federal certification review identified 11 corrective actions, most of which were related to engaging the public more effectively. The most recent federal certification review recommended that the MPO actually reduce the engagement efforts now underway. A key to that successful transition was framing engagement as an equity issue, and not only for lower-income and minority populations, but by expanding the definition of equity populations to include children, the elderly, disabled, and others. By doing so, the issue of transportation equity attracted a much broader circle of interest in the MPO planning process. Once the MPO staff realized that their work was having an impact on the broader community and that they were getting real feedback on the decisions that they made, the staff began to incorporate public engagement in more facets of their work and processes. It

did not happen overnight – the change in mindset took five years to accomplish. Over 54,000 people visited the TIP review website, and 46,000 visited a corridor study website that the organization published. A second key was the reliance on major projects in the region – bay crossings, tunnels, regional transit, tolling – as leverage to get people interested and involved in all aspects of the planning process. A final note shared by the HRTPO engagement lead was that having multiple MPOs potentially harmed engagement through more meetings of overlapping staff, reduced efficacy of resources, and increasing chances for miscommunication.

Other MPOs continue to struggle with lower-than-desired levels of public participation. Wasatch Front (Salt Lake, UT) MPO noted that they lean heavily on local government members to engage their own populations to attain better engagement. Similarly, DRCOG (Denver) and NCTCOG (Dallas) noted that their sheer size makes it difficult to effectively engage in neighborhood-scale engagement. The latter depends on local governments to engage the public on smaller projects. MetroPlan (Orlando) has engagement staff that travel throughout the planning area to engage segments of the public.

## CONCEPTS

Engagement is required of MPOs and is a core part of their federally defined mission, but there is a wide range of levels of engagement and how it is internalized by staff and processes. HRTPO shows that Environmental Justice and equity can have an expanded definition and role in the MPO, leveraging greater interest in MPO products across a broader range of affected parties. Many MPOs still struggle with participation; focusing on newsworthy projects as leverage points. More fragmentation of MPOs and planning agencies generally may lead to mixed messaging and less efficiency in engagement generally. A larger MPO size may shift focus away from neighborhood-scale engagement activities.



# 5 | Project Implementation & Prioritization

## Traditional & Non-Traditional Roles of the MPO

- How does the MPO prioritize projects and collaborate with partners and the public to do that?
- What role does the MPO play in post-project planning, if any?
- How is funding shared with neighboring MPOs or other partnering agencies to accomplish typical tasks (e.g., modeling, planning studies)?
- How are planning decisions made at the MPO level articulated to state, private, and local implementation agencies in later stages of project development?

The roles in project development after inclusion in the TIP / STIP of most of the MPOs in the peer cases are generally negligible; the state DOT, municipalities, or other implementing authorities assume greater responsibility for project construction (or operation, in the case of transit – although Metro Council in the Twin Cities Region could be viewed as an exception). However, MPOs do continue to serve as “watchdogs” during project development (e.g., NEPA / SEPA), often helping to represent the interests of local government members.

Project prioritization in an era of increasing state and federal involvement in developing project priority mechanisms has become more complex. Several goals common in long-range transportation planning and programming have been observed: mobility, safety (crash reduction or severity reduction), and alternative (to single-occupant car travel) mode choices. Other objectives, like equity, environmental protection (especially mobile source emissions reductions), reliability, and quality of life factors

are less frequently found but still commonplace. Land consumption, utility demand, and other land use-driven metrics may also be factors, as is geographic equity – spreading funding or projects out across the MPO planning area. The Wasatch Front MPO has a [prioritization scheme](#) designating projects by their ten-year horizon implementation schedule, with first-priority projects happening in the first ten years, the second priority in the second ten years, and so forth. Like many MPOs, Wasatch Front recognizes that some needed projects do not “fit” within fiscal constraint and are relegated to an unfunded-but-needed category in the LRTP. The priorities are based on alignment with LRTP goals, local government and agency input, cost / benefit, and how projects work together. Like many MPOs, Wasatch Front is in the process of a LRTP update, and (like many MPOs) appear to be doing a scenario plan as part of that update. Each scenario is being evaluated with the measures in the table below, effectively adding more criteria to project selection.

### CONCEPTS

MPOs role in project implementation is (almost) always negligible. Project priority systems can, and over time usually do, get complex, and overlap with state- and/or federal-driven priority systems. When a project is programmed in the MTP is a strong indicator of its priority, but mobility, safety, land consumption, and mode choice are commonplace priority factors. Geographic equity among members or districts may be a part of prioritization.

walkability	miles of commercial streets that are walkable
access	number of jobs on average accessible from households within a 30-minute drive or transit trip
freight	average truck speed on freight corridors during the evening commute
auto travel time	the total time per day that the average household spends in a vehicle
transportation choices	the percent of people who have access to a frequent bus route, stop, or bike facility
transit use	the miles per day that the average household travels by transit
air quality	the number of vehicle trips the average household takes per day
cost of living	percent of household income spent on housing and transportation
local budget impacts	local costs versus revenue that comes from new growth
access to recreation	percent of people within half-mile of parks, open space, or recreation
water use	gallons of water used by the average household

– Table 2. Wasatch Front MTP Scenario Evaluation Criteria



# 6 | Dispute Resolution

## Handling the Inevitable Clash

- *What's an example of a challenging project decision, and how was it resolved?*
- *Who are the internal and external players and forces that influence dispute resolution?*

Inevitably, a project, organizational change, or process decision occurs that is not likely to be agreed upon by a 100% consensus of all MPO board members - although many decisions made by MPOs are made by a unanimous decision. As the peer MPOs related some of their experiences, some themes for managing these challenges emerged.

The first point is that a disproportionate amount of time is usually spent on "what-if" speculation about which entities would have a controlling voice compared to the actual number of times that split votes occur. These discussions and concerns are often brought up when MPOs consider changing voting rights, representation, or quorum requirements. In this study and past studies, it has been universally noted by MPO representatives that decisions are almost always made with a 100% unanimous vote, in part because the process allows for slowing decision-making and allowing for multiple discussions at both technical and policy levels prior to reaching a final vote.

Some MPO boards have the ability to invoke a weighted vote, usually weighted by the population of the governmental units doing the voting. Weighted voting is seldom invoked, however, and begs the question of how useful the practice of weighted voting is since it (a) doesn't avoid the question of ultimate authority among the members, and (b) won't get used if everyone knows the outcome (as one MPO board member said, "If everyone in the room knows who has the longest knife then no one ever draws their knife"). The triple voting criteria of HRTPO is of note here, since no action is taken by the policy board if all three of the following criteria aren't met: (1) simple majority of total number of voting members of the board, (2) 66% of MPO population (of all municipalities

or counties, regardless of whether or not all of those areas are inside the MPO planning area boundary ) voting in favor of motion, and (3) 60% of all local government members are in attendance. If all three conditions aren't achieved, then the item is tabled for further discussion at a subsequent meeting. HRTPO staff also noted that in one recent dispute, an outside party (military base representatives),

sound technical information from MPO staff, and a commitment to study other alternatives helped navigate the process through to a final decision.

The final concept to highlight is that when discussing voting arrangements with MPOs, they all say that they are either happy with their current structure or are at least happy enough with it that they would find it difficult to justify going through the pain necessary to dramatically alter it. This attitude may be attributable in part to the fact that at least some member agencies feel that they would lose authority under a different system, and in part to the uncertainty about how a new voting structure would impact them under different combinations of circumstances.

Not all of the study MPOs have an adjacent MPO with which they have to coordinate. Those that do noted that regular, joint projects and even a shared project priority list helped set the stage for cooperation when disputes may arise, or help avoid disputes altogether. This was particularly noted as a commonplace practice with the Capital Area MPO (Raleigh) and the neighboring MPO of Durham-Chapel Hill-Carrboro (DCHC).

### CONCEPTS

Hard, non-consensus decisions are seldom experienced by MPOs, and concerns about those instances are likely over-stated in discussions about organizational structure. Weighted voting may help the perception of fairness, especially in tandem with other voting or quorum requirements, but doesn't, by itself, solve the fundamental problem of inclusivity of all member agencies in decision-making.



# 7 | Internal Communication

## How to Work a Crowd

- *How are smaller jurisdictions participating in larger MPO structures, especially in regional decisions?*
- *How are meetings and other resource-intensive actions made more effective across a larger geographic and demographic space (e.g., rotating meetings, proxy voting, or remote conferencing)?*

Overlapping with other topics, the issue of how to keep all member agencies of a MPO involved and participating in the planning process is central to functionality. This issue can be problematic for MPOs with one or two larger city or county members and a larger number of small jurisdictions. MPOs have attacked this problem in various ways, such as assigning one member (for example, a county official) to represent smaller jurisdictions. A variation of this structure sees a “rotating” seat, so that various jurisdictions in a group will at least see some direct representation on the MPO board – eventually.

The MetroPlan (Orlando) MPO takes the representation of multiple jurisdictions by a single person a step further. The Municipal Advisory Committee (MAC) is a separate, advisory committee whose chair has a voting seat on the MPO policy board. The current MetroPlan website says, “Because there is a limited number of seats on the MetroPlan Orlando Board, only the most populated cities in the three-county area are represented there. The Municipal Advisory Committee (MAC) ensures views of elected officials from cities that do not have direct representation on the board are part of the transportation decision-making process.”

The HRTPO underwent a trial when deciding how best to handle a crossing of the Chesapeake Bay: Portsmouth, Norfolk, and Suffolk sit on the south side of the bay, while Newport News and Hampton are on the north side. The current I-64 crossing consists of bridges and tunnels originally opened in 1957 and are heavily congested. The MPO and state elected to widen the existing

tunnels based on a corridor study, but the decision was contentious. The MPO undertook not only the study, but many one-on-one meetings with stakeholders as well. The final decision was to move forward, but to continue to study other options as well. The Record of Decision of the FEIS was signed in June 2017, clearing the path for VDOT to move forward with design and construction.

The Capital Area MPO (Raleigh) noted that candidate projects are always funneled through the MTP development process. That is, no project is considered for project prioritization that isn't in the MTP. The state's system is very quantitative, and provides a framework for project evaluation; however, points for priorities are available to MPOs to assign priority weight to second- and third-tier categories of projects.

Finally, DRCOG (Denver) noted that the MPO is typically involved at the end of a locally driven process. By supporting local decision-making for most projects, the MPO assumes that the local governments and agencies studying projects will hammer out most of the differences of opinion before a decision is to be reached by the MPO. Even in this case, the MPO greatly aids in the decision-making process by (1) soliciting calls for local projects using specific evaluation criteria, and (2) providing a forum and framework for collaborative decisions that otherwise would be lacking in the region

## CONCEPTS

One representative (e.g., county) may represent other jurisdictions, and may be enhanced by having a separate board for smaller jurisdictions not on the policy board. There is no “magic” solution to resolving disputes, but frequent coordination supporting consistent messaging based on technical analysis is crucial before, during, and after the dispute takes place. Injecting more local responsibility for project analysis and development helps the MPO avoid some issues and gives local governments greater control over some classes of projects.

As MPOs get larger, their ability to engage with smaller units of government may decrease, and their scope of direct involvement start to trend towards larger projects.



# 8 | Working with State Agencies

## *Success Usually Means Partnerships*

- *How has the state's department of transportation supported (or not) regional decision-making, collaboration, and implementation and prioritization?*
- *How could this relationship be made even more effective?*

Some of the peer MPOs in this study have a special relationship to their state and department of transportation simply because they are, by far, the largest MPO in their state and hence play on a more level field than smaller MPOs. Historically, the relationship between metropolitan planning organizations and state departments of transportation have been problematic, in part due to federal requirements for collaboration between the two without always identifying who is in the lead in every situation. Indirectly, the state DOT has a powerful role, since they implement many projects and “pass through” state and federal funds to MPOs and their member jurisdictions and agencies. However, relationships between metros and states seem to be on a positive trajectory, and state DOTs have played important leadership and collaborator roles in achieving the outcomes desired by MPOs. In practice, the MPO-state relationship is fluid, changing with staff turnover, changing board members, and shifts in federal and state policies and legislation.

The Denver Regional Council of Governments (DRCOG) cited examples of an improving relationship, in spite of the fact that the two entities had different planning objectives. They note that a rural / urban divide exists there, which has made moving forward in a consensus fashion challenging for both the state and the MPO – shared challenges can provide the basis for future collaborations. A jointly funded project, the Mobility Choice initiative, is helping provide direction for a shared future vision of the region.

There are, of course, state agencies other than the DOT that can and do work with the MPO. In the case of Metro Council's MPO (Twin Cities Region), the Department of Natural Resources plays an important role in developing the comprehensive planning “framework” studies that are the repository of transportation, utility, parks, housing, and other planning functions led by that large and comprehensive organization. As noted earlier, the HRTPO (Hampton Roads) MPO has four state legislators on their policy board; Wasatch Front (Salt Lake) also has state-level representation. (Note that MPOs are not allowed to directly engage in lobbying activities using federal transportation planning funds.) Both MPOs report that having this direct involvement by the state officials helps greatly when it comes time to support funding and other initiatives that promote the MPO and their member's transportation agendas.

### CONCEPTS

A larger MPO may find a different and stronger relationship with state agencies, particularly the DOT, than a smaller MPO. Relationships have improved over time, generally. Finding, and collaborating to resolve, mutual areas of concern can improve relations between the State DOT and the MPO. MPOs can reach out to state agencies other than the DOT, even going so far as to have state legislative members (voting or non-voting) sit on their policy board.



# 9 Land Development

## Linking Land and Transport Decisions

- *What's the role of the MPO in long-term and short-term land development decisions? Is that role "hard" or "soft," and is there a mechanism for tying project prioritization or funding to land use decisions that support transit development, access management, or other approaches to best practice?*
- *How are land planning activities coordinated among jurisdictions and the MPO?*
- *What, if any, feedback loops between transportation and land use are in place, either from a technology or a policy standpoint?*

Generally, metropolitan planning organizations haven't often enjoyed a leadership role in the regulations that pertain to land development. Exceptions do exist, however, even among the peer agencies studied. For an example of a land use-transportation linkage conducted by a regional transportation agency that wasn't one of the peer studies (or even a MPO), the Atlanta Region's state-formed [Georgia Regional Transportation Alliance](#) (GRTA) reviews "Developments of Regional Impact" that exceed a certain threshold size if they are proposed anywhere within its 13-county planning area. In the years since its inception, partly as a response to tightening air quality standards (another potential motivator for some MPOs to deal more directly with land use issues), GRTA has merged with the toll authority.

Even when the MPO's influence over land use policy isn't as direct, there are myriad opportunities for the MPO to engage with municipal, county, and other partners to create a framework for smart land use principles. One channel of involvement is computerized transportation models, which have as a key input the quantity and type of forecasted development over a 20-, 30-, or even 40-year period. This forecasting exercise is challenged by the need for control totals (for the region) and allocation of future growth (to individual planning subareas, like towns), but MPOs are uniquely positioned to help facilitate this process, particularly if they are the lead modeling agency in the region.

Perhaps the most broadly acknowledged

efforts at integrating MPO transportation functions with land use frameworks occurred in the Metro (Portland) and Wasatch Front (Salt Lake City) MPOs. The latter considers development of a "softer" land use plan a core part of their ("hard") transportation plan, and has created a \$1 million/year program to help municipalities develop plans that increase mode choice and reduce reliance on single-occupant vehicle use, emissions, etc. Metro's involvement in land use is the source of books and many studies on the subject, and Metro (a regional government) still updates a regional land use plan as well as its infamous Urban Growth Boundary.

The Capital Area MPO (Raleigh) deals with land use-transportation in a more supporting role, working with its neighboring MPO and regional planning commission (council of government in North Carolina parlance) to create the [Imagine 2040](#) land use study, the results of which feed directly into the MPOs' regional travel demand model. Interestingly, the council of government now leads this process, and has recently completed an update. The outputs include "placetypes" that describe various kinds of developments that are applied to developed and undeveloped areas; these placetypes can attach to factors like trip generation, classroom demand, utility demand and so forth to create a picture of impacts even beyond transportation demands. This sophisticated methodology is a significant improvement from the more qualitative method used previously.

The MPO involvement in land use is often indirect, at best (although exceptions do exist). MPOs can and do provide catalytic functions to bring players together to create land use models and land use inputs into the transportation models that help support transportation decision-making. MPOs often provide financial or staff support for land use planning studies, either directly or through joint relationships with regional planning councils.

### CONCEPTS



# 10 | Resiliency

## How MPOs Manage Change and Challenges

- Describe how the MPO has addressed changes from external forces, such as federal policy, funding challenges, non-governmental agencies/advocates (e.g., ports, airports, and so forth)
- Is there an action in recent memory that has tested “the system” currently in place?

MPOs usually come into (or go out of) existence shortly after decennial census population counts, with the first ones appearing after 1970 (although some regional transportation planning agencies existed before then and continued under the same or different names afterwards). They are typically stable entities, only adjusting their boundaries and membership if they are in growing areas. This growth may encompass parts of new counties or entire municipalities, necessitating a change in the membership and bylaws of the MPO. However, there are other changes and challenges that come to MPOs, either internally or through external pressures. Both GNRC (Nashville) and HRTPO (Hampton Roads) have experienced relatively recent incorporation into regional planning agencies, for example. A federal rule that would have required MPOs within a single Metropolitan Planning Area to have a common set of documents and encourage merging of MPOs caused a lot of concern in those areas until it was repealed by Congress in 2017. The following considers some of the actions in these MPOs that have posed challenges, and describes how they were managed.

Restructuring of MPOs, when it occurs, appears to be moving towards either becoming independent agencies or integrating with regional planning agencies (similar to Regional Planning Councils in Florida, but often with additional authority provided under state law). Two of the MPO peer cases had recently gone through the latter process, with GNRC still making the transition and HRTPO having largely completed the integration. In both cases, the MPO leadership felt that the move was a good one for the MPO, in part because

the arrangement provided more staff resources efficiently, such as engagement, human resources, technology, and administrative support. The Greater Nashville Regional Commission now houses the Nashville Area MPO, formerly part of the City of Nashville (itself a consolidated city-county government). Notably, since the MPO board is often different than the regional commission board (although they usually share some members in common), there is an additional layer of review on all MPO actions which, while potentially delaying an action, may also provide additional input opportunities for smaller jurisdictions. The HRTPO has made remarkable strides in the area of public engagement in the aftermath of a long-standing, difficult relationship with the FHWA state office. New staffing resources (that will also support staff in the HRPDC after the HRTPO merger into that regional planning agency) and a strong cultural shift in the rest of the MPO staff towards engagement considerations in their daily work, even extending to disaffected populations, have made positive contributions to the planning process and earned HRTPO a more prominent place in the minds of many new stakeholders.

A strong technical process that provides information to the policy board was also cited by several peer study MPOs as a contributor to successful change management and decision-making. Finally, partners like military bases and business interests may also play a role in motivating and informing resolutions to a challenging event or decision.

### CONCEPTS

While normally quite stable, MPOs do have to deal with periodic change both from internal and external forces.

As with other topic areas, resiliency requires strong relationships with member agencies, relationships that are built up continuously over time to establish a cooperative framework to help address difficult challenges. It may be that partner agencies, both traditional and non-traditional, can play a role in providing perspective to MPO boards – and motivating them to make a decision.







Fort Hamer Park (2018). This small, local park on Manatee River provides access to a public boat ramp in Manatee County, Florida.



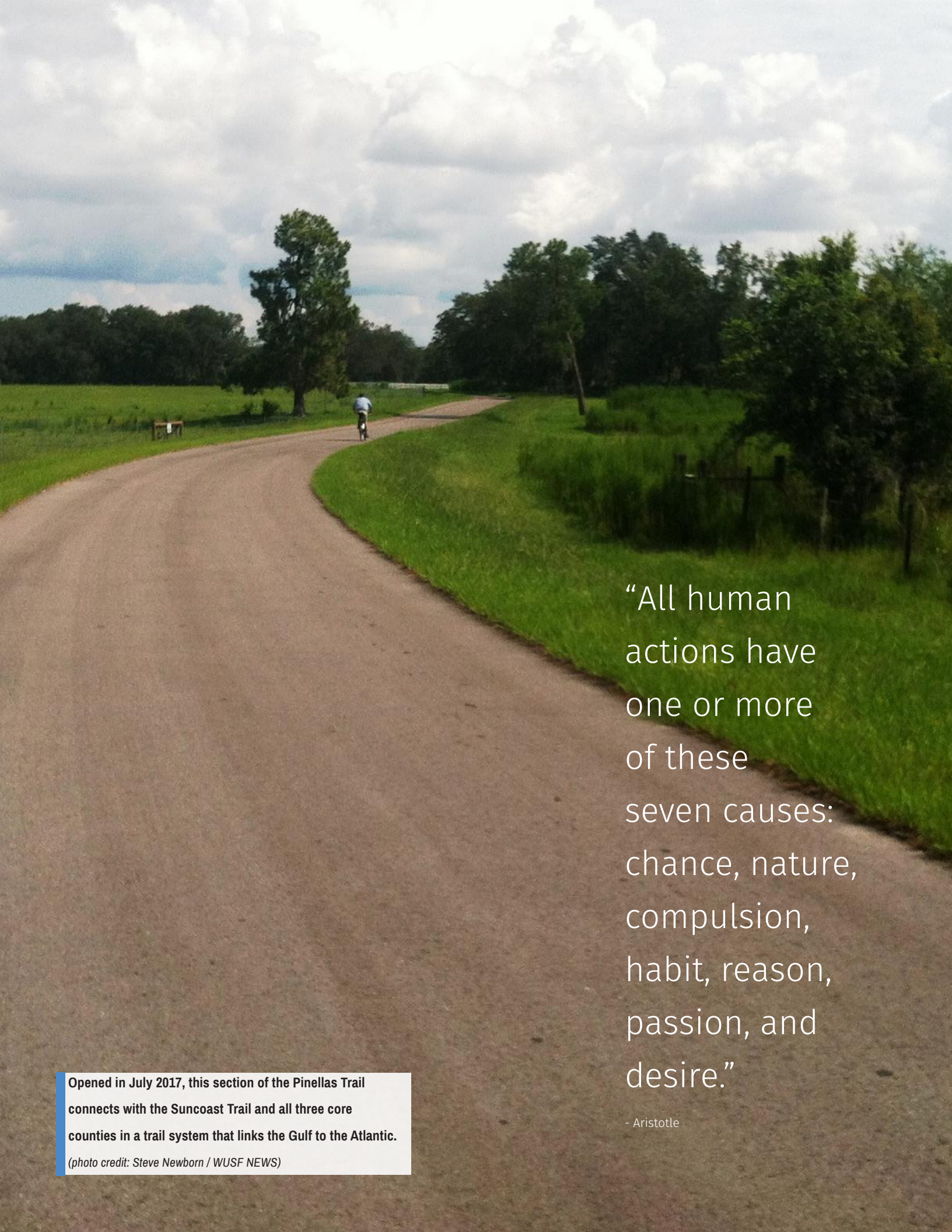
## Chapter 5 Recommendations

*An overview of how the recommendations were developed through the study process.*

*The short-term and long-term recommendations presented at the third workshop (October 29, 2018) are expanded in greater detail, highlighting barriers to and resources required for implementation.*

*This final section considers how the short- and long-term recommendations might be implemented, and comments received.*

Short-Term Recommendations	111
Long-Term Recommendations	122
Going Forward	130



“All human actions have one or more of these seven causes: chance, nature, compulsion, habit, reason, passion, and desire.”

- Aristotle

**Opened in July 2017, this section of the Pinellas Trail connects with the Suncoast Trail and all three core counties in a trail system that links the Gulf to the Atlantic.**

*(photo credit: Steve Newborn / WUSF NEWS)*

# Short-Term Recommendations

## ❏ S.1 | Assume Greater Control of Technical Analysis and Data Collection

### Short Description:

The MPOs will take lead responsibility for decision-making tools, promoting collaboration on data collection, analysis, and forecasting. Bring together real-time traffic data streams for use in priority-setting.

### Long Description:

The primary tool used by metropolitan planning organizations and state departments of transportation to forecast future transportation conditions (for roadways and sometimes for transit, very rarely for walking or biking trips) is a computer model that considers future growth of population and jobs as well as existing/future roadway conditions and transit services. Typically in Florida, local governments, facilitated by a MPO or planning agencies (including the Hillsborough County City-County Planning Commission and the Pinellas Planning Commission), lead the development of future-year population and employment estimates based, in part, on County estimates provided by the University of Florida Bureau of Economic and Business Research. These are the organizations responsible for reviewing and approving private development actions and land use plans, zoning, and infrastructure investments that shape development. (Water and sewer infrastructure, also directed by local government, plays a strong role in the type, density, and location of

private development and is ideally aligned with transportation infrastructure improvements). Florida has developed a single, statewide modeling platform (FSUTMS) that every MPO in the state uses. The accumulation of private development over time creates the demand for transportation infrastructure and services. These transportation models are, in some ways, where the technical “rubber meets the road” in determining the priority of proposed projects in long-range transportation plans created by the MPOs and state DOTs – although other factors such as environmental impact, cost of construction, and community support can be just as important if not more so than the anticipated future utility of the proposed project. By transitioning to a regional travel demand modeling framework and process that places the

### CONCEPTS

The Capital Area / Durham-Chapel Hill-Carrboro MPOs created a model service bureau and space at a university, contributing both staff positions and financial support to the modeling effort (along with NCDOT, regional transit authority, and council of governments which is the equivalent of a Florida RPC).



MPOs in the lead position instead of the current framework led by the Florida Department of Transportation, District 7 (FDOT D7), the MPOs will be forced to work collaboratively to identify and provide staffing to operate and update the models. This will strengthen and enlarge the MPOs in-house technical capabilities, putting them in a more equal position with FDOT D7 and private consultants that are often the primary hands-on users of the models. Additionally, the MPOs will also be required to collaborate very closely to determine future growth allocations that these models rely upon to produce forecasts of future traffic on the transportation system. In a very practical effect, this framework would create a closer synergy between the technical analysis of impacts, land use development, and transportation project programming – particularly at the regional project context that is the particular focus of this study. Creating a joint technical analysis and data collection framework that is the responsibility of the Tampa Bay Region MPOs creates a platform for collaboration, one that is crucial to be done well and on-time since the federally required, long-range transportation plans are viewed as requiring inputs from these models before they can be adopted. In turn, directing a model team effectively would require the MPOs to collaborate and agree upon specific needs and priorities for maintaining, operating, updating, and improving the travel demand model and its substantial data inputs, more so than is currently the case.

**Barriers to Implementation:**

Transitioning from the current DOT-MPO shared modeling framework would require shifting more MPO resources devoted to modeling and identifying a specific, physical location for the computer model and model team to meet, at least periodically. Cloud-based networking can help alleviate the need for a dedicated, full-time

space, but not for creating a dedicated staff. These models require an ongoing and substantial investment in data collection and management, but the resulting centralized data “warehouses” are useful to many organizations in the public and private sectors to create more efficient, streamlined, and relevant information access to many decision-makers. Hiring competent modeling staff is challenging, however, requiring a model lead as well as mid-level and junior staff (4-5 in all, in the case of the CAMPO-DCHC MPO case study that also utilizes a modeling executive committee to help direct its five-way partnership among two MPOs, regional transit authority, state DOT, and the equivalent of the regional planning council to facilitate the process and land use inputs; see also this link: (<https://itre.ncsu.edu/focus/modeling-and-computation/trm/>)). Generally, the recommendation is for increased technical capacity at the MPO level.

**Timing:**

The process could begin at any time, but anticipate a comfortable transition taking 3-4 years. A top-priority schedule could make the basic structure happen inside of two years. Ideally, modeling staff is hired first to coordinate the transition so that existing staff can maintain their current assignments.

**Connectivity:**

An MPO-led regional modeling platform and data collection framework would empower the Tampa Bay area MPOs and support and benefit a regional approach to decision-making and the creation of a regional plan element (although in the near-term the creation of the regional modeling framework would divert existing staff resources from other tasks during the formation of an expanded program).





### **Balancing Local and Regional Authority:**

MPOs have struggled since their inception to understand how local jurisdictions (municipalities and counties) can collaborate on projects that are of significant importance to multiple jurisdictions (including projects that cross jurisdictional lines and some that don't) without sacrificing too much local autonomy. Transit agencies, water/sewer authorities, and emergency response systems face similar challenges. The suite of recommendations contained in this document propose the following balancing structure to help ensure that a regional policy body has sufficient authority to focus on "regionally-significant" projects while keeping individual MPOs and their member agencies in control for local projects and having input at key decision points for regional projects.

1. Board composition should include modal representatives including international commercial aviation and port authorities, as well as individual governments of at least 50,000 population and the largest municipality in each member County.
2. Actions taken by the TMA Leadership Group (TMALG), as suggested here, would require a majority of voting members that also represent a majority of the population.
3. Retain local (sub-regional) decision-making with the MPOs and their members by having the MPOs create a succinct description of regional projects (user origins/destinations, physical crossing of county/MPO boundaries, connection to international airport air or seaport) that the TMALG manages and develops.
4. Federal law requires MPO action for state and federal funding; the interlocal agreement could be worded to bind the MPOs to the TMALG's decision on regional projects.



## ✓ S.2 | Increased Authority of TMA Leadership Group/TMALG & Joint MPO Board Meetings

### Short Description:

The TMALG becomes an authoritative decision-making body for the selection, justification, scoping, prioritizing, and development of a plan for regional projects. Revisiting the voting structure to align with population variations may be necessary. Also consider holding periodic joint meetings of MPO Boards to facilitate broader regional transportation decisions.

### Long Description:

Identified originally in both the “easy” and “moderate” pathways presented at the third workshop, the TMA Leadership Group (TMALG) or a modified version of it, is central to creating a recognizable regional leadership. The recommendation is not, at least initially, to have a singular MPO (policy) board directing the actions of all three core counties. Instead, regional projects identified by the MPOs would become the responsibility of the TMALG to plan and direct in a separate planning document adopted by the three MPOs. This separated functionality – county-level projects directed by the MPOs as it is now and regional projects receiving the full attention of a regional board – also sidesteps some of the issues pertaining to state-level restrictions on MPO board compositions. Regardless, modal authorities, including airport, transit (that operate in more than one county), and port authority, should be represented on this board. Each municipality over 50,000 people should also have representation, as well as the largest municipality within a single County. The remaining seats are apportioned by the population outside of the cities otherwise represented. The TMALG would not select projects under its control, but two out of three core MPOs would have to agree on the scope of a regional project to be managed by the TMALG. In essence, the MPOs agree to abide by the decision of the TMALG on regional projects through an interlocal agreement, but retain full control of the projects that the TMALG will be responsible for advancing.

### Barriers to Implementation:

If the TMALG remains a discussion forum, the challenging issue regional-scale voting remains a relatively distant concern (although the TMALG

has discussed this issue). While population (in the three counties / core MPOs) is a preeminent factor in any voting structure, it does not have to be the only factor. If the TMALG concerns itself with regional projects, policies, and programs while the individual MPOs continue to focus (and perhaps actually increase their level of dedicated resources) on “local” and sub-regional matters, then a two-tiered voting system that respects the regional- and MPO-specific concerns is warranted. While this system makes passing a vote on any controversial matter harder, the difficulty is proportionate to the impact from regional projects to communities and funding resources. The recommendation here is that a majority of the TMALG member agencies that represent a majority of the population in the three-county / three MPO area be used to act on any motion.

### Timing:

The transition should be accomplished to coincide with the 2020 – 2022 census designation process, managed by a transition committee of MPO Board members.

### Connectivity:

A regional decision-making body with authority to act on its recommendations depends on funding for its success, both with staffing and project planning, design, and development. This recommendation makes direct (or indirect) state representation easier to comprehend, since state legislators could serve on the larger TMALG board as non-voting advisors without as deep an impact on state disclosure laws. A regional-focus citizen's advisory committee, regional plan, and regional funding strategies would be focal points of such an organization as well.





## ✓ S.3 | Direct Coordination with State Leadership

### Short Description:

Conduct one (annual) meeting with state representatives from the Florida House and Senate to discuss regional priorities and funding concerns. Additionally, appoint two representatives from the state legislature to join the modified TMALG board as non-voting advisors.

### Long Description:

Two of the nine peer MPOs studied included state representatives (State House and Senate members) on their policy boards, and both cited this element as a key reason for successful passage of revenue and other measures. This arrangement makes some intuitive sense, given that dedicated funding sources of the magnitude to implement regional projects need to pass through or be authorized by state government. However, the participants in the third workshop had reservations about including state elected officials on their policy boards, including concerns about potential conflicts with state transparency (“sunshine”) laws, but perhaps also considering the 25-seat cap currently placed on MPO policy boards contained in Florida law. The recommendations are therefore more limited in scope: (1) add state official representation to the TMALG (including a modified TMALG body as recommended herein) in a non-voting advisory capacity; and (2) conduct one joint meeting of the three MPO (policy) boards with an invitation to all members of the Tampa Bay area state legislative delegation. One member of the State House of Representatives and one from the State Senate representing the study area (selected by the legislative delegation itself) is recommended for the modified TMALG body, with no allowance for proxy representation.

### Barriers to Implementation:

The success or failure of this particular action is almost uniquely dependent on the roles, approaches, and mindsets of the two state officials that would serve as ad hoc members on the regional board. Ideally, people that would want to be action-oriented, take a 360-degree view of issues in front of them, and then energetically represent the regional decisions in Tallahassee are desired. Modifying the current setup of the TMALG would be required to define the roles of state legislators, and perhaps clarify roles and communication to help address lingering concerns about transparency and the state’s healthy sunshine laws.

### Timing:

There is no restriction on when to open a dialogue with state representatives and their staff could take place, but certainly any action to give additional decision-making authority to the TMALG as described herein would make for a timely setting for a discussion of its membership.

### Connectivity:

Connections to the augmented TMALG structure and revenue strategy are obvious, but an interesting aspect of this action is that the discussions at the TMALG may be more informed by considerations of state-level decision-making and thereby influence many discussions. It is hoped and anticipated that this, more-inclusive input may make the overall regional decision-making process a more effective and productive effort. It is additionally hoped that this arrangement would provide the region with internal advocates in the legislative process, ones that participate directly in the ongoing TMALG conversation.



# ✓ S.4 | Formalize the Regional Transportation Plan Element

## Short Description:

The TMALG adopts and approves a regional transportation plan for facilities physically or functionally crossing MPO boundaries (including airport and seaport connections to the surface transportation network).

## Long Description:

Of all the recommendations contained in this study, the formation of a regional, long-range planning element appears to be the easiest to implement, one similar to the regional plan element the three MPOs are already in the process of completing during the 2045 long-range plan update cycle. Additionally, an adoptable regional transportation plan, almost by definition, requires detailed coordination among the three MPOs. However, a few key considerations are part of this recommendation for a minimum content standard of the regional transportation element:

1. The regional planning process clearly defines what is and what is not a regional project that contemplates not only geopolitical boundaries, but also connections to port facilities;
2. The regional planning element becomes a chapter of each core MPO's adopted, long-range transportation plan;
3. Each regional project (including studies) have an associated cost, scope, and purpose that identifies benefits and costs as well as any public input opportunities and results; and
4. A separate fiscal constraint assessment is applied to the regional projects identifying funding sources and shortfalls.

The three core MPOs have conducted such a regional exercise in the past and present, potentially making this effort one that is easier to address and more familiar to decision-makers. As with any similar document, plain language and translation should be an expectation for the final product, including mapping and depictions of cross-section, services, and impacts.

## Barriers to Implementation:

The largest barrier initially to creating a sound transportation plan or plan element is dedicating a staffing resource equal to the task, through either (or both) in-house and contracted services. If the augmented TMALG structure recommended herein is executed, then that group will need a dedicated staff. This staff could be expanded to include the technical capacity necessary to execute the regional plan component (or at least manage consulting staff to do it).

## Timing:

The three core MPOs are in the process of creating a regional plan element as of this writing. The next opportunity to create / update the plan would occur in the next 3-5 years. However, an update of the regional transportation plan could occur at any time and serve as a "warm-up" to creating the new plan and applying the structural elements in this recommendation without having to update a lot of the foundational data for demographics, trip-making, forecasts, and so forth.

## Connectivity:

As noted, an augmented TMALG would produce a regional plan as a central part of its mission. The development of a funding strategy would also be dependent on creating a credible set of projects vetted through a regional planning process. The next recommendation, "Creating a Single, Regional Performance-Based Planning Process" would ideally be conducted at the same time and within the regional planning process.



# 5.5 | Create a Single, Regional Performance-Based Planning Process

## Short Description:

The three core MPOs would jointly develop a regional Congestion Management Process (CMP) to be approved / adopted by each of the three MPOs individually.

## Long Description:

During the first phase of the study, it was noted that the MPOs centered on the Tampa Bay Region (the "core" MPOs of Forward Pinellas, Hillsborough, and Pasco) currently have similar, but not the same, viewpoint of how they characterize transportation projects and performance (see Figure 1).

The degree of commonality in how the three core MPOs view projects serves as a starting point for developing and updating a study of those factors from a regional perspective. Florida MPOs (Section 339.175(6)(c)(1), F.S.), and MPOs over 200,000 population across the country generally, are required to prepare, document, and update a Congestion Management Process (CMP) that identifies locations within the MPO that suffer high levels of congestion and propose alternative methods for dealing with the causes. These causal factors and solutions are intended to focus on operational and other improvements, relying on road widenings as a last resort, and include land use-transportation policies, technological infrastructure improvements, connectivity, alternative modes, and other non-single-occupant vehicle transportation services. The information in the CMP helps inform the short- and long-range planning processes (ideally) and requires considerable coordination to prepare and maintain. Doing one, coordinated CMP would help conserve resources and move the region towards increased levels of collaboration.

## Barriers to Implementation:

Since MPOs are already creating the CMP individually, moving towards a regional system is mainly devoted to discussions of content, ways of identifying / characterizing "problem" locations, and creating a set of solutions that could be applied. The initial run will require staff

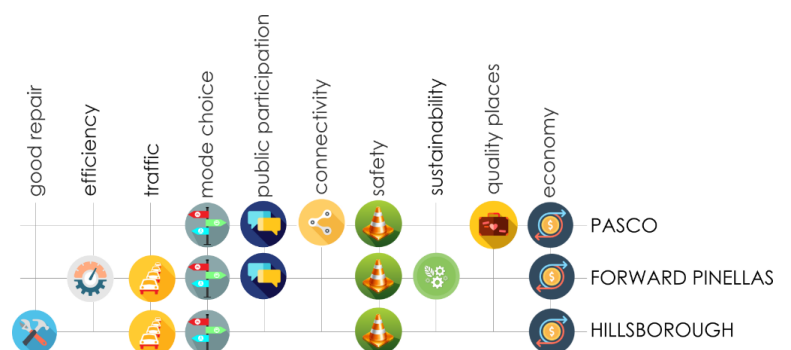
time, but perhaps not much more than creating / updating the CMP normally requires.

## Timing:

Since CMPs are ideally undertaken as a lead-in to the update of the long-range transportation plan, the ideal situation is to undertake the development of a regional CMP prior to the regional transportation plan described earlier. However, that relationship doesn't imply a "hard-and-fast" rule – the CMP could be updated at any time. Each MPO would be required to adopt the region-scale CMP after its completion, and three meeting schedules typically take longer to arrange than one.

## Connectivity:

As implied here, the Regional Transportation Plan can be "fed" from the information and process used to develop a regional CMP. The other obvious connection point is with the additional control over technical analysis and data collection, with both modeling and data collection (crash, traffic volumes, equity factors, transit ridership, etc.) being central to the development of a CMP.



5.1 Three Core MPO Project Evaluation Factors.

source: Stantec Consulting Services Inc.



# ✓ S.6 | Develop a Single Citizen Advisory Committee

**Short Description:**

The three MPOs would still have direct subcommittee representation, and report to the regional CAC their goals, objectives, strategies, and priorities. The recommendation could also be done with a new committee dedicated to freight, safe routes to schools, or other areas of common interest.

**Long Description:**

Like the CMP, there is a state-level requirement for MPOs to facilitate and manage a Citizen's Advisory Committee (CAC; as described in Section 339.175(6)(c)(1), F.S.) or an "alternative mechanism" (see text box, part (2)). This requirement is not represented in federal legislation, although federal requirements include engaging the public and process stakeholders. A regional CAC could require that one-third of its members originate from each core MPO planning area (county) to ensure equal representation.

A second recommendation would be a new technical advisory committee that serves the (modified) TMALG that has multi-modal, freight, school, emergency response, and other common areas of interest among the region's core MPOs. Ideally, at least one – and possibly three – representatives for the regional technical advisory committee would also serve on the CAC.

**Barriers to Implementation:**

One reason that MPOs in other parts of the country have explored CACs and then abandoned them, or maintained them at a low level, is that it is often challenging to identify, contact, and retain members from a broad cross-section of the community. Staffing the CAC, particularly one of this complexity, potentially with three sub-regional (county/ MPO) components, will require a dedicated staff person that probably doesn't exist now. Depending on how the committee is structured and the relationship to the individual MPOs, this proposal may require a modification of current state statute.

**Timing:**

Likely a mid-range objective, the development of new advisory committees may be better positioned after any changes to the TMALG occur, since a regional advisory committee would ideally report to a regional policy committee with specific duties and authority.

**Connectivity:**

As noted, changes to the TMALG would likely happen before the development of a regional advisory committee; however, having an established regional advisory committee structure would be desirable to help steer any future merger of the three MPO policy boards. Another consideration is if a regional CAC with equal participation from the three core counties, could supplant the three CACs in place at each of the core MPOs. A quarterly meeting structure for the regional body, and a quarterly (or monthly) meeting schedule for the CAC county-level "subcommittees" could be envisioned that would provide a more seamless, integrated, and efficient way of connecting local and regional initiatives.

**Florida's Statutes on MPO Citizen Advisory Committees**

(e)1. Each M.P.O. shall appoint a citizens' advisory committee, the members of which serve at the pleasure of the M.P.O. The membership on the citizens' advisory committee must reflect a broad cross-section of local residents with an interest in the development of an efficient, safe, and cost-effective transportation system. Minorities, the elderly, and the handicapped must be adequately represented.

2. Notwithstanding the provisions of subparagraph 1, an M.P.O. may, with the approval of the department and the applicable federal governmental agency, adopt an alternative program or mechanism to ensure citizen involvement in the transportation planning process.



## ✓ S.7 | Develop a Collective Regional Funding Strategy

### Short Description:

Finance a study jointly funded and led to identify and develop both new funding sources (e.g., regional funding bank or multi-county transportation surcharge) or enhance / reserving existing sources for priority regional projects (like pooling a portion of federal Surface Transportation Block Grant Program (SU) funds with state District Dedicated Revenue (DDR) funds). Investigate options to cover staffing services, including a private sector line of credit or public sector capital-float agreement, to allow expenses to be incurred and reimbursed with federal planning grants.

### Long Description:

Repeatedly, people in the study process mentioned that the most-important cause of regional transportation projects not moving forward isn't the organizational structure of MPOs, but instead is the amount of revenues coming into the region as a whole. While it's hard to prove or disprove the veracity of that statement, there is little doubt that regional transportation projects are often a magnitude of order higher in their costs for design, right-of-way acquisition, construction, and maintenance when compared to local projects. However, more funds coming into the region may also mean that they are diverted to local projects and funds never get devoted to tackling regional-scale issues, which tend to be tied to a few projects scattered sporadically over time. Therefore, the recommendation for this action is to develop a source or sources of revenue for regional projects. Such a study should focus on viable options, trade-offs, and a clear set of evaluation factors such as yield, stability, political/public viability, and alignment with state and federal legal frameworks. Consideration of the mid- and long-term prospects of federal funding for transit and roadway projects should establish a baseline and potential range of anticipated funding, and future actions such as county fuel tax increases (municipalities in Florida are not currently allowed to do so), fees / surcharges, and various bonding programs should be considered in the study. A focus, however, should be placed on implementation of recommended funding actions: what is needed to gather support for the action, who is responsible for carrying it forward, and how the funds are to be managed and to what (clear) benefits and costs would accrue to local communities.

### Barriers to Implementation:

The task represented by this action – that of developing a future financial plan that would have to be accepted by all three MPOs or a regional leadership organization representing them in the matter of regional project development – is complicated and substantial.

Federal and state laws, economic analyses, and negotiating trade-offs if current revenue streams are required to match or supplement new sources of revenue create a complex picture that would have to be done by a qualified consultant and managed with input from all three MPOs.

### Timing:

Ideally, this recommendation happens after any changes to the TMALG so that a policy body with solitary ties to regional project development oversees the effort.

### Connectivity:

Similar to other actions, a regional funding study and subsequent actions are tied to recommendations for a modified TMALG, but more loosely to additional control over technical analyses and regional advisory (or technical) bodies being formed.

### CONCEPTS

The North Central Texas Council of Governments (and one of the peer case study MPOs) identifies three categories of projects that it evaluates across its multi-county planning area, purposely staying away from place-based naming conventions. One suggestion for a similar convention is proposed below. Local Projects occur within a single county or municipality, and have not more than 20% of their trips starting or finishing outside the county. Regional Projects cross geopolitical boundaries, serve traffic with more than 20% of trip ends inside or outside the county(-ies) where the project resides. A final category of projects ("National") may be desirable to identify projects that serve ports or enhance components on the Strategic Intermodal System (SIS).



# ✓ S.8 | Create Regional Modal Agency Seats on TMA Leadership Group and on All Three MPO Boards

**Short Description:**

To create a more regional outlook regional transportation providers (freight/port, transit, airport) can have a position on existing boards.

**Long Description:**

Another recommendation has suggested creating a separate, supporting technical board for a modified, more authoritative TMALG. This recommendation suggests that modal agencies (a total of three positions with representation from transit agencies that cross MPO / county boundaries, commercial airports, and water ports) have direct representation on the TMA Leadership Group. If the TMALG is to continue to evolve to emulate the cross-section of MPO interests, then this action helps create that alignment. More importantly, non-voting advisory positions that represent agencies that have massive influences on the travel patterns and economies of all three counties help create a regional perspective while providing insights to specific modes of travel and would enhance MPO decisions by being represented on all three Tampa Bay area MPO Governing Boards.

Potentially, each MPO could create a non-voting advisory position from the other two, Core MPOs. Finally, including state legislative representatives in a non-voting capacity (to minimize potential “sunshine” law conflicts) should be explored during this reorganization.

**Barriers to Implementation:**

The action would require changes to the formation and operating documents that govern the TMALG and passed through the individual MPO boards for review, revision, and adoption. It would also require changes to formation documents for individual MPOs if adding regionally impactful modal representation.

**Timing:**

The TMALG and individual MPOs could adopt this action at any time, although a greater understanding of how and if additional changes recommended in this study would occur might suggest a more convenient opportunity to add member agencies.

**Connectivity:**

Ties to the modifications of the structure of the TMALG and individual MPOs are apparent. Otherwise, this action is fairly independent of the other recommendations.





# Amazon Cooperative

... Amazon on Thursday released its list of location finalists for its second headquarters, and neither Tampa nor St. Petersburg was on it.... That said, local officials said St. Petersburg, Tampa, Pinellas and Hillsborough counties, plus their economic development organizations, had never cooperated before like they did on the Amazon bid....

“Historically you’ve seen kind of a battle of egos between the two communities, which has really impacted and interfered with progress,” Kriseman said. For the Amazon bid, “we put our egos aside for the betterment of the region.”

– Excerpted from Danielson, Richard and DiNatale, Sara, “Tampa Bay area doesn’t make cut as Amazon second headquarter finalist,” *Tampa Bay Times*, January 18, 2018.

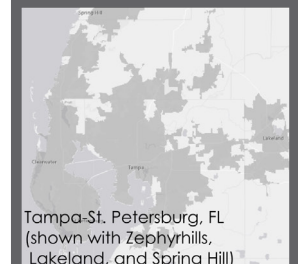
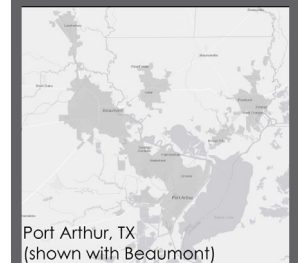
# amazon.com



# Long-Term Recommendations

The development of the short-term recommendations should inform the decisions after 2023, but this study does make recommendations for continuing to evolve a regional structure in the Tampa Bay area. It is recommended that the three core MPOs continue their regional development, ultimately forming a single policy board by the time of the completion of the 2030 census designation (circa 2032-33). This recommendation stems from the following facts, in no particular order of importance.

1. **Census Designation.** By federal law – which is the founding source designating metropolitan planning organizations generally – the U.S. Census holds a key role in determining what area is defined as an urbanized area – the building block for MPO designation. The general requirements for an urbanized area are that a single urbanized area (UA) consist of a densely populated area of at least 50,000 people defined by a somewhat bewildering array of conditions that generally revolve around meeting population density criteria in census tracts surrounding the center city. This definition produces an often-patchwork shape as new development begins to link formerly distant parts of the urbanized area together. The dominant urbanized area in the Tampa Bay Region includes large portions of all three core counties (Hillsborough, Pasco, and Pinellas). If there were no MPOs today, then it is highly unlikely that three separately designated MPOs would be formed from the current arrangement of municipalities and counties. It is worthwhile noting that there are two other urbanized areas (all or in part) in Pasco county (Spring Hill and Zephyrhills), and that the Lakeland urbanized area extends into Hillsborough County. All three UZAs will likely grow through 2030 and potentially be merged with neighboring urbanized areas depending on how the Census definitions are formed and executed in the future.



Urbanized Areas (UAs) can assume complex shapes; touch other UAs, smaller Urban Clusters (UCs); and change, merge, and even devolve (three UAs fell below the 50,000 population threshold from 2000 to 2010) over time.

– (source: 2010 UA/UC boundary file)





2. Co-Dependencies are Increasing. As noted in the Phase I reporting of this study, the relationships among the three core counties (and even among some of the “shell” counties and MPOs around them) are several and growing in strength. Apart from the successful end to the region's water wars through the formation of Tampa Bay Water (a regional effort covering the three core counties and their central cities) and emergency response (for example, mutual aid agreements for fire and medical services were signed by Hillsborough, Pasco, and Pinellas counties<sup>1</sup> and the ongoing coordination of the Local Emergency Planning Committee housed within the Tampa Bay Regional Planning Council, itself another body formed with an emphasis on regional cooperation), the most obvious connections between Pasco, Pinellas, and Hillsborough are the growing numbers of commuters that traverse between them each workday. Just over one-third of workers in Pinellas County live in another county, while four out of ten workers in Hillsborough and half of all workers in Pasco County do not start their trip to work in those same counties. (Note that one outlier is the number of Pasco County workers who live in Pinellas County, which has declined from 2002 to 2015. However, Hillsborough and Pinellas counties collectively still accounted for 45% of the origins of Pasco County workers in 2015.) A similar change is happening over time to workers that live in these counties, with more residents leaving their home counties to work in the other two core counties. It is not that these three counties are so similar that is driving this change; rather, it is differences in economic and residential opportunities.
3. Changing Problems and Contexts. The issues confronting many urban areas such as resource protection, environmental conservation, global climate change, and economic viability and impacts, are not local or sub-regional issues. The Tampa Bay Region, like the nine case study areas explored in the Phase II report, does not only compete for resources and jobs internally, city-to-city or county-to-county.
4. Balance of Power with State Interests. An unfortunate trend that some have observed – and that will hopefully not continue – supports some commenters in this process that cite the need for a stronger regional voice to counterbalance state authority. Ironically, a stronger regional entity might be necessary to help support and advocate for local interests, including allowing local governments to apply local measures.
5. A Broader Planning Discussion. As noted in the Phase II reporting of this study, several of the peer regions consider their success

#### Environmental Alliances

“...A brawl is brewing over a proposal (SB 574 and HB 521) that would further limit local government authority to set rules, this time seeking to block municipal and county rules for tree planting and trimming. Alik Moncrief, of the Florida Conservation Voters, called local pre-emption measures involving environmental protection the ‘most dangerous.’ ‘Pre-emption of local government has been a running theme of the Legislature in recent years; this tree bill is just another example,’ Moncrief said.”

– Excerpted from News Service of Florida, “What environmental issues will dominate the 2018 session,” Tampa Bay Times, December 28, 2017.

<sup>1</sup> Hillsborough County, “Comprehensive Emergency Management Plan (CEMP),” Office of Emergency Management, December 2014. Page 100.



in planning for a regional transportation network to be inextricably linked to their role as a Council of Governments or multi-pronged regional planning agency. Many of these agencies, beyond their work as MPOs, oversee regional land use planning, regional economic development planning, regional storm water management, and other regional infrastructure planning activities. In a few cases, these agencies also operate regional facilities including, transit services, convention centers and even a zoo. The synergies in staffing, data collection, and administration allows these agencies to employ a large, specialized staff and to achieve economies of scale not only from an administrative stand point, but also in terms of data collection and supportive planning practices. Any responsible discussion of a consolidated transportation planning framework for the region would also consider opportunities for consolidation across a broad range of infrastructure areas.

The following recommendations are logical next steps after the shorter-term actions have been accomplished, but also when the member MPOs are ready to join forces. Timing of the actions is not addressed, since the following actions build on the preceding short-term actions, occur jointly, and would only occur at all when a joint authority is deemed necessary by its members.

Local authority over local matters can and should still be a priority, as discussed in the third workshop and generally throughout the study process.

A caution about accelerating a partial or full merger of the three MPOs is worthwhile as well: many of the shorter-term actions would have to be addressed even if the MPO boards create a joint policy board much sooner than this study recommends. For example, citizen advisory committees, data collection/technical capacities, and other actions (including staffing increases) would be required for a joint MPO policy board to be

### Water Under the Bridge

"The creation of Tampa Bay Water ended the region's 'water wars' and created a new alliance between the six governments in west-central Florida.... Under Tampa Bay Water, the local governments work together to develop and supply drinking water to the region in an environmentally sound manner.... Today, the region is served by a combination of groundwater, river water and desalinated seawater, which has reduced wellfield pumping by more than 50 percent since 1998."

– Excerpted from *Tampa Bay Water: History*, Tampa Bay Water website, December 27, 2018 ([www.tampabaywater.org/history-of-tampa-bay-water](http://www.tampabaywater.org/history-of-tampa-bay-water))



## ✓ L.1 | Single MPO Policy Board with Multiple MPO (Technical) Advisory Committees

### Short Description:

The single MPO policy board would have three technical committees to ensure sub-regional inputs into decisions that appear before the policy board. Requires additional staffing and meetings to maintain and serve multiple boards.

### Long Description:

While this recommendation envisions a single MPO Governing Board for ultimate policy level decision-making, it recognizes the necessity for that policy body to fully vet all decisions through a local lens. It is the role of an MPO technical committee to bring together a full range of professional and technical expertise to consider all potential MPO actions (as is required in Florida law) by bringing together a wide and diverse membership with expertise in urban planning, engineering, emergency response, economic development, public health, safety, and more. By creating a technical committee for each county, the issues of the day will receive a full vetting from a local perspective and provide the consolidated policy board with more localized input. Some of the transitional and functional losses that might occur if technical staff were removed from the current place in the county may be avoided under this option.

This approach is one used in Salt Lake City where the Wasatch Front Regional Council covers two urbanized areas under a consolidated policy board, but with input from two separate technical committees. If desired or deemed appropriate, the membership of the county-level technical committees could also include representation from county and city attorneys' offices, county administrator and city manager offices, state legislative bodies (if not already accomplished earlier), and other county and city agencies (e.g., economic development, utility, environmental) to broaden the discussion and input provided to the MPO Governing Board.

### Barriers to Implementation:

This action would require the MPOs to go through a formal re-designation process including a new apportionment plan and adoption of a new interlocal agreement (potentially including adoption of resolutions of support from member agencies). Depending on the desired size of the new MPO Governing Board, a change in state statute may be required. Additionally, modifications to the statutes governing the TBARTA MPOs Chairs Coordinating Committee (CCC) may be required if members of the new, consolidated policy board were to be the representative to the CCC.

### Connectivity:

The consolidation of three policy boards into one is a rarity in general (e.g., city-county government consolidation being one example), vanishingly rare with MPOs, and typically based on the real or perceived increases in efficiency of having a single coordinating group making decisions. By definition, such a policy body would require or at least benefit from supporting services and functionality implied by the earlier short-term recommendations as well as a thoughtful voting structure addressed in the next recommendation.



## ✉ L.2 | Voting Structure to Ensure Local Influence Remains Strong

### Short Description:

The voting structure under a single MPO Governing Board would need to be designed to remain sensitive to local issues while providing a regional decision-making process. Requiring a two- or three-tiered condition for action would help ensure more collaboration. An example would be requiring 60% of population representation voting in the affirmative and 60% members present (e.g., 60% member quorum) to carry a motion.

### Long Description:

There are a variety of voting mechanisms in use by metropolitan planning organizations across the country. Based on this study and prior research, a few typical approaches are used that are perhaps bedrock considerations for a voting system of an MPO policy board.

- Population is king – it would be hard, if not impossible, to find an MPO voting process (or at least a stipulation for the number of representatives that equates to population) that doesn't rely on a principle of more population equals more voting power with the degree of power reassessed every 10 years in concert with the release of US Census counts.
- Weighted voting is usually optional, and seldom invoked – some metropolitan planning organizations have weighted voting that is dependent (again) on the population size of the agency that the board member represents, but it is usually invoked only when a member calls for it, which is extremely rare.
- Voting weight and number of members representing an agency are intertwined considerations, as is the achievement of a quorum – it's pointless to consider voting structures without member representation or how many members are required to get a quorum to vote, since any of these factors can complement or cancel each other out.

The voting arrangement developed for a modified TMALG can be the starting point for

a voting structure for a joint MPO policy board. One promising approach is to have a two-tiered voting structure. In some MPOs that are hosted by a regional planning council (or similar organization), the tiering happens when the host agency, which has a separate and larger voting structure, takes subsequent action on the smaller-in-number MPO board. This situation is not desirable for the autonomy of the MPO, however, and a better approach to tiering is to have a two- or three-pronged voting system such as that employed by the Hampton Roads Transportation Planning Organization (HRTPO). An affirmative vote is reached by agreement of the simple majority of total number of voting members of the board, representatives of two-thirds of MPO population (all of the municipal or county population) voting in favor of the motion, and finally representation of 60% of local government member agencies in attendance.

### Barriers to Implementation:

Unusually in the country, Florida state law has requirements about county representation and board size that complicate any attempt at forming a voting structure, but the major difficulty is (1) convincing those seeking to create a new voting system that weighting or authority (very) seldom changes the outcome of a decision since most decisions are unanimous; and (2) getting agreement on an arrangement that satisfies those rare situations when a contentious vote does arise. It is worthwhile to note that an active MPO works continuously to engage its member agencies productively to build an atmosphere



of mutual respect and trust that are invaluable assets when difficult and divisive decisions have to be made. Both internal discussions and external MPO peer studies agreed upon this point.

**Connectivity:**

MPOs generally are at their most basic a grouping of local officials meeting to discuss and vote on joint matters of concern. Their actions carry weight in federal law, particularly for the assignment (along with the agreement of the state) for the distribution of state and federal funds. Without an acceptable voting structure, there can be no single, regional MPO Governing board, so connectivity to other issues is something of a moot subject with one important exception. The effort and coordination required to achieve the earlier (short-term) recommendations necessitates an increase in the levels of trust, partnership, and cooperation that many people during this process said that they would like to see happen in the future.



## ✓ L.3 | More Related Functions

### Short Description:

Consider co-locating the MPO agencies that support economic development, transit, housing, environmental review boards, land planning, and/or agencies on the needs of aging populations foster greater collaboration on a variety of cross-cutting issues beyond what is done on a regular basis today.

### Long Description:

Any responsible discussion of a consolidated transportation planning framework for the region should also consider opportunities for consolidation across a broad range of infrastructure areas. Many successful regions across the country that manage to cover multiple counties and urbanized areas with a single MPO process consider their success to be built in linking transportation decision making with other related functions such as economic development planning, water resources planning, land use planning and other forms of infrastructure planning. In these cases, the MPO is hosted by a Council of Governments or regional planning agency, often using the same logo, same agency name and (sometimes) the same policy board. The economy of scale achieved through this approach reflects itself in a broad range of operational areas.

- Increased purchasing power for a wide array of services and necessities including health insurance, retirement benefits, IT services, office furniture, etc.
- A revenue stream to provide capital float for the MPO (a necessity as federal transportation funds are cost reimbursable, necessitating that the MPO have access to a revenue stream to cover operations ahead of the federal reimbursement).
- Increased staff capacity and specialization. For example, the MPO in Nashville, TN is hosted by the Greater Nashville Regional Council (GNRC), an agency that also focuses on economic development, community development, tourism, aging and

disability services, land use, and solid waste management. As a result, the GNRC has the resources available for a full-time position that focuses on social equity issues for all aspects of the work in which the agency engages, a luxury many MPOs cannot afford.

- Enhanced data collection and research services, as similar data is required for the various focus areas of the agency and because the data generated by one area is usable by other functional areas of the agency.

The second related functional area is to consolidate functionality with economic development initiatives and programs. Regions compete against each other domestically and globally for major economic development opportunities, and beneficial economic activity occurs in places where transportation offers safe and reliable access and choices to efficiently connect one place or region to another. As one commentary prepared jointly by a Core MPO Director and the Director of Policy and Research for the Tampa Bay Partnership wrote:

“From such diverse issues as workforce development and regional connectivity to creating a livable community through people-first transportation policies, transportation and economic development are linked. As the local governments and key stakeholders in the Tampa Bay region consider a new model for regional transportation planning, there is an opportunity to ensure that development of transportation plans and projects provides an indelible link to economic growth for the region and its diverse communities.”<sup>2</sup>

<sup>2</sup>Whit Blanton and Dave Sobush, “Linking Regional Economic Opportunity Planning with Transportation Planning: A Proposal for Consideration (Draft),” October 24, 2018, email correspondence.



The reverse is also true: the expansion of transportation capacity and service tends to expand land development opportunities and the complicated secondary effects of such expansion, both positive (like job creation) and negative (like environmental degradation).

Similarly, there are opportunities for increasing the involvement of a regional-scale MPO in matters of public transportation, regional environmental initiatives, utility development and land planning. This last concept – that of a regional land planning function – is potentially the most controversial but can be constructed to help inform transportation, utility, environmental stewardship, and other decision-making without carrying a heavy-handed approval responsibility. Most importantly, the problems that are facing many of these functional areas are increasingly regional in scale but shared concerns that may benefit from a more tightly organized and focused regional approach. The Metropolitan Council in the Minneapolis-St. Paul Region considers many of these functions under an umbrella where the MPO is just one of many cooperative divisions.

#### **Barriers to Implementation:**

This concept of realigning functionalities with a regional MPO is a much broader conversation than the one being considered in this study and would need to engage a wide swath of agencies involved in infrastructure planning and implementation. Current state statutes may need to be amended to allow the creation of a multi-faceted agency as found in other states. Most importantly, the region's political leadership would have to consider the costs

and benefits of such a broad-ranging concept and agree to its implementation platform and processes. Retaining local control over core local governance responsibilities doesn't disappear with the emergence of a consolidated, regional body but rearranging those responsibilities to take advantage of a regional resource without sacrificing the ability to deal with nuanced community-based concerns will require a lengthy discussion. One pathway to make this happen is to realize success at a regional transportation organization first, incorporating elements of land planning (through traditional forecasting of development and environmental impacts) then evolving the organization to increase its stature as an economic development agency (or tourism, aging, environmental, or other functions).

#### **Connectivity:**

Although connectivity with other actions suggested by this report is somewhat tenuous, there is no other recommendation where the term "connectivity" has such an expansive and inclusive potential. Although no two people may agree on all of the details associated with aligning transportation, effective community engagement, economic development, environmental, and land planning functions, very few people would deny that there is a strong linkage between all of them. Working to strengthen those linkages is, ultimately, the foundation of this particular recommendation and not a prescription for a specific structure.



# Going Forward

The stated objectives were laid out at the beginning of the project, and printed on every update of the project schedule / work plan progress chart prepared for the Study Management Team:

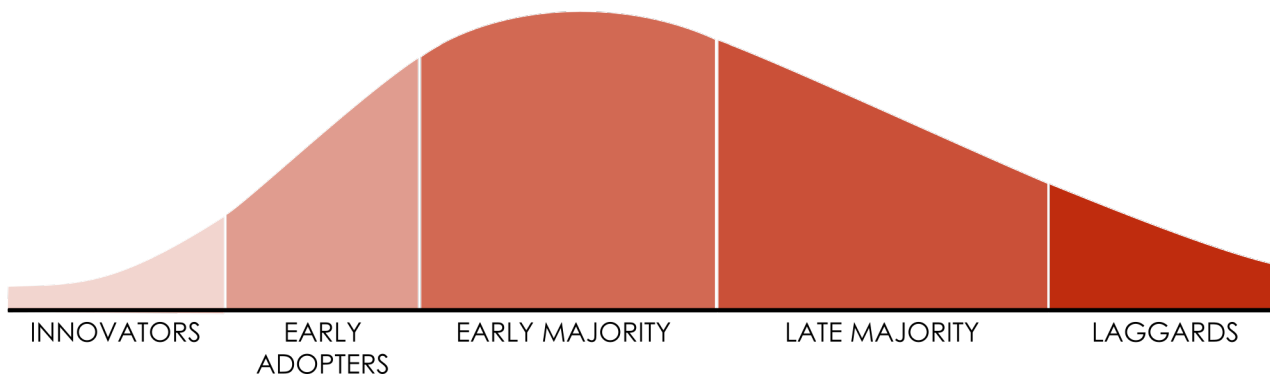
- **Successful regional coordination means for Tampa Bay;**
- **Identify the barriers to its execution; and**
- **Develop several implementable scenarios based on an examination of nationwide best practice.**

The following pages describe how all of the recommendations contained herein should play out over time, as well as several additional implementation-related strategies and concepts. It may be worthwhile to first review the current thinking of how and why individuals (and, the agencies that they manage) consider adopting new technologies or practices over time.

## Innovation Adoption.

The most commonly accepted mechanism that describes how new ideas and innovations diffuse throughout a population was pioneered by Everett M. Rogers in his seminal 1962 work, Diffusion of Innovations. Rogers described 15% of any population as Innovators (2.5%) or Early Adopters (12.5%); another 70% as Early Majority or Late Majority (35% each); or Laggards (about 15%). The proportions of these five groups of adoption “agents” are illustrated in Figure 6.1.

The comparison between diffusion of innovations and adoption of a new organizational structure or structural element isn't perfect, but there are some similarities. Rogers' book is now in its fifth edition and, as he notes in this most recent copy, the advancement of social media and online information sources (a notable example of diffusion of a technological innovation in



6.1 | Diffusion of Adopters. The approximate breakout of adopters by type (Rogers, 1962)





itself) has changed the shape of this adoption curve as well as the pace at which change can happen. No longer are Early Adopters or Early Majority populations affected only when they go to conferences or read a journal – information is disseminated almost continuously and instantaneously. Rogers also notes other characteristics of innovations that make them more or less likely to get adopted quickly, such as perceived advantage over other operations; compatibility with existing values or experiences; ease of understanding or use; “trial-ability” of ideas in a partial or temporary form; and observe-ability of results to other potential adopters. Technological dissemination of information has made the last characteristic easier but implementing a stark change in a public organization's basic structure doesn't lend itself to trial-ability or ease of understanding. Part of the reason for describing specific actions in this report rather than an idealized end state for metropolitan planning in the region is that a stepwise approach with specific, implementable, and readily parsed actions is more likely to achieve the objectives of the study. Some, if not a majority, of the input received from the workshop participants identified a perceived relative advantage to a more regionalized MPO structure, although when offered a chance to explain that position further the desire to be

compatible with existing values was crucial to that acceptance for many people. It is these two characteristics – relative advantage and compatibility – that Rogers identifies as the two most important of the five characteristics that describe the level and pace of innovation diffusion.

At the time of this writing, and likely to be the case for some time, any MPOs that undertake a substantial merger of functions would have to be placed in the Innovator (a full merger of the policy boards) or at least Early Adopter (consolidating functions) categories. The fact that so few MPOs have undertaken a merger or even a major consolidation of functions is a problem for other MPOs moving forward, since peers are more likely to adopt an innovation if they get their information from another peer agency. The character of this study might have changed had the Study Management Team and consultants been presented with the opportunity to study MPOs in the act of or recently having gone through various types of mergers. The nine MPOs reviewed did represent some cross-sectional consolidation of functions, and one (Greater Nashville Regional Council) had recently completed a switch to a new host agency that it credits with improved access to resources for public engagement and integration



with regional-level land planning studies. The functional consolidation of services is more likely between a single MPO and a municipal / county agency, transit agency, or the equivalent of a regional planning council than between two or more MPOs.

**First or Best:**

The preceding discussion about innovation diffusion suggests directly or indirectly that it is better to be on the front end of the adoption curve when it comes to a new practice or innovation. Even the terminology used to describe the two endpoints – “innovator” and “laggard” – have a qualitative bias. But being first isn’t always the best move; some fighters are better counterpunchers and the first lemming to approach the cliff isn’t in the best position to see the results of its actions. In the private sector, the “first mover” advantage can be significant, allowing a company to establish a competitive advantage through patents, copyrights, branding, and encouraging early customers to incur sunk costs that discourages them from switching to another offering later even if it’s better. Even then, being first isn’t always enough of an advantage – Betamax, AOL chatrooms, or the St. Petersburg-Tampa Airboat Line did not survive VHS, Facebook, or Delta. It’s not

clear that any of the private sector advantages are relevant to the public sector, which tends to adopt change sporadically and incrementally over time while providing an often-different set of services compared to the public sector (see text box).

The successful implementation of the recommended strategies in the preceding section will heavily depend on the identifiable advantages (even if they are initially perceived instead of quantifiable) and how well the values of the individual MPOs and their member agencies can coexist within a new, regional operational structure.

Figure 6.2 illustrates how the procession of short- and long-term recommendations could proceed. The completion of some actions should logically precede the beginning or completion of other actions, such as performance-based planning leading into the update of a formalized regional transportation plan.

Two additional actions are implied by Figure 6.2, the addition of more staff resources and the development of formation committees preceding most of the short- and long-term recommended actions. The considerations for both of these

**Sector Differences**  
 “...There is no need for the government to start a chain of hamburger stands, hardware stores, or coffee shops. Rather, they run child protective services, the National Park Service, and the Air Force. Profit is the realm of business, while unprofitable but socially useful tasks is the responsibility of government.  
 This is not to say that every government agency is actually performing a useful public service or that it is not wasting resources (by whatever standard) .... The point, however, is that saying that government is inefficient because it does not turn a profit is the equivalent of saying that Peyton Manning is a poor quarterback because he doesn’t hit enough home runs. He’s not supposed to.”  
 – Excerpted from John T. Harvey, *Forbes*, October

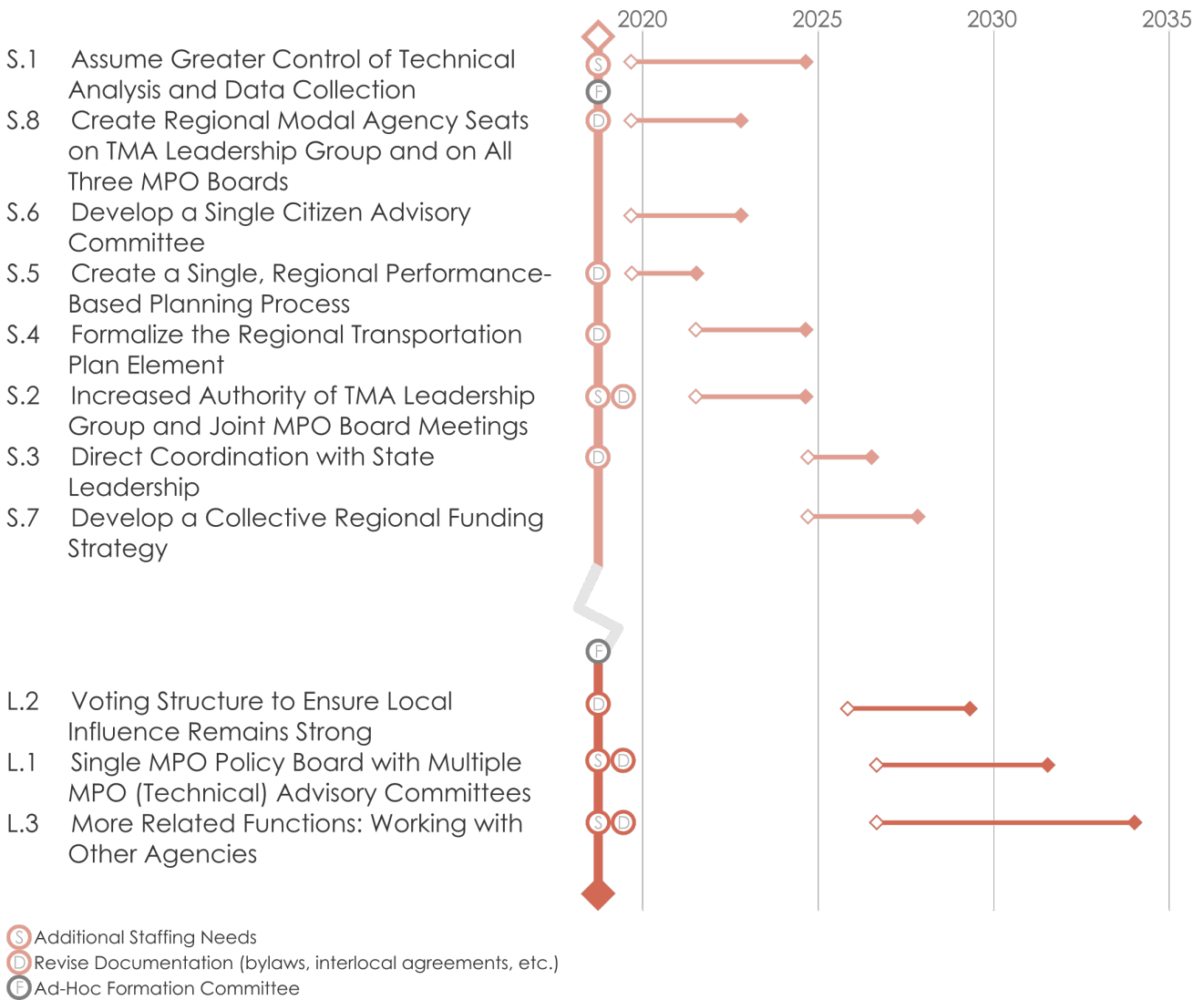


implementation-related actions are described below.

**Staffing Resources:**

The current staffing of all three core MPOs is housed in county government offices and are

occupied fulfilling the mandates of federal, state, and MPO/local responsibilities. At no point in this study was there an indication that the MPO roles being carried out today were unimportant, or that there was the staffing capacity available to divert a substantial portion of the time of existing



**6.2 | Scheduling of Recommendations.**



staff to the responsibilities of administering to the recommendations contained in this study. An early indicator (along with the formation committee recommended below) of the willingness of the region and the region's MPOs to proceed with the recommendations of this study is the dedication of new resources in the form of full-time staff and, if necessary, private consulting, to execute the initial short-term recommendations. Technical staff (e.g., for carrying out modeling runs and enhancing the technical capacity suggested by S.1) as well as a policy-oriented position are necessary at the outset. Managing enhanced committees (as in S.2 and S.6) will require two more mid- to senior-level staff positions and one additional administrative position.

**Hosting the MPO Regional Functions:**

Unspoken in this discussion so far is the question of the permanent seat of new staff as well as paying for modeling/technical resources. The long-term answers are intertwined with the additional functionality that the political leadership wants to see in a regional body (as in L.3). While there are federal and state resources available to help finance these positions, they are in the form of reimbursements and thus require an "up-front" expenditure that would have to be matched as well. It may be premature to attempt to calculate these expenses, but budgeting for the salaries, fringe,

rent, supplies, training, and indirect expenses for (initially) 4 – 5 positions is advised based on some of the short-term recommendations.

There are visible possibilities for partnerships that can host a regional staff component in the shorter term, including the Regional Planning Council (TBRPC) or the Tampa Bay Area Regional Transit Authority (TBARTA), both of which have a stated interest in regional transportation matters. During the comment period provided for the initial recommendations, the TBRPC noted the capacity to host meetings and additional technical staff dedicated to regional transportation planning objectives like those cited in this report (Sean Sullivan, email dated January 18, 2019). Obviously, the choice of which agency hosts the staff tasked with regional obligations has to contemplate how that choice may tinge operations and perceptions, not to mention operational matters like office and administrative capacity and costs. A final option is establishing a stand-alone agency independent of any existing agency, although compared to some other options the independent agency might work at cross-purposes to the goal of increasing regional collaboration. Establishing a clear, multi-year work program with specific objectives is a critical first step. This responsibility, as well as the oversight of the additional resources, is ideally managed by the three core MPOs through the



TMALG.

**Formation Committee:**

One of the lessons learned from the peer MPO case studies (Greater Nashville Regional Council's transition to a new hosting agency, for example) was the importance of prioritizing the transition requirements and dedicating a committee to oversee progress. It is likely that two formation committees, one for short-term recommendations initially and one developed later for long-term recommendations, will be necessary.

The Formation Committee(s) would meet monthly (at a minimum) and be comprised of the existing MPO directors, lead staff, and appointees named by the TMALG as well as a committee chairperson not associated with (a member of any board) any of the three core MPOs. The committee should have a clear charter for the specific actions it is to implement, milestones, and a clear sunset date along with reporting requirements back to the TMALG.



The first commercial airline in the U.S. was the St. Petersburg-Tampa Airboat Line owned by Percival Elliott Fansler (left) offering trips between St. Petersburg and Tampa. On January 1, 1914 the inaugural trip was piloted by Tony Jannus (right) and carried then-Mayor of St. Petersburg, Abram C. Pheil , (middle) to do business in Tampa and back again. One way, the trip took about 23 minutes and cost \$100 (in today's dollars). The company carried 1,205 passengers in its brief four months of existence.

- Tim Sharp, Reference Editor, *World's First Commercial Airline, The Greatest Moments in Flight*, May 22, 2018  
(photo credits top: City of St. Petersburg, bottom: University of South Florida)



# Comments on Preliminary Recommendations

The three Core MPOs conducted a presentation (by the Consultant Team) and review of the initial draft of the recommendations (Technical Memorandum 3.1) during January 15-18, 2019. The Hillsborough MPO conducted a special open work session on January 15<sup>th</sup>; the Pasco MPO heard an item at their regular, scheduled meeting of the policy board on January 17<sup>th</sup>; and Forward Pinellas included the item as part of workshop conducted on January 18<sup>th</sup>. In each case, a brief presentation was made by the lead consultant and was followed by an opportunity for those in attendance to ask questions or make additional commentary. The individual metropolitan planning organizations should be contacted for a complete summary of the discussions held at each MPO forum. The following responses also address comments expressed by Florida DOT (District 7) and Tampa Bay Regional Planning Council.

The following is a summary of the primary comments received and the direct responses and/or modifications made to the preliminary recommendations as a result. This information does not constitute the majority opinion of those officials and participants at any of the three public workshops conducted to support this study, many of whom recognized the impact that regional restructuring could have on existing operations and decisions in the Tampa Bay Region.

*MPO Merger.* Much of the dialogue at the Hillsborough MPO workshop, as well as some comments presented at the other two MPO forums, were directed at just one of the recommendations in the report; namely, the ultimate merger of the MPO policy boards at after the 2030 Census designation. Concerns expressed in opposition revolved around a loss of local autonomy in project selection or decision-making (in some cases relegating authority to FDOT), diversion of funds away from local projects to regional-scale projects (including funds from the recent sales tax referendum passed in Hillsborough County), and a lack of need based on current travel patterns for more regional projects. The study and report deal extensively with this topic and some of the related issues, such as those presented by voting structure. However, focusing solely on this single (longer-term) recommendation severely misses the point of the study and the overwhelming majority of its findings that there are a number of short-term actions that can be undertaken to improve the operations and topics constructed by the Study Management Team and consulting staff. Only in the event that the short-term actions – many of which would likely occur prior to a MPO merger taking place anyway – are successfully completed and, based on the experience gained in part from those actions, would a merger be contemplated through a subsequent effort.



*Migration from Local to Regional Emphasis.* The study conclusions support the concerns that local autonomy on regional project selection and decision-making would be forced into a more regional decision-making framework and thus agreement and compromise would occur at a different level than currently exists today. The importance of regional connectivity is likely to continue to grow over time. The matter is increasingly a social equity issue as almost every growing, urbanized area is facing and failing to address affordable housing deficits. As housing that is affordable becomes increasingly difficult to locate within the city or county that is preferred, nearby cities and counties absorb the overflow and thereby increase the miles of travel – not to mention the stress on lower-income wage earners. It is and always was the stated intent throughout the study (as defined in the original contract and scope of services agreed to by the Consultant Team) that a full merger of the MPOs was to be one option considered for assessment, but not the only option.

*Voting Structure and Authority.* Closely related to the issue of local and regional representation is that of authority, weight, and / or representation on a policy board addressing regional matters. The Pasco MPO discussed the desire to have equal voting representation on a regional policy body. The study team is not aware of a situation in any other MPO or similar organization where the organization size – typically expressed as current or recent (based on the past decennial Census population count) – does not play some

factor in the level of representation or voting weight. The study report does offer a suggestion for a two-tiered voting structure that helps to address this concern. Issues that are unique to a single MPO (not regional) would remain the purview of that MPO solely until and unless the MPOs do follow the recommendation to later merge the policy boards. The periodic reassessment of voting weight and representation, being updated every 10 years now, would ultimately provide faster-growing counties like Pasco a more equal share and say in regional decision-making. It was also noted during the Pasco MPO Board meeting that seldom does the MPO send the full allotment of three representatives to the quarterly TMALG meetings, possibly due to the relatively light authority that the TMALG currently possesses compared to what is recommended in the short term in this study.

*Relationship with FDOT or Other State Agencies.* The study findings do not support, and actually directly contradict, the concern that FDOT or other state agencies would be placed in a better position to dictate project selection and decision-making if the MPOs were merged. Larger MPOs typically carry more weight, not less, than their smaller counterparts relative to regional project issues. In fact, this consolidation and organization of multiple authorities into a larger structure that focuses on cross-boundary issues is perhaps the main benefit presented by metropolitan planning organizations to their member agencies. FDOT District 7 asserted that



the report erroneously states that the current modeling process is not collaborative; the process is certainly collaborative now, but the intent stated in the report was for the MPOs, not FDOT, to take the clear leadership role in developing the data for, and having the internal capacity to update and operate, the travel demand model. This process has resulted in a closer collaboration between the MPOs to develop land use forecasting tools, joint scenario plans, and shared technical capacity. The word “forced,” taken in the correct context of the report, denotes the requirement of the MPOs to work more collaboratively to achieve this expanded role, the regional collaboration being the main impetus of the study. The need for strengthening this process, particularly technical data capacity, was supported by the SMT, not just the consultant, and was not meant to imply a deficiency in the operation of the current model structure or that no collaboration was occurring now. Also of note is the commentary provided by TBRPC that acknowledged the capacity of the organization to host meetings and additional technical staff devoted to travel demand modeling and other regional supporting tasks.

*Diversion of Local Funds to Regional Impact Projects.* The diversion of local funds would be part of the overall funding structure to support staffing as well as project costs. A related concern centers around the erroneous assumption that MPOs primarily exist to support local projects; the opposite is the case, since MPOs were designed to support and promote

larger-scale projects that connect multiple jurisdictions through a continuing, collaborative, and comprehensive planning process between those agencies. MPOs often provide technical, financial, or other support for projects that primarily benefit a single jurisdiction, although the project selection, allocation of funding, and other decisions are decided at a MPO-wide forum that support the overarching goals of the organization and its member agencies. There is no mention in the report of a single, preferred source of local funding, whether it be through a sales tax or otherwise, with the exception of a dues structure to support staff and operational costs.

*Intra-County and Inter-County Travel.* There is no reasonable doubt that a substantial portion (roughly 40% to 60% as of 2015) of all work trips in all three Core counties begin or end outside of one county. Further, there is evidence that the amount of inter-county trip-making is slowly increasing in all three counties and MPO planning areas. Other trip types, such as those being made to/from schools, shopping, or recreation, are more likely to be local (intra-county) in nature and support the position that many trips are still finishing inside the county of origin. As noted, housing and other prices are rising faster than wage rates generally, creating an outward push of people looking for affordable housing opportunities. In turn, this expansion creates both a demand for more services, greater commercial development to support the residential growth, and an increasing



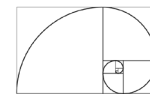


need for regional-scale transportation services and infrastructure to meet the large and growing demand.

*Difficulty of Attending Regional Meetings.* During the study process, staff noted that there are a lot of meetings now that draw the attention and attendance of both staff and elected officials. The TMALG was noted, for example, by the Pasco MPO as sometimes being attended by only one person (of three membership slots reserved for the Pasco MPO). Generally, increasing the number of meetings will put more strain on this system of participants, particularly if in-person attendance is required. Exploring remote (e.g., web conference) attendance for some meetings would be desirable, even if that requires changing existing legislation in Florida. The Sunshine Law legislation in Florida is particularly notable in several regards.

- All communications, whether in writing or verbally, are subject to Sunshine Law rules, although members of the same board can speak about other matters not pertaining to that board or likely to come before it (obviously, there is potential for a considerable degree of interpretation about what constitutes items that pertain or may one day pertain to an action of any board) – there is no restriction from board members speaking to staff; and
- While guidance offered by the State Attorney General's Office notes that conducting public meetings entirely through electronic media is limited to state bodies, local government agencies may allow members experiencing a hardship (as defined by that board) to participate in meetings through electronic media so long as a

quorum is present in person at a physical location. However, there is ambiguity in this interpretation since the guidance offered pertains to a school board and it is not clear that a MPO board that receives its authorization in part through federal statute and state authorization is actually to be considered a “local board” (First Amendment Foundation, *2018 Government-in-the-Sunshine Manual: A Reference For Compliance with Florida's Public Records and Open Meetings Laws*). It is worthwhile to either get this interpretation clarified, if possible, or to modify and modernize state statutes to allow participation through electronic conferences to occur. Such an action would not only provide for easier meeting participation by board members, but also potentially open the meetings to allow for greater on-line participation by those that are physically or economically prevented from, or seriously inconvenienced by, attending the meeting in person.



The study and report conclude that a merger of MPOs is not the only action that could be taken to address the issues facing regional decision-making concerns that currently exist as defined by the Study Management Team, workshop participants, and consulting personnel. Many of these issues will likely increase in importance over time as inter-county commuting patterns, economic ties, and regional competition continue to grow in relevance. The report is structured to address near-term, easier-to-address actions as well as longer-term actions should the three Core MPOs determine that changes to practice or structure are necessary









# MPO Regional Coordination Structure Research and Best Practices for the Tampa Bay Region



# Hillsborough TPO

## Transportation Planning Organization

### Board & Committee Agenda Item

#### **Agenda Item:**

2050 Long Range Transportation Plan Initial Steps

#### **Presenters:**

Vishaka Shiva Raman and Elizabeth Watkins, TPO Staff

#### **Summary:**

The Long-Range Transportation Plan (LRTP) for Hillsborough County is a blueprint for the future, and it conveys Hillsborough County's transportation vision and priorities. Federal law requires LRTPs to be updated every five years, therefore the 2050 LRTP must be adopted by November 2024.

TPO and Planning Commission staff have thus far prepared the base year population and job data, which are the building blocks of the LRTP. These data will inform future population and employment estimates, development trends, and the transportation demand model. In addition, TPO staff and consultants have begun work on forecasting revenues that will be available for transportation through the year 2050, as well as updating some of the Needs Assessments, including for congestion management, crash reduction, freight, and public health.

Staff will present an overview of the LRTP process, and what to expect next.

#### **Recommended Action:**

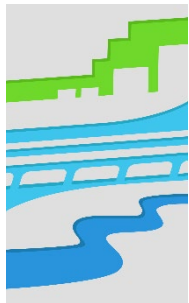
None. For information only.

#### **Prepared By:**

Vishaka Shiva Raman and Elizabeth Watkins, AICP, TPO Staff

#### **Attachments:**

[Presentation slides](#)



**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

# MPOAC Weekend Institute 2023

The Institute will enhance MPO Board Members understanding of the transportation planning and decision-making process.

The Institute will cover the following topics:

- MPO Board Responsibilities and Authority
- MPO Products and Processes
- Overview of Funding for MPOs

Please coordinate with your colleagues and staff director to determine which MPO board members will attend each MPOAC Institute.

Space is limited. Florida MPOs may send up to two board members, one to each event.

## The Weekend Institute will be offered twice in the Spring 2023:

PICK A PLACE AND SAVE THE DATE



### April 14 & 15, 2023

The Florida Hotel & Conference Center  
in Orlando



### May 5 & 6, 2023

The Tampa Airport Marriott

Additional details, including hotel reservations, will be provided in early March to those that are RSVP'd.

*A third session will be offered in the Panhandle in the Fall of 2023. Additional details are forthcoming.*

To reserve your seat for the Spring sessions, please fill out the form available at the following link and QR Code:  
<https://tinyurl.com/2p8ru2w2>





# US 92/SR 600/Gandy Boulevard Project Development & Environment (PD&E) Study From 4th Street to West Shore Boulevard

Pinellas and Hillsborough Counties | WPI Segment No.: 441250-1

## PUBLIC HEARING NOTICE | PROJECT NEWSLETTER #2: FEBRUARY 2023

### HEARING DATE

**February 28, 2023**

5:30 p.m. - 7:30 p.m.

Formal presentation 6:30 p.m.

### In-person Session Location

Pinellas Park Performing Arts  
Center  
4951 78th Ave N.  
Pinellas Park, FL 33781

### Registration to Virtual Session

[www.fdotd7studies.com/projects/  
gandy-4th-to-westshore](http://www.fdotd7studies.com/projects/gandy-4th-to-westshore)

### JOIN THE CONVERSATION about the

### Gandy Blvd PD&E Study

We want your comments  
and suggestions  
throughout the study.

### HAVE QUESTIONS?

We're here to help.  
Give us a call, send us an email, or  
let us come speak to your group:

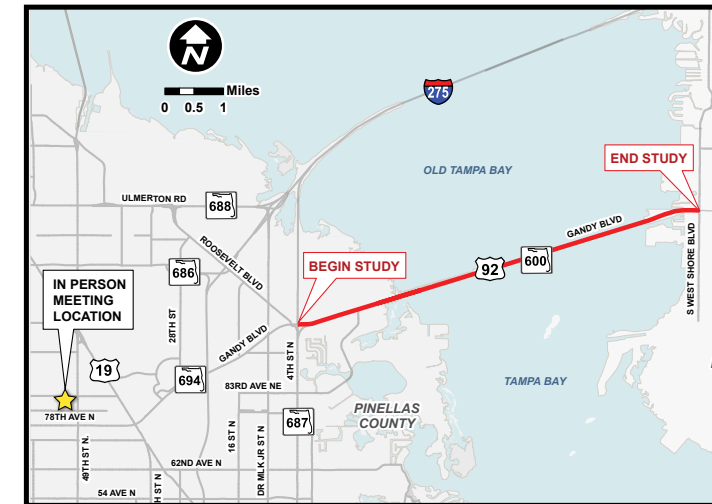
**Craig Fox, P.E.**  
FDOT Project Manager  
FDOT—District Seven  
11201 N. McKinley Dr.  
Tampa, FL 33612  
[Craig.Fox@dot.state.fl.us](mailto:Craig.Fox@dot.state.fl.us)  
(813) 975-6082  
(800) 226-7220

— Or —

**Media Inquiries**  
**Kris Carson**  
Public Information Officer  
FDOT- District Seven  
11201 N. McKinley Dr.  
Tampa, FL 33612  
[Kristen.Carson@dot.state.fl.us](mailto:Kristen.Carson@dot.state.fl.us)  
(813) 975-6202  
(800) 226-7220

### Dear Property Owner and/or Interested Citizen:

You are invited to attend and participate in the Florida Department of Transportation (FDOT) District Seven public hearing for the Project Development & Environment (PD&E) Study, WPI Segment No. 441250-1, for the proposed improvements to US 92/SR 600/Gandy Boulevard, hereinafter referred to as Gandy Boulevard, from 4th Street to West Shore Boulevard in Pinellas and Hillsborough Counties, a distance of approximately 7 miles. The proposed improvements are intended to reduce traffic congestion and improve bicycle and pedestrian accommodations.



This public hearing is being conducted both in-person and virtually to present information to and receive public input from interested persons regarding the proposed improvements to Gandy Boulevard. Citizens who choose to attend the virtual hearing session must do so through a computer, tablet or smartphone via GoToWebinar.

**Virtual attendees must register online** at the project website: [www.fdotd7studies.com/projects/gandy-4th-to-westshore/](http://www.fdotd7studies.com/projects/gandy-4th-to-westshore/). Additional information related to the public hearing is included in the newsletter insert.

This public hearing will be conducted in accordance with all federal, state, and local requirements. This newsletter also serves as notice to property owners (pursuant to Florida Statutes 339.155) that all or a portion of their property is within a minimum of 300 feet of the centerline of the alignment; however, this does not mean that all properties would be directly affected.

Maps, drawings, and other project information will be available at the in-person hearing session and for review online starting on February 25, 2023 at [www.fdotd7studies.com/projects/gandy-4th-to-westshore/](http://www.fdotd7studies.com/projects/gandy-4th-to-westshore/). Draft PD&E reports will be available for public review from February 7, 2023 to March 10, 2023, on the project website and at the following locations:

- **Jan Kaminis Platt Regional Library**, 3910 S. Manhattan Ave., Tampa, FL 33611  
Mon. - Wed.: 10 a.m. to 9 p.m.; Thurs. - Sat.: 10 a.m. to 6 p.m.
- **North Community Library**, 861 70th Ave. N., St. Petersburg, FL 33702  
Mon., Wed., Fri., Sat.: 10 a.m. to 6 p.m.; Tues., Thurs.: 10 a.m. to 8 p.m.
- **Florida Department of Transportation, District Seven**: 11201 N. McKinley Drive, Tampa, FL 33612  
Mon. - Fri.: 8 a.m. to 5 p.m.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and FDOT.

FDOT welcomes and appreciates everyone's participation. If you have questions about the project or the scheduled hearing, please contact Craig Fox, P.E., FDOT Project Manager at (813) 975-6082 or (800) 226-7220 or visit our project website at [www.fdotd7studies.com/projects/gandy-4th-to-westshore/](http://www.fdotd7studies.com/projects/gandy-4th-to-westshore/).

Sincerely,

**Kirk Bogen, P.E.**  
Environmental Management Engineer

Florida Department of Transportation  
District Seven  
11201 N. McKinley Drive, MS 7-500  
Tampa, FL 33612



### Project Schedule

Study Began	February 2020
Data Collection	Completed August 2022 (Project delayed)
Preparation of Documents	Ongoing
Public Hearing	February 28, 2023
PD&E Study Approval	2nd Quarter of 2023

### Project Funding

FDOT Five Year Adopted Work Program Fiscal Year 2022/2023 to Fiscal Year 2026/2027.

Segment 1 - Pinellas	Fiscal Year(s)
Design	2022/2023
Right of Way Acquisition	Not Currently Funded
Construction	Not Currently Funded
Segments 2 & 3 - Bay & Hillsborough	Fiscal Year(s)
Design	Not Currently Funded
Right of Way Acquisition	Not Currently Funded
Construction	Not Currently Funded

For more information on this study, visit our project website:  
[www.fdotd7studies.com/projects/gandy-4th-to-westshore/](http://www.fdotd7studies.com/projects/gandy-4th-to-westshore/)

### Get Involved Today!

We invite you to get involved! The public plays an important role in the project development and decision-making process of this study. Opportunities for you to provide your input will be available throughout the study by means of submitting comments or attending the public hearing. There are multiple ways to get involved - call, write, or email us. Details on how to provide your input and attend the public hearing are included in this newsletter. You can also invite us to speak at one of your own meetings.

### Non-Discrimination

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act (ADA) or persons who require translation service (free of charge) should contact **Roger Roscoe**, Title VI Coordinator, at [Roger.Roscoe@dot.state.fl.us](mailto:Roger.Roscoe@dot.state.fl.us), by telephone at (813) 975-6411 or toll-free at 1 (800) 226-7220, or by written correspondence at least (7) days prior to the hearing to the Florida Department of Transportation, District Seven, 11201 N. McKinley Drive, MS 7-500, Tampa, FL 33612.

### Comuniquese Con Nosotros

Si usted tiene preguntas o comentarios, o si simplemente desea más información sobre este proyecto, por favor ponerse en contacto con el señor **Manuel Flores** al teléfono (813) 975-4248 o al correo electrónico: [manuel.flores@dot.state.fl.us](mailto:manuel.flores@dot.state.fl.us).

## What is a PD&E Study?

The PD&E Study is a comprehensive study that evaluates social, economic, and environmental effects associated with the proposed transportation improvements so that the FDOT can reach a decision on the type, location, and conceptual design to meet the project's proposed purpose and need. Engaging the public by sharing and receiving information is a key component of this process and is required by the National Environmental Policy Act (NEPA).

### Study Purpose

The purpose of this project is to reduce traffic congestion and improve bicycle and pedestrian accommodations on Gandy Boulevard.

### Project Description

The proposed action is to reduce traffic congestion and improve bicycle and pedestrian accommodations by reconstructing Gandy Boulevard to provide an elevated controlled access 4-lane to 6-lane roadway mainline separated from local traffic with frontage roads and multi-use trails on both sides of the corridor for bicyclists and pedestrians. The proposed action will also widen the existing westbound Gandy bridge to accommodate a third travel lane and construct a new bridge to provide a wider structure for three travel lanes and a multi-use trail.

### Existing Conditions

Gandy Boulevard is currently a four-lane divided facility through the study limits and is classified by the FDOT as an urban principal arterial. The Gandy Boulevard PD&E Study was further divided into three segments for the purposes of roadway capacity and pedestrian analysis. The segment from 4th Street to the west end of the Gandy Bridge operates at a deficient level of service (LOS) in both the existing year 2020 and design year 2050. The segment from the east end of the Gandy bridges to West Shore Boulevard is forecasted to have a deficient LOS in the design year 2050. Limited on-street bicycle accommodations and multi-use trail are present within the study area.

### Traffic & Crash Data

Crash data along Gandy Boulevard within the project limits was obtained from the FDOT crash records database for the 5-year period 2015 through 2019 within Pinellas and Hillsborough Counties. A total of 738 crashes were reported, including 283 intersection-related, 334 rear-end type, and 8 pedestrian and bicycle related crashes. This segment of Gandy Boulevard has an intersection crash rate greater than the statewide average for similar facilities. Annual average daily traffic (AADT) ranged from 36,500 vehicles per day (VPD) to 47,000 VPD in 2020; by design year 2050, AADTs are expected to range from 57,500 VPD to 69,500 VPD within the study limits. If no improvements are made, this section of Gandy Boulevard is expected to operate at LOS F by 2050. The proposed improvements in this study include widening the roadway for capacity improvements to reduce traffic congestion along Gandy Boulevard within the project limits.

### Evaluation Matrix

An evaluation matrix comparing the No-Build and Build alternatives is shown to the right. This matrix compares preliminary cost estimates (right-of-way acquisition, wetland mitigation, engineering and construction), as well as natural, physical, and social environmental factors.

Evaluation Criteria	No-Build Alternative	Preferred Alternative
<b>Estimated Project Impacts</b>		
<b>Potential Relocations</b>		
Number of residential relocations	0	0
Number of business relocations	0	3
<b>Potential Environmental Effects</b>		
Archaeological/Historical sites (eligible)	0	3
Public parks, recreation areas, or wildlife refuges	0	4
Wetlands (acres)	0	6.71
Other Surface Waters (acres)	0	1.11
Potential for Federal and/or State Listed Species	None	Medium
Noise-impacted receptors <sup>1</sup>	0	159
Contamination sites (medium/high)	0/0	5/1
<b>Right-of-Way Needs</b>		
Right-of-way to be acquired for roadway (acres)	0	11.54
Right-of-way to be acquired for stormwater facilities (acres)	0	1.30
Total Right-of-way needs (acres)	0	12.84
<b>Estimated Total Project Costs (2022 Costs)</b>		
<b>Construction Cost</b>		
Design	\$0	\$59.86 M
Right-of-way for roadway widening <sup>2</sup>	\$0	\$41.35 M
Right-of-way for stormwater ponds <sup>2</sup>	\$0	\$0.59 M
Wetlands mitigation	\$0	\$1.25 M
Construction Engineering & Inspection	\$0	\$59.86 M
Construction cost for roadway, bridges, and ponds <sup>3</sup>	\$0	\$598.57 M
<b>Preliminary Total Cost (\$) (2022 Costs)</b>	<b>\$0</b>	<b>\$761.48 M</b>

1. Number of impacted noise sensitive sites based on the Noise Study Report.
2. Right-of-way cost estimates were prepared in September 2022.
3. Construction costs were prepared using the FDOT LRE system in 2022.

### Right of Way Acquisition Procedure

We understand that when a transportation project proposes the acquisition of private property, you may have questions and concerns. To better educate and inform you about the Right of Way acquisition process and your rights, the FDOT has created real estate acquisition and relocation brochures.



These brochures and other education materials will be available at the public hearing along with representatives from the FDOT's Right of Way acquisition and relocations department. Copies of the brochures may also be found on our website at: [www.fdot.gov/rightofway/documents.shtm](http://www.fdot.gov/rightofway/documents.shtm).

We are interested in hearing your concerns and answering your questions. Please feel free to speak with the FDOT's Project Manager or a District Seven Right of Way Office representative at your convenience either at the hearing or by phone at (813) 975-6495.

## Instructions for Attending the Public Hearing

Interested persons can attend the public hearing either in-person or virtually. The same materials will be presented for the in-person and virtual formats.

Pre-registration is **required** for the virtual format. Registration is available online at the project website [www.fdot7studies.com/projects/gandy-4th-to-westshore/](http://www.fdot7studies.com/projects/gandy-4th-to-westshore/) or from your mobile device, scan the QR code to the right.

If you have any questions or issues registering, please contact Craig Fox, P.E., the FDOT Project Manager at (813) 975-6082.



### To attend the Public Hearing In-Person

**In-Person Public Hearing Session will be held at:**

Pinellas Park Performing Arts Center  
4951 78th Avenue North  
Pinellas Park, FL 33781

5:30 p.m. Open House  
6:30 p.m. Formal Portion/Comment Period

1. Upon arrival, please sign-in. If you wish to make a formal public comment, please fill out a speaker card and give it to a project team member. You will be called during the formal portion in the order in which the cards are received.

2. During the Open House period starting at 5:30 p.m., a repeating informational presentation will be shown and project displays will be available for review. Team members will be on-site to assist with questions and/or concerns.

3. At 6:30 p.m. the formal public hearing portion will begin.

4. Those who filled out a speaker card will be called upon to make a formal comment.

5. At the conclusion of the formal portion of the hearing and the public comment, the open house will resume until 7:30 p.m.

### To attend the Virtual Public Hearing Session

**The Virtual Public Hearing Session will be held through:**

GoToWebinar  
5:30 p.m. Open House

6:30 p.m. Formal Portion/Comment Period

Persons registered for the Virtual Public Hearing can attend online using GoToWebinar.

1. Virtual online attendees should use the sign-in link emailed to them after registering.

2. During the Open House period, starting at 5:30 p.m., attendees will be able to view materials online and ask questions to FDOT staff through the GoTo chat box. Team members will be available virtually to assist with questions and/or concerns.

3. At 6:30 p.m. the formal public hearing portion will begin and will be broadcast from the in-person event to those attending virtually.

4. After in-person formal comments have been made, virtual online attendees who pre-registered to make a formal comment will be called upon. After the pre-registered comments have been made, other virtual attendees may use the Raise Hand function of the webinar to be called upon if they choose to make a formal public comment.

5. At the conclusion of the formal portion of the hearing and the public comment period, the open house will resume until 7:30 p.m.

### There are many ways to provide comments:

- Submit your comments through the project website on the "Send Us Your Comments" page.
- Make a verbal statement during the public comment period after the formal portion (see above for in-person and virtual options on how to submit a speaker request).
- Make a verbal statement directly to the court reporter in a one-on-one setting for those attending the in-person session.
- Complete a comment form and drop it in the comment box in-person, or mail the comment form to the address listed on the back. Please postmark by March 10, 2023.

Persons wanting to submit written statements or other exhibits, in place of, or in addition to oral statements, may do so at the hearing or by mailing them to FDOT District Seven Attn.: Kirk Bogen, P.E., Environmental Management Engineer, 11201 N. McKinley Drive MS 7-500, Tampa, FL 33612, or provide them on the "Send Us Your Comments" page on the project website at [www.fdot7studies.com/projects/gandy-4th-to-westshore/](http://www.fdot7studies.com/projects/gandy-4th-to-westshore/).

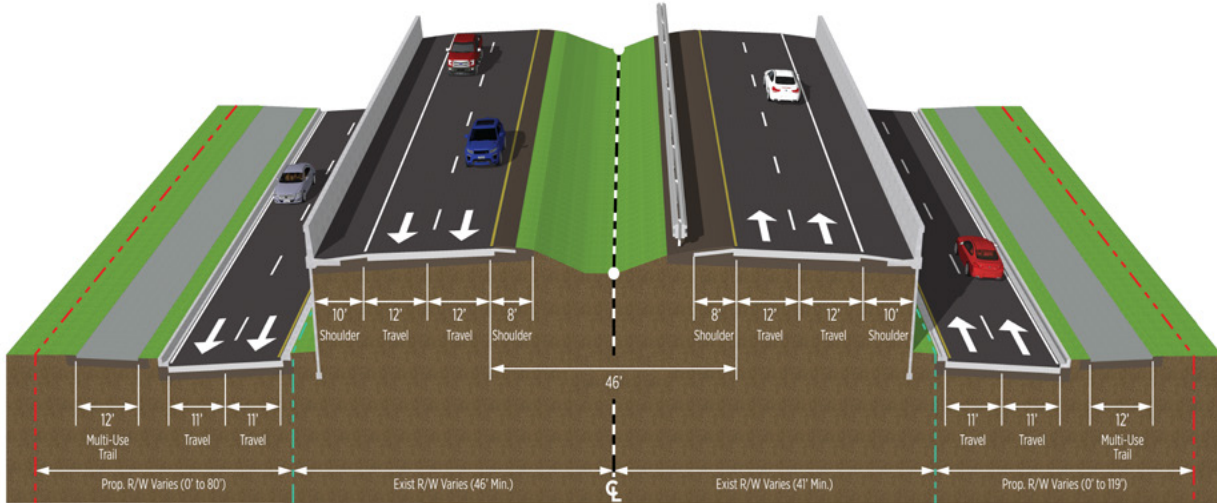
All comments postmarked on or before March 10, 2023 will become part of the official public hearing record.



# Preferred Typical Sections

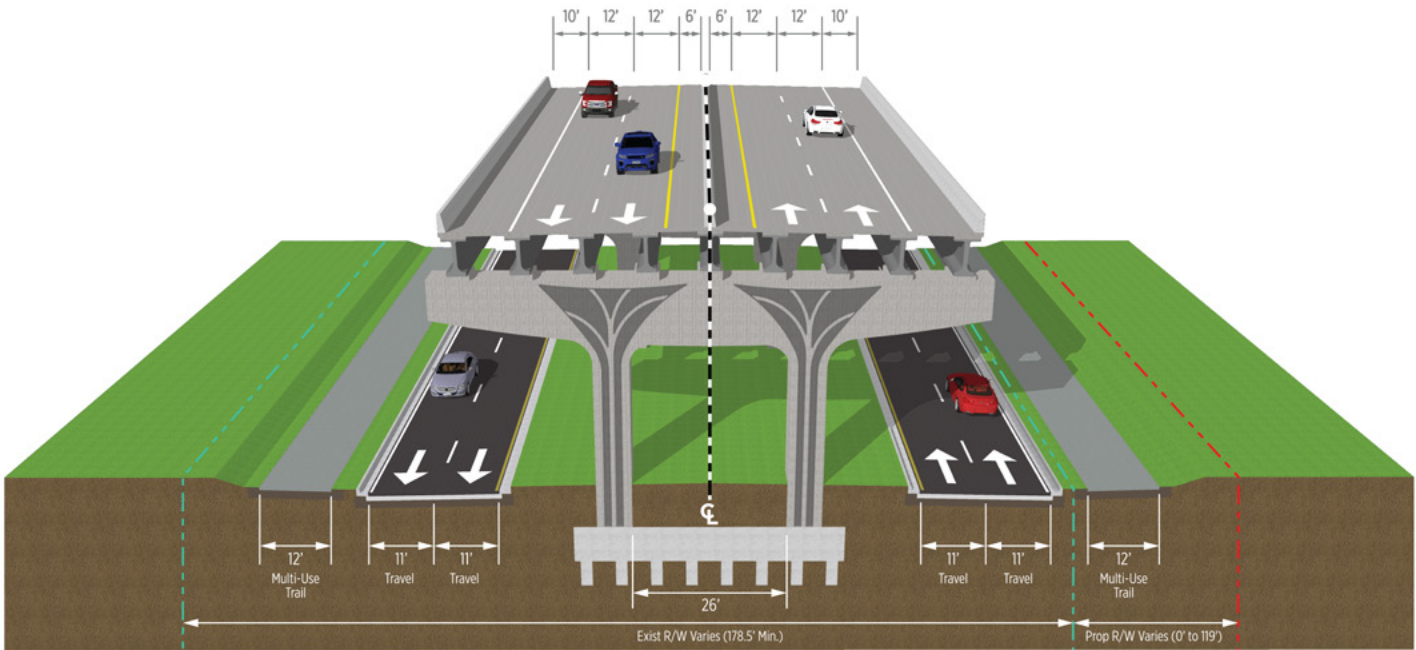
## Typical Section 1

4th St. to Brighton Bay Blvd.; San Martin Blvd. to East of San Fernando Dr.



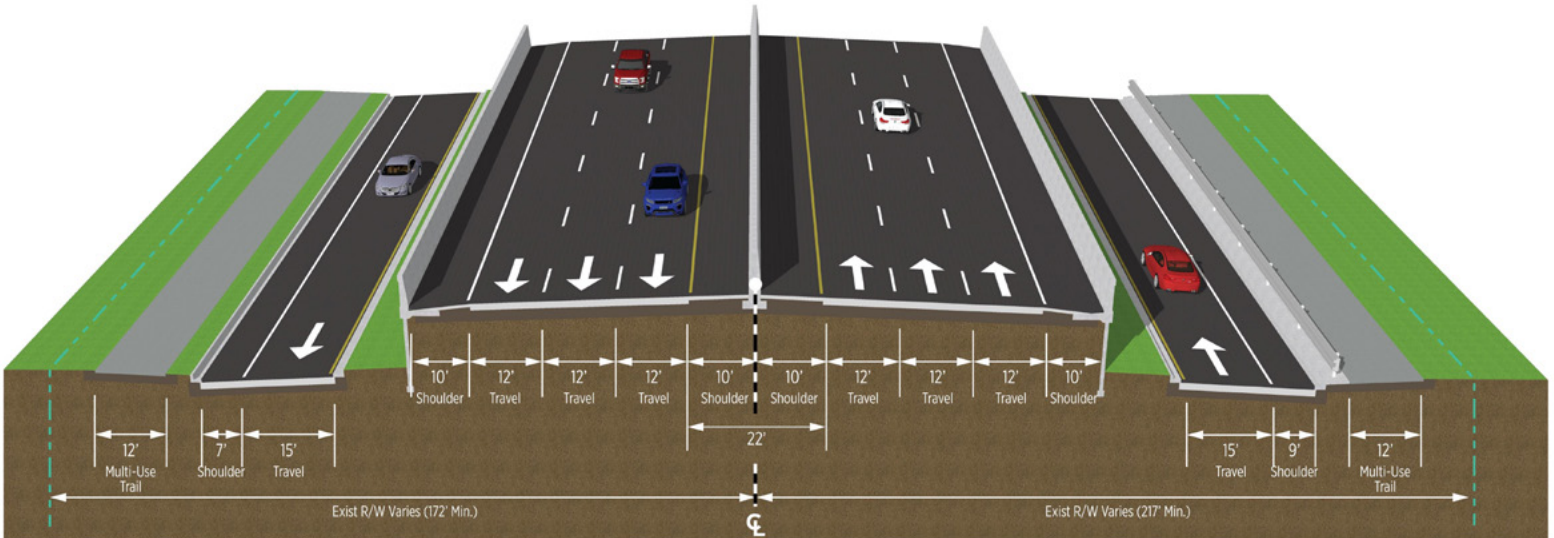
## Typical Section 2

Brighton Bay Blvd. to San Martin Blvd.

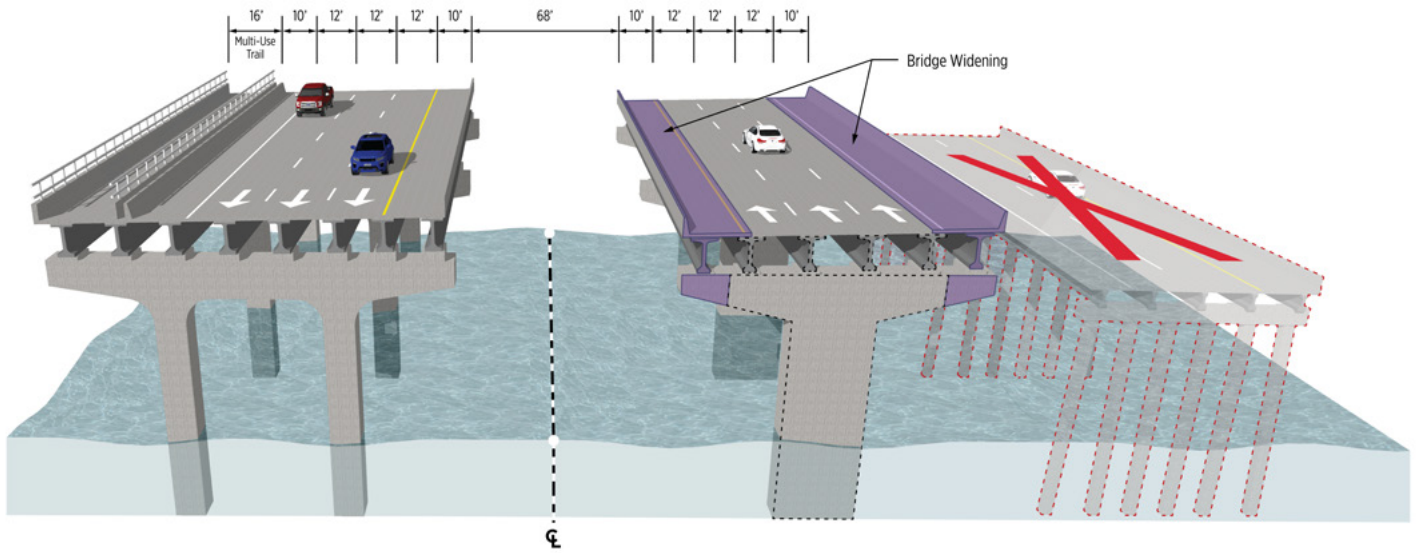


## Typical Section 3

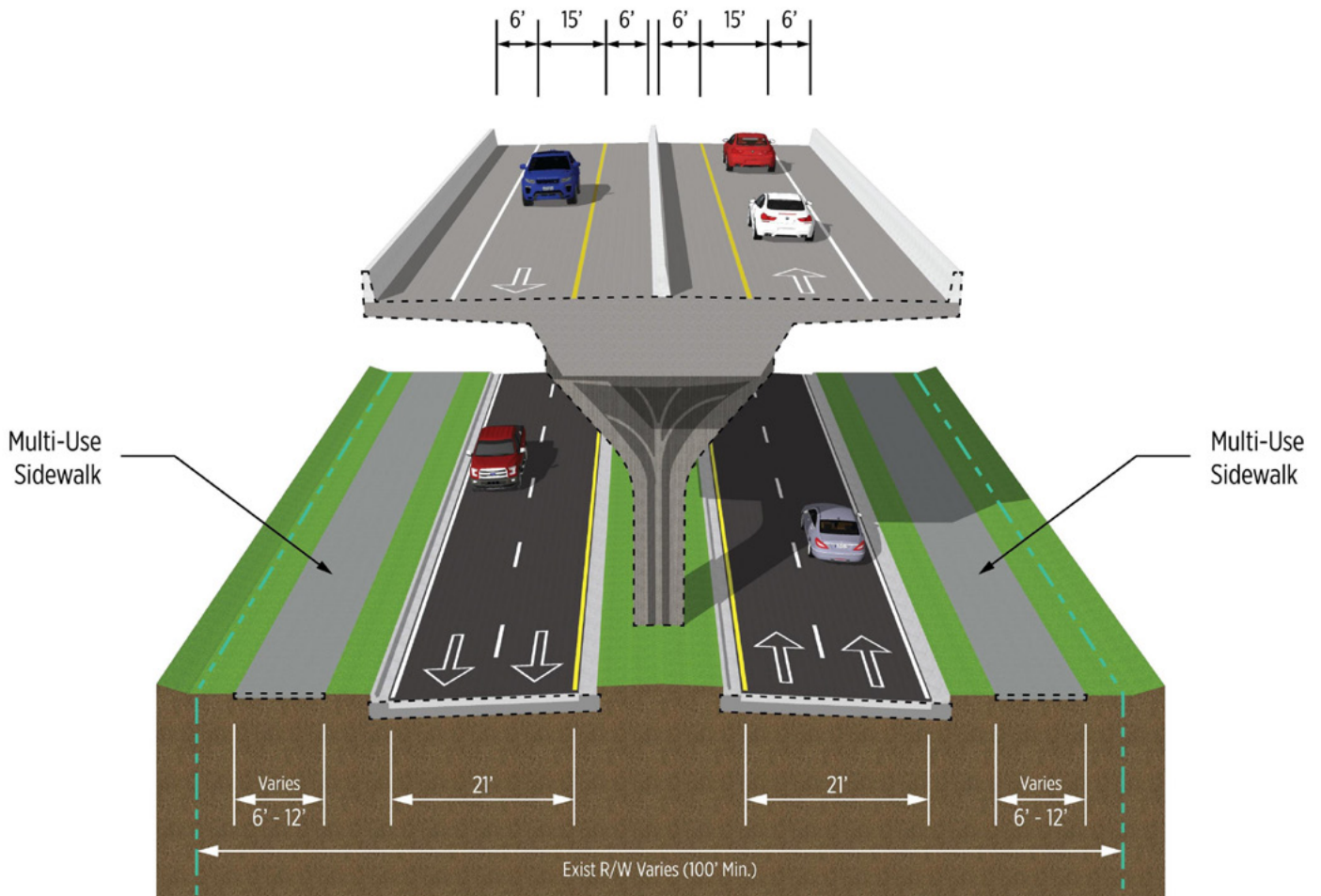
East of San Fernando Dr. to West End of Gandy Bridges



## Typical Section 4 Bridges over Old Tampa Bay



## Typical Section 5 East End of Gandy bridges to West Shore Blvd.





## *Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

11201 N. McKinley Drive  
Tampa, FL 33612

JARED W. PERDUE, P.E.  
SECRETARY

February 27, 2023

RE: SR 56 Southbound C-D road/ramps to I-75/I-275  
Project Development and Environment (PD&E) Study  
Hillsborough and Pasco Counties, Florida  
Work Program Item Segment Number: 430573-4

Dear Property Owner or Resident:

On December 13, 2022, the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and FDOT, was granted Location and Design Concept Acceptance for SR 56 Southbound C-D road/ramps to I-75/I-275 Project Development and Environment (PD&E) Study.

The Preferred Alternative includes constructing a southbound collector-distributor (C-D) road system to carry the southbound on-ramps from SR 56 to I-75 and I-275. The limits of the study are along I-75 from south of the I-75/I-275 Apex to SR 56 in Hillsborough and Pasco Counties. The project will improve the southbound operations between the I-75/I-275 and I-75/SR 56 interchanges and eliminate undesirable weaving movements.

The southbound C-D road will be barrier-separated from southbound I-75 and include three travel lanes with shoulders on the inside and outside. A new bridge will carry the C-D road over Cypress Creek adjacent to the existing I-75 bridge over the same creek (Bridge No. 140061). A new bridge will also be constructed south of County Line Road to carry the I-75 ramp to I-275 over the proposed C-D road ramp to I-75.

The Preferred Alternative will require the acquisition of additional right of way (ROW) for the C-D road and the floodplain compensation sites. The ROW acquisition will not require the relocation of any businesses or residences. This project is now eligible to proceed to the next phase of development.

In accordance with the FDOT PD&E Manual (Part 1, Chapter 11) a notice of opportunity to request a Public Hearing was published in the Tampa Bay Times on September 22, 2021, LaGaceta on September 17, 2021, the Florida Sentinel on September 22, 2021, and in the Florida Administrative Register on September 22, 2021.

The FDOT's current Five Year Work Program includes on-going design funding in Fiscal Year (FY) 2023, ROW funding in FY 2025, and construction funding in FY 2026.

Project documents and concept plans for this project can be found on the website at:  
<https://www.fdotd7studies.com/projects/sr56-ramps-to-i75-i275/>.

February 27, 2023

For further information please contact Kirk Bogen, P.E., Environmental Management Engineer, by email at [Kirk.Bogen@dot.state.fl.us](mailto:Kirk.Bogen@dot.state.fl.us) or Dinyar Sharifabad, P.E., Design Project Manager, by email at [Dinyar.sharifabad@dot.state.fl.us](mailto:Dinyar.sharifabad@dot.state.fl.us), if you have any questions or wish to further discuss the SR 56 Southbound C-D road/ramps to I-75/I-275 project.

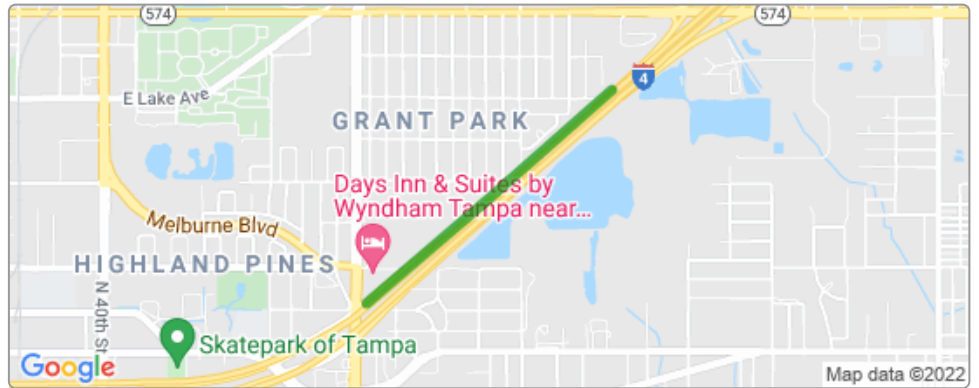
Sincerely,

A handwritten signature in blue ink that reads "Kirk Bogen" followed by a horizontal line extending to the right.

Kirk Bogen, P.E.  
Environmental Management Engineer

I-4 WB Widening from SR 574 (MLK) to US 41 (50th St.) 446131-1-52-01

Project Details	
<b>Work Type</b>	Widening/Auxiliary Lane
<b>Phase</b>	Design
<b>Limits</b>	from west of SR 574 (MLK) to east of us 41 (50th St.)
<b>Length</b>	.7 miles
<b>City</b>	Tampa
<b>County</b>	Hillsborough
<b>Road</b>	I-4
<b>Design Cost</b>	\$704,000



About

This project will add a westbound auxiliary lane between exit 5 (SR 574/MLK Blvd) and exit 3 (US 41/ 50th St.).

The project is currently being designed. Construction is anticipated to begin in 2025.

Contact Information	
<b>Design Manager</b>	Charlie Xie 813-975-6287 Charlie.Xie@dot.state.fl.us
<b>Media Contact</b>	Kris Carson 813-975-6060 Kristen.Carson@dot.state.fl.us

## Beth Alden

---

**From:** Reichert, Mark <Mark.Reichert@dot.state.fl.us>  
**Sent:** Monday, February 13, 2023 7:48 AM  
**Subject:** Legislative Bill Tracker - FL MPOAC  
**Attachments:** Policy\_Planning\_Tracking\_2023-02-10.xlsx; Member Project Tracking Tool\_as of 2.10.2023.xlsx

Good morning, Staff Directors. Attached is the latest Bill Tracking list for the 2023 Legislative Session. The number of bills of interest is piling up. I've highlighted those that either relate to one of our Policy Positions or are somewhat transportation related. If there are others to which you feel I should be paying close attention, please let me know. Also attached is the latest member project list (earmarks). That list has now grown to 84 projects totaling \$214.4 million. Let me know if you have any questions.

### **Mark E. Reichert, Executive Director**

*Metropolitan Planning Organization Advisory Council*

Office: 850-414-4062

Work Cell: 850-545-1890

Personal Cell: 850-556-5751

Bill	Title	Sponsor	Summary	Committee of Reference	Actions	Related Bills	Notes
HB 0499	Florida Main Street Program and Historic Preservation Tax Credits	Stark	Florida Main Street Program and Historic Preservation Tax Credits: Specifies eligibility requirements for receiving specified tax credits for taxpayers that rehabilitate certified historic structures; specifies requirements for taxpayers claiming or transferring specified tax credits; specifies requirements for Division of Historical Resources of DOS for evaluating & certifying applications for specified tax credits; specifies amount of tax credits; authorizes carryforward, sale, & transfer of tax credits; revises order in which tax credits against corporate income tax credit or franchise tax are applied; revises order in which credits & deductions against insurance premium tax are applied. Effective Date: January 1, 2024	House Ways & Means Committee (Current Reference) House Regulatory Reform & Economic Development Subcommittee House Commerce Committee		Similar SB 0288 (DiCeglie) - 02/06/2023 SENATE On Committee agenda - Commerce and Tourism, 02/14/23, 1:00 pm, 110 S	Added to spreadsheet
HB 0627	Housing	Busatta Cabrera	Housing: Removes authority of local governments to adopt or maintain laws, ordinances, or rules that have effect of imposing controls on rents; provides exemption from ad valorem taxation for land that meets certain criteria; authorizes local governments to adopt ordinances to provide an ad valorem tax exemption for portions of property used to provide affordable housing meeting certain requirements; suspends, for a specified period, General Revenue Fund service charge on documentary stamp tax collections; authorizes Governor, under the Florida Job Growth Grant Fund, to approve state or local public infrastructure projects to facilitate the development or construction of affordable housing, etc. Effective Date: July 1, 2023	No committees referenced	02/06/2023 HOUSE Filed	Identical SB 0102 (Calatayud) - 02/08/2023 SENATE Now in Appropriations	
HB 0645	Unmanned Aircraft Systems Act	Brackett	Unmanned Aircraft Systems Act: Revises definition of term "critical infrastructure facility"; removes provision requiring certain persons & governmental entities to apply to Federal Aviation Administration to restrict or limit operation of drones in close proximity to certain infrastructure or facilities. Effective Date: July 1, 2023	No committees referenced	02/07/2023 HOUSE Filed		
HB 0651	Human Trafficking	Robinson (F)	Human Trafficking: Revises criminal penalties to include fines of certain amounts; requires prosecution of specified offenses under Florida RICO; requires DOE & DOH, in conjunction with Statewide Council on Human Trafficking, to establish an awareness training program; requires each state attorney to ensure prosecutors receive certain mandatory training; requires each state attorney to adopt pro-prosecution policy for human trafficking offenses. Effective Date: October 1, 2023	No committees referenced	02/08/2023 HOUSE Filed	Compare HB 0059 (Skidmore) - 01/10/2023 HOUSE Now in Criminal Justice Subcommittee SB 0166 (Berman) - 01/19/2023 SENATE Referred to Criminal Justice; Appropriations Committee on Criminal and Civil Justice; Fiscal Policy Identical SB 0326 (Osgood) - 02/09/2023 SENATE Referred to Criminal Justice; Appropriations Committee on Health and Human Services; Fiscal Policy	
HB 0657	Enforcement of School Zone Speed Limits	Koster	Enforcement of School Zone Speed Limits: Authorizes county or municipality to enforce speed limit in school zone through speed detection system; requires DOT to establish specifications; requires notice to public; requires law enforcement agency to administer School Crossing Guard Recruitment & Retention Program; provides for issuance of traffic citations by traffic infraction enforcement officer; provides notification requirements & procedures; provides photographs or video & evidence of speed are admissible in proceedings; requires law enforcement agency to maintain log & perform tests of speed detection systems; provides penalty for speed limit violation in school zone; prohibits points from being imposed against driver license; prohibits infractions from being used to set insurance rates. Effective Date: upon becoming a law	No committees referenced	02/08/2023 HOUSE Filed		
HB 0665	Workforce Housing Communities	Roth	Workforce Housing Communities: Authorizes governmental entities to create workforce housing communities by creating HOAs & entering into contracts with infrastructure services companies; provides requirements for governing documents, monthly assessments, certain logs & disclosures & residents; provides for procurement, installation, & maintenance of major components of workforce housing units; requires remaining construction costs be paid for with resident provided capital; requires that certain major components be excluded from purchase transaction; authorizes certain costs to be deducted from gross proceeds of sale. Effective Date: July 1, 2023	No committees referenced	02/08/2023 HOUSE Filed		

<a href="#">HB 0669</a>	Resiliency Energy Environment Florida Programs	Fine	Resiliency Energy Environment Florida Programs: Provides that property owner may apply to Resiliency Energy Environment Florida (REEF) program for funding to finance qualifying improvement & may enter into assessment financing agreement with local government; provides REEF program costs may be collected as non-ad valorem assessments; authorizes local government to enter into agreement with program administrator to administer REEF program; specifies additional annual reporting requirements for program administrators. Effective Date: July 1, 2023	No committees referenced	02/08/2023 HOUSE Filed	
<a href="#">HB 0695</a>	Determinations for Tax Exemptions	Hawkins	Determinations for Tax Exemptions: Revises circumstances under which certain aircraft operations are deemed to serve governmental, municipal, or public purpose or function; provides that certain leasehold interests in governmental property that have been determined to be exempt from ad valorem taxation remain so for duration of lease. Effective Date: July 1, 2023	No committees referenced	02/09/2023 HOUSE Filed	
<a href="#">HB 0713</a>	Administrative Procedures and Permitting Process Review	McFarland	Administrative Procedures and Permitting Process Review: Revises provisions relating to rule development, notices, public workshops, publication, timeframes, materials incorporated by reference, statements of estimated regulatory costs, adverse impacts on small businesses, public hearings, lower cost regulatory alternatives, & annual regulatory plans; requires agency review of rules & repromulgation of rules that do not require substantive changes within specified timeframe; requires DEP & water management districts to conduct review of certain permitting processes & permit programs. Effective Date: July 1, 2023	No committees referenced	02/10/2023 HOUSE Filed	
<a href="#">HB 0727</a>	Food Insecure Areas	Rayner-Goolsby	Food Insecure Areas: Authorizes local government to enact land development regulations to permit land use for small-footprint grocery store located in food insecure area; authorizes local government to include in its comprehensive plan provision permitting land use for small-footprint grocery store located in food insecure area; authorizes local government to require mandatory reporting of information from small-footprint grocery store. Effective Date: July 1, 2023	No committees referenced	02/10/2023 HOUSE Filed	
<a href="#">HB 0731</a>	Local Tax Referenda Requirements	Temple	Local Tax Referenda Requirements: Requires referendum to reenact expiring tourist development tax or tourist impact tax, respectively, to be held at general election immediately preceding expiration date of tax; requires referendum to approve millage rate increase for children's services independent special district property tax to be held at general election immediately preceding effective date of increase; requires referendum to approve county or municipal ad valorem tax millage increase, respectively, to be held at general election immediately preceding effective date of increase; requires referendum to reenact expiring local government discretionary sales surtax to be held at general election immediately preceding expiration date of surtax; requires referendum to reenact expiring ninth-cent fuel tax or expiring local option fuel taxes, respectively, to be held at general election immediately preceding expiration date of tax; removes provisions that authorize school district millage elections to be held at any time & specify limit on such elections; requires such elections to be held at general election immediately preceding effective date of millage. Effective Date: July 1, 2023	No committees referenced	02/10/2023 HOUSE Filed	Identical SB 0698 (Ingoglia) - 02/10/2023 SENATE Filed
<a href="#">HB 0741</a>	Photographic Enforcement of School Bus Safety	Michael	Photographic Enforcement of School Bus Safety: Authorizes school districts to install & operate side stop signal arm enforcement systems on school buses & to contract with private vendor or manufacturer to provide such systems; provides requirements for determination & notice of violation; provides requirements for such systems & for use of recorded video & still images captured by such systems; provides civil penalty & distribution thereof; provides notice requirements & procedures for unpaid civil penalties; requires annual summary report to Governor, Legislature, & DHSMV; requires SBE to establish specifications for system testing; authorizes SBE to adopt rules. Effective Date: July 1, 2023	No committees referenced	02/10/2023 HOUSE Filed	
<a href="#">HB 0745</a>	Emergency Communications	McFarland	Emergency Communications: Renames E911 Board as Emergency Communications Board; revises composition of board; establishes board responsibilities; requires board to administer fees; authorizes board to establish schedules for implementing wireless systems & improvements; revises provisions relating to public safety emergency communications systems fee; eliminates obligation of provider to take legal action to enforce fee collection & county liability to provider; revises factors that board considers when setting percentages or contemplating adjustments to fee; updates provisions relating to prepaid wireless public safety emergency communications systems fee; revises emergency communications & 911 service functions; revises types of emergency communications equipment & services that are eligible for expenditure of moneys derived from fee. Effective Date: July 1, 2023	No committees referenced	02/10/2023 HOUSE Filed	



<b>SB 0032</b>	Florida Statutes	Mayfield	Florida Statutes; Deleting provisions that have expired, have become obsolete, have had their effect, have served their purpose, or have been impliedly repealed or superseded; replacing incorrect cross-references and citations; correcting grammatical, typographical, and like errors; removing inconsistencies, redundancies, and unnecessary repetition in the statutes; and improving the clarity of the statutes and facilitating their correct interpretation, etc. Effective Date: Except as otherwise expressly provided in this act and except for this section, which shall take effect July 1, 2023, this act shall take effect on the 60th day after adjournment sine die of the session of the Legislature in which enacted	Senate Rules (Current Reference)	02/09/2023 SENATE Filed 02/09/2023 SENATE Referred to Rules		Added to spreadsheet
<b>SB 0436</b>	911 Public Safety Telecommunicators	Rodriguez	911 Public Safety Telecommunicators; Revising the definition of the term "first responder" to include 911 public safety telecommunicators, for purposes of applying special provisions relating to employment-related accidents and injuries to 911 public safety telecommunicators; revising the definition of the term "public safety telecommunication training program," to increase the number of hours of required training and specify the nature of the additional training; specifying circumstances under which 911 public safety telecommunicators are considered to be acting within the scope of their employment so as to qualify for workers' compensation benefits, etc. Effective Date: 7/1/2023	Senate Governmental Oversight and Accountability (Current Reference) Senate Appropriations Committee on Agriculture, Environment, and General Government Senate Fiscal Policy	02/09/2023 SENATE Referred to Governmental Oversight and Accountability; Appropriations Committee on Agriculture, Environment, and General Government; Fiscal Policy	Compare HB 0291 (Holcomb) - 02/01/2023 HOUSE Now in Constitutional Rights, Rule of Law & Government Operations Subcommittee	Added to spreadsheet
<b>SB 0456</b>	Possession or use of a Firearm in a Sensitive Location	Berman	Possession or use of a Firearm in a Sensitive Location; Prohibiting the possession or use of a firearm in a sensitive location; providing criminal penalties, etc. Effective Date: 10/1/2023	Senate Criminal Justice (Current Reference) Senate Judiciary Senate Rules	02/09/2023 SENATE Referred to Criminal Justice; Judiciary; Rules	Identical HB 0215 (Rayner-Goolsby) - 01/25/2023 HOUSE Now in Criminal Justice Subcommittee	Added to spreadsheet
<b>SB 0540</b>	Local Government Comprehensive Plans	DiCeglie	Local Government Comprehensive Plans; Authorizing certain administrative modifications to capital improvement schedules; providing that the prevailing party in a challenge to a plan or plan amendment is entitled to recover attorney fees and costs; awarding attorney fees and costs, including reasonable appellate attorney fees and costs, to the prevailing party in a challenge to the compliance of a small scale development amendment, etc. Effective Date: 7/1/2023	No committees referenced	02/06/2023 SENATE Filed	Identical HB 0359 (Duggan) - 02/01/2023 HOUSE Now in Local Administration, Federal Affairs & Special Districts Subcommittee	
<b>SB 0544</b>	Aggressive Careless Driving	Pizzo	Aggressive Careless Driving; Designating "Anthony Reznik Act"; revising the definition of the term "aggressive careless driving"; providing a civil penalty for aggressive careless driving and aggressive careless driving resulting in damage to the property or person of another or serious bodily injury to another person; requiring persons convicted of such offense to attend a specified driver improvement course to maintain their driver license; authorizing a court to order such persons to pay restitution, etc. Effective Date: 7/1/2023	No committees referenced	02/07/2023 SENATE Filed		
<b>SB 0552</b>	Public Records/Broadband Opportunity Program	Hooper	Public Records/Broadband Opportunity Program; Providing an exemption from public records requirements for certain information relating to communications services locations, project proposals, and challenges submitted to the Department of Economic Opportunity under the Broadband Opportunity Program; providing for future legislative review and repeal of the exemption; providing a statement of public necessity, etc. Effective Date: 7/1/2023	No committees referenced	02/07/2023 SENATE Filed		
<b>SB 0578</b>	Side-by-side Vehicles	Grall	Side-by-side Vehicles; Authorizing the operation of side-by-side vehicles under certain circumstances; prohibiting persons under a certain age from operating a side-by-side vehicle on a public road or street; authorizing local governmental entities to enact certain ordinances pertaining to side-by-side vehicles; defining the terms "side-by-side vehicle" and "UTV", etc. Effective Date: 7/1/2023	No committees referenced	02/08/2023 SENATE Filed		

<b>SB 0586</b>	Motor Vehicle Insurance	Grall	Motor Vehicle Insurance; Repealing provisions which comprise the Florida Motor Vehicle No-Fault Law; revising the motor vehicle insurance coverages that an applicant must show to register certain vehicles with the Department of Highway Safety and Motor Vehicles; revising minimum liability coverage requirements for motor vehicle owners or operators; revising requirements for a certificate of deposit that is required if a person elects a certain method of proving financial responsibility; providing an exception to the circumstances under which a person who is damaged may bring a civil action against an insurer, etc. Effective Date: Except as otherwise expressly provided in this act and except for this section, which shall take effect upon this act becoming a law, this act shall take effect July 1, 2024	No committees referenced	02/08/2023 SENATE Filed	Identical HB 0429 (Alvarez) - 02/01/2023 HOUSE Now in Insurance & Banking Subcommittee
<b>SB 0588</b>	Enforcement of School Zone Speed Limits	Rodriguez	Enforcement of School Zone Speed Limits; Defining the term "speed detection system"; authorizing counties and municipalities to install, or contract with a vendor to install, speed detection systems in school zones; specifying conditions for the placement or installation of speed detection systems; requiring local governments to use a portion of funds generated from a certain program for school crossing guard recruitment and retention; authorizing counties and municipalities to authorize traffic infraction enforcement officers to issue traffic citations for certain violations, etc. Effective Date: 7/1/2023	No committees referenced	02/08/2023 SENATE Filed	Similar HB 0567 (Steele) - 02/07/2023 HOUSE Now in Local Administration, Federal Affairs & Special Districts Subcommittee
<b>SB 0602</b>	Land Acquisition Trust Fund	Burton	Land Acquisition Trust Fund; Providing an annual appropriation to the Department of Environmental Protection to implement the Heartland Headwaters Protection and Sustainability Act; requiring the funds to be used and distributed for specified purposes, etc. APPROPRIATION: Indeterminate Effective Date: 7/1/2023	No committees referenced	02/08/2023 SENATE Filed	Similar HB 0557 (Bell) - 02/07/2023 HOUSE Now in Agriculture & Natural Resources Appropriations Subcommittee
<b>SB 0604</b>	Sovereign Immunity	Gruters	Sovereign Immunity; Increasing the statutory limits on liability for tort claims against the state and its agencies and subdivisions; prohibiting an insurance policy from conditioning payment of benefits on the enactment of a claim bill; specifying that the limitations in effect on the date a final judgment is entered apply to that claim; requiring the Department of Financial Services to adjust the limitations on tort liability every year after a specified date, etc. Effective Date: 10/1/2023	No committees referenced	02/08/2023 SENATE Filed	Compare HB 0401 (Beltran) - 02/10/2023 HOUSE Committee Substitute Text (C1) Filed
<b>SB 0624</b>	Liens and Bonds	Grall	Liens and Bonds; Revising when a notice of contest of claim against a payment bond must be served; requiring service of documents to be made in a specified manner; providing for the computation of time when certain time periods fall on specified days or during an emergency; revising requirements for a notice of termination; revising when an owner may record a notice of termination; requiring service of documents relating to construction bonds to be made in a specified manner; requiring that a copy of a notice of nonpayment be served on the surety; revising the amount required in addition to the deposit or bond that applies toward attorney fees and court costs, etc. Effective Date: 10/1/2023	No committees referenced	02/09/2023 SENATE Filed	Similar HB 0331 (Overdorf) - 02/07/2023 HOUSE On Committee agenda - Civil Justice Subcommittee, 02/14/23, 1:30 pm, 404 H
<b>SB 0626</b>	Rural Electric Cooperatives	DiCeglie	Rural Electric Cooperatives; Authorizing rural electric cooperatives to provide communications services under certain circumstances for the purpose of expanding broadband Internet service to unserved areas of this state, etc. Effective Date: 7/1/2023	No committees referenced	02/09/2023 SENATE Filed	
<b>SB 0680</b>	Energy Transition Task Force	Davis	Energy Transition Task Force; Creating the task force adjunct to the Department of Agriculture and Consumer Services for a specified purpose; providing for the membership and duties of the task force; requiring the department to provide staffing and administrative support to the task force; requiring the task force to submit a report to certain officials by a specified date; providing for expiration of the task force, etc. Effective Date: 7/1/2023	No committees referenced	02/10/2023 SENATE Filed	Similar HB 0293 (Hinson) - 02/01/2023 HOUSE Now in Energy, Communications & Cybersecurity Subcommittee
<b>SB 0696</b>	Local Officials	Ingoglia	Local Officials; Providing that the employment contract for a county administrator is not to be renewed, extended, or renegotiated during a specified timeframe; providing that the employment contract for a county attorney is not to be renewed, extended, or renegotiated during a specified timeframe; providing that the employment contracts for a chief executive officer of a municipality and a municipal attorney are not to be renewed, extended, or renegotiated during a specified timeframe; providing that a district school superintendent's employment contract with the district school board is not to be renewed, extended, or renegotiated during a specified timeframe; providing that the employment contract of an attorney employed by a district school board is not to be renewed, extended, or renegotiated during a specified timeframe, etc. Effective Date: 7/1/2023	No committees referenced	02/10/2023 SENATE Filed	Identical HB 0729 (Holcomb) - 02/10/2023 HOUSE Filed

<b>HB 0057</b>	Motor Vehicle Liability Policies	Truenow	Motor Vehicle Liability Policies: Revises definition of term "motor vehicle liability policy" to include certain policies issued by specified risk retention groups. Effective Date: July 1, 2023	House Insurance & Banking Subcommittee (Current Reference) House Commerce Committee	02/07/2023 HOUSE On Committee agenda - Insurance & Banking Subcommittee, 02/14/23, 1:30 pm, 17 H	Identical SB 0516 (DiCeglie) - 02/03/2023 SENATE Filed
<b>HB 0125</b>	Utility System Rate Base Values	McClain	Utility System Rate Base Values: Establishes alternative procedure by which PSC may establish rate base value for certain acquired utility systems; requires approved rate base value to be reflected in acquiring utility's next rate case for ratemaking purposes; establishes procedure for appraisal of acquired utility system; provides contents required for petition for approval of rate base value; provides duties of PSC regarding petitions; authorizes PSC to set rates for & classify certain acquired utility systems. Effective Date: July 1, 2023	House Energy, Communications & Cybersecurity Subcommittee (Current Reference) House State Administration & Technology Appropriations Subcommittee House Commerce Committee	02/08/2023 HOUSE On Committee agenda - Energy, Communications & Cybersecurity Subcommittee, 02/15/23, 9:00 am, 102 H	Identical SB 0194 (Hooper) - 01/26/2023 SENATE Referred to Regulated Industries; Appropriations Committee on Agriculture, Environment, and General Government; Fiscal Policy
<b>HB 0131</b>	Recall of County Officers and Commissioners	Rudman	Recall of County Officers and Commissioners: Proposes amendment to State Constitution to authorize Legislature to provide by general law for recall of county officers & commissioners.	House Local Administration, Federal Affairs & Special Districts Subcommittee (Current Reference) House Ethics, Elections & Open Government Subcommittee House State Affairs Committee	02/08/2023 HOUSE On Committee agenda - Local Administration, Federal Affairs & Special Districts Subcommittee, 02/15/23, 2:00 pm, 17 H	Linked HB 0209 (Rudman) - 02/08/2023 HOUSE On Committee agenda - Local Administration, Federal Affairs & Special Districts Subcommittee, 02/15/23, 2:00 pm, 17 H
<b>HB 0209</b>	Recall of County Commissioners	Rudman	Recall of County Commissioners: Provides that members of governing body of noncharter county may be removed from office by electors of county. Effective Date: on the effective date of the amendment to the State Constitution proposed by HJR 131 or a joint resolution having substantially the same specific intent and purpose	House Local Administration, Federal Affairs & Special Districts Subcommittee (Current Reference) House Ethics, Elections & Open Government Subcommittee House State Affairs Committee	02/08/2023 HOUSE On Committee agenda - Local Administration, Federal Affairs & Special Districts Subcommittee, 02/15/23, 2:00 pm, 17 H	Linked HB 0131 (Rudman) - 02/08/2023 HOUSE On Committee agenda - Local Administration, Federal Affairs & Special Districts Subcommittee, 02/15/23, 2:00 pm, 17 H
<b>HB 0331</b>	Liens and Bonds	Overdorf	Liens and Bonds: Revises liens & bonds laws, including provisions relating to when notices must be served; notarizing forms; alternative forms of security; direct contracts; computation of time; extent of certain liens; requirements for notice of commencement, notice of termination, & notice of contest of lien; transferring lien to security; service of documents; immunity to issuing authority; & release of liens; authorizes attorney fees in certain actions. Effective Date: July 1, 2023	House Civil Justice Subcommittee (Current Reference) House Regulatory Reform & Economic Development Subcommittee House Judiciary Committee	02/07/2023 HOUSE On Committee agenda - Civil Justice Subcommittee, 02/14/23, 1:30 pm, 404 H	Similar SB 0624 (Grall) - 02/09/2023 SENATE Filed
<b>SB 0108</b>	Trees and Vegetation Within the Rights-of-way of Certain Roads and Rail Corridors	Rodriguez	Trees and Vegetation Within the Rights-of-way of Certain Roads and Rail Corridors; Providing that the prohibition against the removal, cutting, marring, defacing, or destruction of trees or other vegetation in certain rights-of-way does not apply if the Department of Transportation suspends such prohibition pursuant to a declared state of emergency; requiring the department to adopt guidelines for removal of debris from certain emergencies, etc. Effective Date: 7/1/2023	Senate Transportation (Current Reference) Senate Community Affairs Senate Rules	02/06/2023 SENATE On Committee agenda - Transportation, 02/14/23, 3:30 pm, 110 S	Similar HB 0055 (Garcia (A)) - 01/10/2023 HOUSE Now in Transportation & Modals Subcommittee
<b>SB 0288</b>	Florida Main Street Program and Historic Preservation Tax Credits	DiCeglie	Florida Main Street Program and Historic Preservation Tax Credits; Citing this act as the "Main Street Historic Tourism and Revitalization Act"; providing a credit against the state corporate income tax and the insurance premium tax for qualified expenses in rehabilitating certain historic structures; specifying eligibility requirements for the tax credit; specifying requirements for the Division of Historical Resources of the Department of State for evaluating and certifying applications for tax credits; specifying the order in which the credit is applied against the corporate income tax or franchise tax, etc. Effective Date: January 1, 2024	Senate Commerce and Tourism (Current Reference) Senate Finance and Tax Senate Appropriations	02/06/2023 SENATE On Committee agenda - Commerce and Tourism, 02/14/23, 1:00 pm, 110 S	Similar HB 0499 (Stark) - 02/01/2023 Bill to be Discussed During the Office of EDR's Revenue Estimating Impact Conference, 02/03/23, 9:00 am, 117 K (No Votes Will Be Taken)

Added to spreadsheet

<b>SB 0296</b>	Lawful Breath Test for Alcohol	DiCeglie	Lawful Breath Test for Alcohol; requiring that a person arrested for driving under the influence who refuses to submit to a lawful test of his or her breath be told that he or she is subject to mandatory placement, for a specified period of time and at his or her expense, of an ignition interlock device on vehicles he or she leases or owns and routinely operates; requiring that a person arrested for driving under the influence who refuses to submit to a lawful test of his or her breath install an ignition interlock device, at his or her expense, for a specified period of time, etc. Effective Date: 7/1/2023	Senate Transportation (Current Reference) Senate Criminal Justice Senate Rules	<b>02/06/2023 SENATE On Committee agenda - Transportation, 02/14/23, 3:30 pm, 110 S</b>	Compare HB 0197 (Koster) - 01/25/2023 HOUSE Now in Criminal Justice Subcommittee SB 0432 (Wright) - 02/09/2023 SENATE Referred to Criminal Justice; Appropriations Committee on Criminal and Civil Justice; Fiscal Policy
<b>HB 0021</b>	Transportation Facility Designations	Sirois	Transportation Facility Designations: Designates Dr. Sally Ride Memorial Bridge in Brevard County; directs DOT to erect suitable markers. Effective Date: July 1, 2023	House Transportation & Modals Subcommittee House Infrastructure & Tourism Appropriations Subcommittee House Infrastructure Strategies Committee (Current Reference)	<b>02/09/2023 HOUSE Favorable by Infrastructure &amp; Tourism Appropriations Subcommittee; 15 Yeas, 0 Nays</b> 02/09/2023 HOUSE Now in Infrastructure Strategies Committee	
<b>HB 0063</b>	Transportation Facility Designations	Chaney	Transportation Facility Designations: Designates Deputy Sheriff Michael Hartwick Memorial Highway in Pinellas County; directs DOT to erect suitable markers. Effective Date: July 1, 2023	House Transportation & Modals Subcommittee House Infrastructure & Tourism Appropriations Subcommittee House Infrastructure Strategies Committee (Current Reference)	<b>02/09/2023 HOUSE Favorable by Infrastructure &amp; Tourism Appropriations Subcommittee; 15 Yeas, 0 Nays</b> 02/09/2023 HOUSE Now in Infrastructure Strategies Committee	Identical SB 0096 (DiCeglie) - 01/04/2023 SENATE Referred to Transportation; Appropriations Committee on Transportation, Tourism, and Economic Development; Fiscal Policy
<b>HB 0145</b>	Transportation Facility Designations	Daniels	Transportation Facility Designations: Designates Coach Gwendolyn Maxwell Bridge to Ribault in Duval County; directs DOT to erect suitable markers. Effective Date: July 1, 2023	House Transportation & Modals Subcommittee House Infrastructure & Tourism Appropriations Subcommittee (Current Reference) House Infrastructure Strategies Committee	<b>02/08/2023 HOUSE Favorable by Transportation &amp; Modals Subcommittee; 18 Yeas, 0 Nays</b> 02/08/2023 HOUSE Now in Infrastructure & Tourism Appropriations Subcommittee	Identical SB 0608 (Yarborough) - 02/08/2023 SENATE Filed
<b>HB 0155</b>	Tampa Bay Area Regional Transit Authority	Holcomb	Tampa Bay Area Regional Transit Authority: Dissolves TBARTA; provides for discharge of liabilities & assumption of outstanding liabilities; requires TBARTA to settle & close its affairs & transfer pending activities; requires closure & dispensing of federal & state funds; provides for distribution of TBARTA's remaining assets; requires notification of final dissolution; requires forwarding of TBARTA records. Effective Date: July 1, 2023	House Transportation & Modals Subcommittee (Current Reference) House Infrastructure & Tourism Appropriations Subcommittee House Infrastructure Strategies Committee	<b>02/08/2023 HOUSE Favorable with CS by Transportation &amp; Modals Subcommittee; 16 Yeas, 0 Nays</b> 02/08/2023 HOUSE Committee Substitute Text (C1) Filed	Similar SB 0198 (DiCeglie) - 02/09/2023 SENATE Now in Appropriations Committee on Transportation, Tourism, and Economic Development
<b>HB 0401</b>	Sovereign Immunity	Beltran	Sovereign Immunity: Revises statutory limits on liability for tort claims against state & its agencies & subdivisions; revises requirements for government entity to settle claim or judgment; revises timeframe within which appropriate agency must make final disposition of claim after it is filed to prevent claim from being deemed denied; revises exceptions relating to instituting actions on claims against state or one of its agencies or subdivisions & to statute of limitations for such claims. Effective Date: October 1, 2024	House Civil Justice Subcommittee (Current Reference) House Appropriations Committee House Judiciary Committee	<b>02/09/2023 HOUSE Favorable with CS by Civil Justice Subcommittee; 13 Yeas, 4 Nays</b> 02/10/2023 HOUSE Committee Substitute Text (C1) Filed	Compare SB 0604 (Gruters) - 02/08/2023 SENATE Filed

<b>SB 0102</b>	Housing	Calatayud	Housing; Citing this act as the "Live Local Act"; deleting the authority of local governments to adopt or maintain laws, ordinances, rules, or other measures that would have the effect of imposing controls on rents; providing an exemption from ad valorem taxation for land that meets certain criteria; authorizing local governments to adopt ordinances to provide an ad valorem tax exemption for portions of property used to provide affordable housing meeting certain requirements; suspending, for a specified period, the General Revenue Fund service charge on documentary stamp tax collections; authorizing the Governor, under the Florida Job Growth Grant Fund, to approve state or local public infrastructure projects to facilitate the development or construction of affordable housing, etc. APPROPRIATION: \$711,000,000 Effective Date: Except as otherwise expressly provided in this act and except for this section, which shall take effect upon becoming a law, this act shall take effect July 1, 2023	Senate Community Affairs Senate Appropriations (Current Reference)	<b>02/08/2023 SENATE Favorable by Community Affairs; Yeas 9 Nays 0</b> 02/08/2023 Bill to be Discussed During the Office of EDR's Revenue Estimating Impact Conference, 02/10/23, 9:00 am, 117 K (No Votes Will Be Taken) 02/08/2023 SENATE Now in Appropriations	Compare SB 0220 (Rodriguez) - 01/18/2023 SENATE Withdrawn prior to introduction HB 0229 (Cross) - 01/25/2023 HOUSE Now in Ways & Means Committee Identical HB 0627 (Busatta Cabrera) - 02/06/2023 HOUSE Filed
<b>SB 0106</b>	Florida Shared-Use Nonmotorized Trail Network	Brodeur	Florida Shared-Use Nonmotorized Trail Network; Authorizing the Department of Environmental Protection to establish a program to recognize specified local communities as trail towns; revising the membership of the Florida Tourism Industry Marketing Corporation; extending the Florida Shared-Use Nonmotorized Trail Network to lands of the Florida wildlife corridor; increasing the amount the Department of Transportation is required to allocate for purposes of funding and maintaining projects within the Florida Shared-Use Nonmotorized Trail Network, etc. APPROPRIATION: \$200,000,000 Effective Date: 7/1/2023	Senate Transportation Senate Appropriations (Current Reference)	<b>02/07/2023 SENATE Favorable by Transportation; 9 Yeas, 0 Nays</b> 02/08/2023 SENATE Now in Appropriations	
<b>SB 0170</b>	Local Ordinances	Trumbull	Local Ordinances; Authorizing courts to assess and award reasonable attorney fees and costs and damages in certain civil actions filed against local governments; requiring a board of county commissioners to prepare or cause to be prepared a business impact estimate before the enactment of a proposed ordinance; requiring a county to suspend enforcement of an ordinance that is the subject of a certain legal action if certain conditions are met; requiring a governing body of a municipality to prepare or cause to be prepared a business impact estimate before the enactment of a proposed ordinance, etc. Effective Date: 10/1/2023	Senate Community Affairs Senate Rules (Current Reference)	<b>02/08/2023 SENATE Favorable with CS by Community Affairs; 7 Yeas, 2 Nays</b> 02/09/2023 SENATE Committee Substitute Text (C1) Filed 02/09/2023 SENATE Now in Rules	
<b>SB 0198</b>	Tampa Bay Area Regional Transit Authority	DiCeglie	Tampa Bay Area Regional Transit Authority; Repealing provisions relating to the creation and operation of the authority; dissolving the authority and requiring the authority to discharge its liabilities, settle and close its activities and affairs, and provide for the distribution of the authority's assets, etc. Effective Date: Except as otherwise expressly provided in this act, this act shall take effect July 1, 2023	Senate Transportation Senate Appropriations Committee on Transportation, Tourism, and Economic Development (Current Reference) Senate Appropriations	<b>02/07/2023 SENATE Favorable with CS by Transportation; 9 Yeas, 0 Nays</b> 02/09/2023 SENATE Committee Substitute Text (C1) Filed 02/09/2023 SENATE Now in Appropriations Committee on Transportation, Tourism, and Economic Development	Similar HB 0155 (Holcomb) - 02/08/2023 HOUSE Committee Substitute Text (C1) Filed
<b>HB 0023</b>	Water and Wastewater Facility Operators	Bell	Water and Wastewater Facility Operators: Requires DEP to issue water treatment plant operator licenses, water distribution system operator licenses, & domestic wastewater treatment plant operator licenses by reciprocity to certain applicants; authorizes DEP to issue temporary operator licenses during declared state of emergency; requires DEP to waive application fee for temporary operator licenses. Effective Date: July 1, 2023	House Water Quality, Supply & Treatment Subcommittee (Current Reference) House Agriculture & Natural Resources Appropriations Subcommittee House Infrastructure Strategies Committee		Identical SB 0162 (Collins) - 01/19/2023 SENATE Referred to Environment and Natural Resources; Regulated Industries; Fiscal Policy
<b>HB 0041</b>	Land Development Initiative and Referendum Processes	Garcia	Land Development Initiative and Referendum Processes: Revises restrictions on initiative and referendum processes. Effective Date: July 1, 2023	House Local Administration, Federal Affairs & Special Districts Subcommittee (Current Reference) House Infrastructure Strategies Committee House State Affairs Committee		

<b>HB 0055</b>	Trees and Other Vegetation within Rights-of-way	Garcia (A)	Trees and Other Vegetation within Rights-of-way: Authorizes DOT to suspend prohibition against removal or cutting of trees or other vegetation in response to state of emergency declared by Governor; requires DOT to adopt guidelines relating to removal or cutting of trees or other vegetation for purpose of clearing debris generated during declared state of emergency. Effective Date: July 1, 2023	House Transportation & Modals Subcommittee (Current Reference) House Constitutional Rights, Rule of Law & Government Operations Subcommittee House Infrastructure Strategies Committee	Similar SB 0108 (Rodriguez) - 02/06/2023 SENATE On Committee agenda - Transportation, 02/14/23, 3:30 pm, 110 S
<b>HB 0059</b>	Human Trafficking and Prostitution	Skidmore	Human Trafficking and Prostitution: Revises definition of term "coercion"; prohibits facilitating or enabling receiving of persons into any place, structure, building, or conveyance for purpose of prostitution, lewdness, or assignation or facilitating or enabling any person to remain in such place; prohibits knowingly engaging in specified activities for purpose of prostitution; provides increased criminal penalties for specified prohibited acts. Effective Date: October 1, 2023	House Criminal Justice Subcommittee (Current Reference) House Justice Appropriations Subcommittee House Judiciary Committee	Compare SB 0326 (Osgood) - 02/09/2023 SENATE Referred to Criminal Justice; Appropriations Committee on Health and Human Services; Fiscal Policy HB 0651 (Robinson (F)) - 02/08/2023 HOUSE Filed Similar SB 0166 (Berman) - 01/19/2023 SENATE Referred to Criminal Justice; Appropriations Committee on Criminal and Civil Justice; Fiscal Policy
<b>HB 0077</b>	Construction Materials Mining Activities	Fabricio	Construction Materials Mining Activities: Specifies ground vibration limit for construction materials mining activities within 1 mile of certain areas; authorizes CFO to direct State Fire Marshal to modify standards, limits, & regulations for use of explosives in connection with such construction materials mining activities. Effective Date: July 1, 2023	House Regulatory Reform & Economic Development Subcommittee (Current Reference) House Commerce Committee	Similar SB 0186 (Avila) - 01/26/2023 SENATE Referred to Banking and Insurance; Community Affairs; Rules
<b>HB 0105</b>	Preemption of the Regulation of Vacation Rentals	Basabe	Preemption of the Regulation of Vacation Rentals: Provides local laws, ordinances, or regulations requiring vacation rental owners or operators to provide local government with certain contact information are not prohibited or preempted to state. Effective Date: July 1, 2023	House Regulatory Reform & Economic Development Subcommittee (Current Reference) House Local Administration, Federal Affairs & Special Districts Subcommittee House Commerce Committee	Identical SB 0092 (Garcia) - 01/04/2023 SENATE Referred to Regulated Industries; Community Affairs; Rules
<b>HB 0111</b>	Public Financing of Potentially At-risk Structures and Infrastructure	Hunschofsky	Public Financing of Potentially At-risk Structures and Infrastructure: Provides certain areas are at risk due to sea level rise & structures & infrastructure within those areas are potentially at risk. Effective Date: July 1, 2023	House Agriculture, Conservation & Resiliency Subcommittee (Current Reference) House Agriculture & Natural Resources Appropriations Subcommittee House Infrastructure Strategies Committee	
<b>HB 0135</b>	Land Acquisition Trust Fund	Mooney, Jr.	Land Acquisition Trust Fund: Requires annual appropriation to DEP to implement Florida Keys Stewardship Act or acquire land for specified purposes; prohibits use of such funds to implement certain projects & programs. Effective Date: July 1, 2023	House Agriculture & Natural Resources Appropriations Subcommittee (Current Reference) House Agriculture, Conservation & Resiliency Subcommittee House Appropriations Committee	Similar SB 0054 (Rodriguez) - 01/19/2023 SENATE Now in Appropriations Committee on Agriculture, Environment, and General Government

<a href="#">HB 0137</a>	Department of Labor	Nixon	Department of Labor: Creates Department of Labor; provides structure & purpose of department; designates department as state Agency for Workforce Innovation for purposes of implementing s. 24, Art. X of State Constitution; revises provisions relating to state minimum wage including, protected rights, rebuttable presumption & burden of proof, prohibition on certain contracts, process for filing complaint for violation of protected rights, review of actions issued by department, statute of limitations during investigation, liability, & recordkeeping; creates the DOL Community Advisory Board; requires annual report. Effective Date: July 1, 2023	House Constitutional Rights, Rule of Law & Government Operations Subcommittee (Current Reference) House Commerce Committee House Appropriations Committee House State Affairs Committee	
<a href="#">HB 0163</a>	Driver License and Identification Card Gender Designation	Arrington	Driver License and Identification Card Gender Designation: Requires application for driver license or ID card to provide for male, female, or nonbinary gender designation. Effective Date: July 1, 2023	House Transportation & Modals Subcommittee (Current Reference) House Infrastructure & Tourism Appropriations Subcommittee House Infrastructure Strategies Committee	
<a href="#">HB 0175</a>	Everglades Protection Area	Busatta Cabrera	Everglades Protection Area: Requires comprehensive plans & plan amendments that apply to certain lands within or near Everglades Protection Area to follow state coordinated review process; requires DEP to make determinations, consult, & coordinate with specified entities regarding such plans & amendments; provides additional limitation for compliance determination of such plans & plan amendments; prohibits & provides requirements for adoption of certain development amendments within Everglades Protection Area. Effective Date: July 1, 2023	House Agriculture, Conservation & Resiliency Subcommittee (Current Reference) House Agriculture & Natural Resources Appropriations Subcommittee House Infrastructure Strategies Committee	Similar SB 0192 (Avila) - 01/26/2023 SENATE Referred to Community Affairs; Environment and Natural Resources; Rules
<a href="#">HB 0181</a>	Cost-of-Living Adjustment of Retirement Benefits	Lopez (J)	Cost-of-Living Adjustment of Retirement Benefits: Specifies minimum amount of factor used to calculate the cost-of-living adjustment of benefits for certain retirees and beneficiaries of FRS. Effective Date: July 1, 2023	House Constitutional Rights, Rule of Law & Government Operations Subcommittee (Current Reference) House Appropriations Committee House State Affairs Committee	
<a href="#">HB 0197</a>	Penalties for Refusal to Submit to Breath-alcohol Test	Koster	Penalties for Refusal to Submit to Breath-alcohol Test: Requires person who refuses to submit to lawful test of his or her breath for purpose of determining alcoholic content of his or her blood or breath to be told that ignition interlock device will be placed upon all vehicles individually or jointly leased or owned & routinely operated by person; conforms criminal penalty provisions. Effective Date: July 1, 2023	House Criminal Justice Subcommittee (Current Reference) House Infrastructure & Tourism Appropriations Subcommittee House Judiciary Committee	Compare SB 0296 (DiCeglie) - 02/06/2023 SENATE On Committee agenda - Transportation, 02/14/23, 3:30 pm, 110 S
<a href="#">HB 0215</a>	Possession or Use of a Firearm in a Sensitive Location	Rayner- Goolsby	Possession or Use of a Firearm in a Sensitive Location: Defines "sensitive location"; prohibits possession or use of firearm in sensitive location; provides exceptions. Effective Date: October 1, 2023	House Criminal Justice Subcommittee (Current Reference) House Justice Appropriations Subcommittee House Judiciary Committee	Identical SB 0456 (Berman) - 02/09/2023 SENATE Referred to Criminal Justice; Judiciary; Rules
<a href="#">HB 0229</a>	Taxation of Affordable Housing	Cross	Authorizes counties & municipalities to adopt ordinances to grant partial ad valorem tax exemptions to property owners whose properties are used to provide affordable housing; specifies duties of boards of county commissioners & municipal governing bodies adopting ordinances granting such exemptions; requires owners of property that is improperly granted such exemptions to pay owed taxes, penalties, & interest. Effective Date: July 1, 2023	House Ways & Means Committee (Current Reference) House Local Administration, Federal Affairs & Special Districts Subcommittee House State Affairs Committee	Compare SB 0102 (Calatayud) - 02/08/2023 SENATE Now in Appropriations Identical SB 0220 (Rodriguez) - 01/18/2023 SENATE Withdrawn prior to introduction

<a href="#">HB 0235</a>	Alternative Mobility Funding Systems	Robinson (W) Jr.	Alternative Mobility Funding Systems: Revises requirements related to agreements to pay for or construct certain improvements; authorizes local governments to adopt alternative mobility planning & fee system; prohibits alternative system from imposing responsibility for funding existing transportation deficiency upon new development; revises requirements for calculation of impact fees; removes ability of local government, school district, or special district to increase impact fees in certain instances; provides requirements for mobility fees-based funding systems, mobility fees & fee increases; specifies criteria to be used in adopting mobility plan & mobility fee for transportation mitigation improvements; prohibits courts from using deferential standard for specified purpose; provides for specified mobility fee credits. Effective Date: July 1, 2023	House Local Administration, Federal Affairs & Special Districts Subcommittee (Current Reference) House Ways & Means Committee House Commerce Committee	Similar SB 0350 (Brodeur) - 02/09/2023 SENATE Referred to Community Affairs; Transportation; Finance and Tax; Rules
<a href="#">HB 0291</a>	911 Public Safety Telecommunicators	Holcomb	911 Public Safety Telecommunicators: Revises definition of term "first responder" to include 911 public safety telecommunicators; revises criteria & number of hours of training required for 911 public safety telecommunicator certification. Effective Date: July 1, 2023	House Constitutional Rights, Rule of Law & Government Operations Subcommittee (Current Reference) House Appropriations Committee House State Affairs Committee	Compare SB 0436 (Rodriguez) - 02/09/2023 SENATE Referred to Governmental Oversight and Accountability; Appropriations Committee on Agriculture, Environment, and General Government; Fiscal Policy
<a href="#">HB 0293</a>	Energy Transition Task Force	Hinson	Energy Transition Task Force: Creates task force adjunct to DACS for specified purpose; provides for membership, duties, & expiration of task force; requires DACS to provide task force staff & administrative support; requires task force to submit report to specified officials by certain date. Effective Date: July 1, 2023	House Energy, Communications & Cybersecurity Subcommittee (Current Reference) House Agriculture & Natural Resources Appropriations Subcommittee House Commerce Committee	Similar SB 0680 (Davis) - 02/10/2023 SENATE Filed
<a href="#">HB 0315</a>	Civil Remedies for Unlawful Employment Practices	Andrade	Provides limits on judgment for punitive & compensatory damages for certain claims; authorizes aggrieved party to bring civil action for certain claims within specified timeframe regardless of determination made by Commission on Human Relations. Effective Date: July 1, 2023	House Civil Justice Subcommittee (Current Reference) House Judiciary Committee	
<a href="#">HB 0321</a>	Movable Tiny Homes	Stevenson	Movable Tiny Homes: Provides for taxation of movable tiny home according to classification; provides classification requirements; includes movable tiny homes in provisions relating to mobile home registration, renewal registration, license plates, validation stickers, & revalidation stickers; license taxes; inspection of records of DHSMV; & dealers, manufacturers, distributors, & brokers; establishes uniform standards for manufacturing, inspection, & certification of movable tiny homes; limits alterations or modifications to movable tiny homes. Effective Date: July 1, 2023, but only if HB 323 or similar legislation takes effect	House Transportation & Modals Subcommittee (Current Reference) House Ways & Means Committee House Infrastructure & Tourism Appropriations Subcommittee House Commerce Committee	Linked HB 0323 (Stevenson) - 02/01/2023 HOUSE Now in Transportation & Modals Subcommittee
<a href="#">HB 0323</a>	Fees/Movable Tiny Homes	Stevenson	Fees/Movable Tiny Homes: Imposes annual license tax to be collected upon registration or renewal of registration of movable tiny home; provides for payment & disposition of fees relating to licensure as movable tiny home dealer. Effective Date: on the same date that HB 321 or similar legislation takes effect	House Transportation & Modals Subcommittee (Current Reference) House Ways & Means Committee House Infrastructure & Tourism Appropriations Subcommittee House Commerce Committee	Linked HB 0321 (Stevenson) - 02/01/2023 HOUSE Now in Transportation & Modals Subcommittee
<a href="#">HB 0341</a>	911 Public Safety Telecommunicator Certificates	Amesty	911 Public Safety Telecommunicator Certificates: Revises period of time 911 public safety telecommunicator certificate may remain in inactive status & may be reactivated or renewed. Effective Date: July 1, 2023	House Healthcare Regulation Subcommittee (Current Reference) House Health & Human Services Committee	



<a href="#">HB 0347</a>	Actions Against Public-use Airports	Bankson	Actions Against Public-use Airports: Provides exemption from civil liability & criminal prosecution for owner, operator, or user of public-use airport with respect to noise pollution; provides exemption from nuisance action for such owner, operator, or user; prohibits court from enjoining use or operation of public-use airport on basis of noise or noise pollution; prohibits owner of certain property from maintaining nuisance action against owner or operator of public-use airport; exempts public-use airport from specified rules. Effective Date: July 1, 2023	House Transportation & Modals Subcommittee (Current Reference) House Civil Justice Subcommittee House Infrastructure Strategies Committee	
<a href="#">HB 0349</a>	Vertiports	Bankson	Vertiports: Provides legislative intent; requires DOT to take certain actions regarding vertiports; provides design and layout plan requirements for vertiport owners; provides limitations regarding exercise of political subdivision's zoning & land use authority in regulating vertiports. Effective Date: July 1, 2023	House Transportation & Modals Subcommittee (Current Reference) House Infrastructure & Tourism Appropriations Subcommittee House Infrastructure Strategies Committee	
<a href="#">HB 0359</a>	Local Government Comprehensive Plans	Duggan	Local Government Comprehensive Plans: Authorizes certain administrative modifications to capital improvement schedules; provides that prevailing party in challenge to plan or plan amendment is entitled to recover attorney fees & costs; awards attorney fees & costs, including reasonable appellate attorney fees & costs, to prevailing party in challenge to compliance of small scale development amendment. Effective Date: July 1, 2023	House Local Administration, Federal Affairs & Special Districts Subcommittee (Current Reference) House Civil Justice Subcommittee House State Affairs Committee	Identical SB 0540 (DiCeglie) - 02/06/2023 SENATE Filed
<a href="#">HB 0383</a>	Public Construction	Griffitts Jr.	Public Construction: Provides that certain permit applications shall be deemed approved; revises provisions relating to payments for purchases of construction services by local governmental entities & public entities; revises time periods within which certain proceedings must be commenced & concluded; provides dates by which undisputed portion of certain payment requests must be paid. Effective Date: July 1, 2023	House Local Administration, Federal Affairs & Special Districts Subcommittee (Current Reference) House Commerce Committee House State Affairs Committee	Similar SB 0346 (DiCeglie) - 02/09/2023 SENATE Referred to Community Affairs; Governmental Oversight and Accountability; Rules
<a href="#">HB 0397</a>	Public Meetings	Tuck	Public Meetings: Provides specified entities may meet in private with their attorneys to discuss claims concerning private property rights; specifies what may be discussed during such meetings; requires such meetings be transcribed; provides transcripts become public records at specified times. Effective Date: July 1, 2023	House Ethics, Elections & Open Government Subcommittee (Current Reference) House Civil Justice Subcommittee House State Affairs Committee	
<a href="#">HB 0407</a>	Apalachicola Bay Area of Critical State Concern	Shoaf	Apalachicola Bay Area of Critical State Concern: Authorizes DEP to expend certain funds for purpose of entering into financial assistance agreements with City of Apalachicola for specified surface water & groundwater quality improvement projects within Apalachicola Bay Area of Critical State Concern; provides for expiration of expenditure. Effective Date: July 1, 2023	House Water Quality, Supply & Treatment Subcommittee (Current Reference) House Agriculture & Natural Resources Appropriations Subcommittee House Infrastructure Strategies Committee	Identical SB 0702 (Simon) - 02/10/2023 SENATE Filed
<a href="#">HB 0413</a>	Financial Assistance for Rural Areas of Opportunity	Abbott	Financial Assistance for Rural Areas of Opportunity: Prohibits certain agency agreements from requiring expenditure of funds before reimbursement; authorizes agencies to undertake certain actions. Effective Date: July 1, 2023	House Local Administration, Federal Affairs & Special Districts Subcommittee (Current Reference) House Appropriations Committee House State Affairs Committee	

<b>HB 0421</b>	Driving in the Furthest Left-hand Lane of a Roadway	Persons-Mulicka	Driving in the Furthest Left-hand Lane of a Roadway: Prohibits driver from continuously operating motor vehicle in furthest left-hand lane of certain roadways; provides penalty. Effective Date: January 1, 2024	House Transportation & Modals Subcommittee (Current Reference) House Infrastructure Strategies Committee	Identical SB 0464 (Perry) - 02/09/2023 SENATE Referred to Transportation; Appropriations Committee on Transportation, Tourism, and Economic Development; Fiscal Policy
<b>HB 0425</b>	Transportation	Esposito	Transportation: Revises & provides requirements relating to revenues committed for public transit projects, certification of aggregate shipments, progressive design-build contracts, acceptance of electronic tickets, liability insurance, cost reduction, sharing of cost savings, settlements requiring payment of certain amounts, contractor's certificate of qualification to bid, provision of contractor services, exemption from public records requirements for identities of potential transportation project bidders, & request for legislative approval of proposed turnpike projects. Effective Date: July 1, 2023	House Transportation & Modals Subcommittee (Current Reference) House Infrastructure & Tourism Appropriations Subcommittee House Infrastructure Strategies Committee	Similar SB 0064 (Hooper) - 01/04/2023 SENATE Referred to Transportation; Appropriations Committee on Transportation, Tourism, and Economic Development; Fiscal Policy
<b>HB 0429</b>	Motor Vehicle Insurance	Alvarez	Motor Vehicle Insurance: Repeals Florida Motor Vehicle No-Fault Law; revises motor vehicle insurance coverages; revises garage liability insurance requirements; provides that driver license or motor vehicle registration suspensions for failure to maintain required security remain in full force & effect; revises amount of certificate of deposit required to elect certain method of proof of financial responsibility; revises minimum net worth requirements to qualify certain persons as self-insurers; revises grounds for discipline for certain health professions; specifies coverage options that insurer is required & authorized to offer; prohibits insurer providing medical payments coverage benefits from seeking lien on certain recovery & bringing certain cause of action; authorizes insurers to include policy provisions allowing for subrogation, for medical payments benefits paid; prohibits insurers from including policy provisions allowing for subrogation for death benefits paid; revises legal liability of uninsured motorist coverage insurer; requires motor vehicle insurance policies to provide death benefits. Effective Date: July 1, 2024	House Insurance & Banking Subcommittee (Current Reference) House Civil Justice Subcommittee House Commerce Committee	Identical SB 0586 (Grall) - 02/08/2023 SENATE Filed
<b>HB 0439</b>	Land Use and Development Regulations	McClain	Land Use and Development Regulations: Revises effect of special magistrate's recommendation; revises local governmental entity notification requirements; revises types of data that comprehensive plans & plan amendments must be based on; requires local government to submit affidavit for specified purposes; requires that EDR be sole publisher of specified estimates; revises elements that must be included in comprehensive plan; revises frequency at which local government must evaluate its comprehensive plan; prohibits local government from adopting plan amendments when it fails to meet certain requirements; revises exceptions to applicability of land development regulations relating to single-family or two-family dwelling building design elements; requires AG to audit county transportation trust fund. Effective Date: July 1, 2023	House Local Administration, Federal Affairs & Special Districts Subcommittee (Current Reference) House Commerce Committee House State Affairs Committee	
<b>HB 0461</b>	Apprenticeship and Preapprenticeship Direct Funding Grant Program	Giallombardo	Apprenticeship and Preapprenticeship Direct Funding Grant Program: Creates Apprenticeship and Preapprenticeship Direct Funding Grant Program for specified purposes; requires DOE to administer program; provides requirements for such program. Effective Date: July 1, 2023	House Higher Education Appropriations Subcommittee (Current Reference) House Education & Employment Committee House Appropriations Committee	
<b>HB 0473</b>	Agreement for Best Practices in Economic Development	Eskamani	Agreement for Best Practices in Economic Development: Creates Agreement for Best Practices in Economic Development; establishes National Board for Best Practices in Economic Development; requires board to publish specified material regarding best practices in economic development & suggest annual revisions; requires board to accept testimony related to economic development improvements; prohibits member states from offering or providing company-specific tax incentives or company-specific grants for specified purposes; provides procedures for withdrawing from agreement. Effective Date: upon the adoption of the agreement by two or more states	House Regulatory Reform & Economic Development Subcommittee (Current Reference) House Ways & Means Committee House Commerce Committee	

<a href="#">HB 0527</a>	Office of the Blue Economy	Skidmore	Office of the Blue Economy: Establishes Office of the Blue Economy within DEO; provides duties of office; requires EDR to conduct biennial evaluation of blue economy for inclusion in certain assessment. Effective Date: July 1, 2023	House Regulatory Reform & Economic Development Subcommittee (Current Reference) House Infrastructure & Tourism Appropriations Subcommittee House Commerce Committee	02/07/2023 HOUSE Referred to Regulatory Reform & Economic Development Subcommittee; Infrastructure & Tourism Appropriations Subcommittee; Commerce Committee 02/07/2023 HOUSE Now in Regulatory Reform & Economic Development Subcommittee	
<a href="#">HB 0529</a>	Natural Gas Fuel Taxes	Mooney, Jr.	Natural Gas Fuel Taxes: Extends expiration date for levying penalties on natural gas retailers that do not have licenses; delaying effective date of certain taxes on natural gas fuel. Effective Date: July 1, 2023	House Energy, Communications & Cybersecurity Subcommittee (Current Reference) House Ways & Means Committee House Commerce Committee	02/07/2023 HOUSE Referred to Energy, Communications & Cybersecurity Subcommittee; Ways & Means Committee; Commerce Committee 02/07/2023 HOUSE Now in Energy, Communications & Cybersecurity Subcommittee	Identical SB 0322 (Gruters) - 02/09/2023 SENATE Referred to Transportation; Finance and Tax; Appropriations
<a href="#">HB 0547</a>	Land Acquisition Trust Fund	Sirois	Land Acquisition Trust Fund: Provides appropriation for certain projects related to Indian River Lagoon Comprehensive Conservation & Management Plan; authorizes DEP to make grants for such projects; directs department to submit annual report to Governor & Legislature. Effective Date: July 1, 2023	House Agriculture & Natural Resources Appropriations Subcommittee (Current Reference) House Water Quality, Supply & Treatment Subcommittee House Appropriations Committee	02/07/2023 HOUSE Referred to Agriculture & Natural Resources Appropriations Subcommittee; Water Quality, Supply & Treatment Subcommittee; Appropriations Committee 02/07/2023 HOUSE Now in Agriculture & Natural Resources Appropriations Subcommittee	Similar SB 0320 (Harrell) - 02/09/2023 SENATE Referred to Environment and Natural Resources; Appropriations Committee on Agriculture, Environment, and General Government; Appropriations
<a href="#">HB 0549</a>	Operating Vehicles and Vessels Under the Influence	Casello	Operating Vehicles and Vessels Under the Influence: Revises conditions under which person commits offense of driving under influence or boating under influence; provides affirmative defense; revises condition that must be met before person arrested for driving under influence or boating under influence, respectively, may be released from custody; specified grounds for issuance of search warrant. Effective Date: October 1, 2023	House Criminal Justice Subcommittee (Current Reference) House Justice Appropriations Subcommittee House Judiciary Committee	02/07/2023 HOUSE Referred to Criminal Justice Subcommittee; Justice Appropriations Subcommittee; Judiciary Committee 02/07/2023 HOUSE Now in Criminal Justice Subcommittee	Identical SB 0448 (Berman) - 02/09/2023 SENATE Referred to Transportation; Criminal Justice; Fiscal Policy
<a href="#">HB 0553</a>	State Recognition of Indian Tribes and Bands	Salzman	State Recognition of Indian Tribes and Bands: Provides for state recognition of specified Indian tribes & bands; authorizes Indian tribes & bands to petition Secretary of State for state recognition; authorizes Secretary of State to review petitions & make recommendations to Legislature; requires Secretary of State to consider certain factors when making recommendations. Effective Date: July 1, 2023	House Local Administration, Federal Affairs & Special Districts Subcommittee (Current Reference) House State Affairs Committee	02/07/2023 HOUSE Referred to Local Administration, Federal Affairs & Special Districts Subcommittee; State Affairs Committee 02/07/2023 HOUSE Now in Local Administration, Federal Affairs & Special Districts Subcommittee	
<a href="#">HB 0557</a>	Land Acquisition Trust Fund	Bell	Land Acquisition Trust Fund: Provides annual appropriation to DEP to implement Heartland Headwaters Protection & Sustainability Act; requires funds to be used & distributed for specified purposes. Effective Date: July 1, 2023	House Agriculture & Natural Resources Appropriations Subcommittee (Current Reference) House Water Quality, Supply & Treatment Subcommittee House Appropriations Committee	02/07/2023 HOUSE Referred to Agriculture & Natural Resources Appropriations Subcommittee; Water Quality, Supply & Treatment Subcommittee; Appropriations Committee 02/07/2023 HOUSE Now in Agriculture & Natural Resources Appropriations Subcommittee	Similar SB 0602 (Burton) - 02/08/2023 SENATE Filed

<b>HB 0559</b>	Land Acquisition Funding	Roth	Land Acquisition Funding: Extends retirement date of bonds issues to fund Florida Forever Act; revises distribution of proceeds from Florida Forever Trust Fund for land acquisition & capital project expenditures under Florida Forever Act; requires specified annual appropriation to Florida Forever Trust Fund; prohibits use of moneys from Land Acquisition Trust Fund for specified costs. Effective Date: July 1, 2023	House Agriculture & Natural Resources Appropriations Subcommittee (Current Reference) House Water Quality, Supply & Treatment Subcommittee House Appropriations Committee	02/07/2023 HOUSE Referred to Agriculture & Natural Resources Appropriations Subcommittee; Water Quality, Supply & Treatment Subcommittee; Appropriations Committee 02/07/2023 HOUSE Now in Agriculture & Natural Resources Appropriations Subcommittee
<b>HB 0597</b>	Operation of Electric Bicycles and Motorized Scooters	Lopez (V)	Operation of Electric Bicycles and Motorized Scooters: Authorizes violation relating to operation of certain electric bicycles or motorized scooters to be punishable as provided in local government ordinance; limits amount of fine authorized for such violation; authorizes local government to adopt ordinance relating to operation of certain electric bicycles or motorized scooters in order to protect public; requires local government to provide certain notice of adoption & enforcement of such ordinance. Effective Date: July 1, 2023	No committees referenced	
<b>SB 0002</b>	Relief of the Estate of Molly Parker/Department of Transportation	Hooper	Relief of the Estate of Molly Parker/Department of Transportation; Providing for the relief of the Estate of Molly Parker; providing an appropriation to compensate the estate for Ms. Parker's death as a result of the negligence of the Department of Transportation; providing a limitation on compensation and the payment of attorney fees, etc. CLAIM WITH APPROPRIATION: \$5,950,000Effective Date: Upon becoming a law	Senate Special Master on Claim Bills (Current Reference) Senate Judiciary Senate Appropriations Committee on Transportation, Tourism, and Economic Development Senate Appropriations	Identical HB 6007 (Abbott) - 02/07/2023 HOUSE Now in Civil Justice Subcommittee
<b>SB 0014</b>	Relief of Douglas and Gail Quinn by the Department of Business and Professional Regulation	Gruters	Relief of Douglas and Gail Quinn by the Department of Business and Professional Regulation; Providing for an appropriation to compensate Mr. and Mrs. Quinn for injuries and damages they sustained by a contractor licensed by the Department of Business and Professional Regulation and by the Construction Industry Licensing Board's actions in administering the Florida Homeowners' Construction Recovery Fund; providing a limitation on the payment of compensation and attorney fees, etc. CLAIM WITH APPROPRIATION: \$50,000 Effective Date: Upon becoming a law	Senate Special Master on Claim Bills (Current Reference) Senate Judiciary Senate Appropriations Committee on Agriculture, Environment, and General Government Senate Appropriations	
<b>SB 0054</b>	Land Acquisition Trust Fund	Rodriguez	Land Acquisition Trust Fund; Requiring an annual appropriation from the Land Acquisition Trust Fund to the Department of Environmental Protection to implement the Florida Keys Stewardship Act or to acquire land within the Florida Keys Area of Critical State Concern for specified purposes; requiring the distribution to be reduced by a specified amount, etc. APPROPRIATION: Indeterminate Effective Date: 7/1/2023	Senate Environment and Natural Resources Senate Appropriations Committee on Agriculture, Environment, and General Government (Current Reference) Senate Appropriations	Similar HB 0135 (Mooney, Jr.) - 01/17/2023 HOUSE Now in Agriculture & Natural Resources Appropriations Subcommittee
<b>SB 0064</b>	Department of Transportation	Hooper	Department of Transportation; Requiring that no more than 20 percent of revenues derived from certain taxes and fees and deposited into the State Transportation Trust Fund be committed annually by the department for public transit projects; providing requirements for progressive design-build contracts; revising the dollar limit of proposed budget estimates of construction contracts for which an applying contractor may submit certain financial statements; prohibiting local governments from refusing to accept electronic tickets approved by the department for use as official records for material deliveries on local government projects, etc. Effective Date: 7/1/2023	Senate Transportation (Current Reference) Senate Appropriations Committee on Transportation, Tourism, and Economic Development Senate Fiscal Policy	Similar HB 0425 (Esposito) - 02/01/2023 HOUSE Now in Transportation & Modals Subcommittee
<b>SB 0072</b>	Transportation Facility Designations/SPC Zachary L. Shannon Memorial Highway	Hooper	Transportation Facility Designations/SPC Zachary L. Shannon Memorial Highway; Providing an honorary designation of a certain transportation facility in a specified county; directing the Department of Transportation to erect suitable markers, etc. Effective Date: 7/1/2023	Senate Transportation (Current Reference) Senate Appropriations Committee on Transportation, Tourism, and Economic Development Senate Fiscal Policy	Similar HB 0285 (Anderson) - 02/01/2023 HOUSE Now in Transportation & Modals Subcommittee

<b>SB 0086</b>	Transportation Facility Designations/Gustavo Barreiro Way	Rodriguez	Transportation Facility Designations/Gustavo Barreiro Way; Providing an honorary designation of a certain transportation facility in a specified county; directing the Department of Transportation to erect suitable markers, etc. Effective Date: 7/1/2023	Senate Transportation (Current Reference) Senate Appropriations Committee on Transportation, Tourism, and Economic Development Senate Fiscal Policy	
<b>SB 0092</b>	Vacation Rentals	Garcia	Vacation Rentals; Providing that local laws, ordinances, or regulations requiring vacation rental owners or operators to provide the local government with certain contact information are not prohibited or preempted to the state, etc. Effective Date: 7/1/2023	Senate Regulated Industries (Current Reference) Senate Community Affairs Senate Rules	Identical HB 0105 (Basabe) - 01/10/2023 HOUSE Now in Regulatory Reform & Economic Development Subcommittee
<b>SB 0096</b>	Transportation Facility Designations/Deputy Sheriff Michael Hartwick Memorial Highway	DiCeglie	Transportation Facility Designations/Deputy Sheriff Michael Hartwick Memorial Highway; Providing an honorary designation of a certain transportation facility in a specified county; directing the Department of Transportation to erect suitable markers, etc. Effective Date: 7/1/2023	Senate Transportation (Current Reference) Senate Appropriations Committee on Transportation, Tourism, and Economic Development Senate Fiscal Policy	Identical HB 0063 (Chaney) - 02/09/2023 HOUSE Now in Infrastructure Strategies Committee
<b>SB 0166</b>	Human Trafficking	Berman	Human Trafficking; Prohibiting facilitating or enabling the receiving of persons into any place, structure, building, or conveyance for the purpose of prostitution, lewdness, or assignation; prohibiting knowingly engaging in specified activities for the purpose of prostitution and thereby benefitting financially or receiving anything of value; providing increased criminal penalties for specified prohibited acts relating to lewdness, assignation, or prostitution, etc. Effective Date: 10/1/2023	Senate Criminal Justice (Current Reference) Senate Appropriations Committee on Criminal and Civil Justice Senate Fiscal Policy	Compare SB 0326 (Osgood) - 02/09/2023 SENATE Referred to Criminal Justice; Appropriations Committee on Health and Human Services; Fiscal Policy HB 0651 (Robinson (F)) - 02/08/2023 HOUSE Filed Similar HB 0059 (Skidmore) - 01/10/2023 HOUSE Now in Criminal Justice Subcommittee
<b>SB 0186</b>	Construction Materials Mining Activities	Avila	Construction Materials Mining Activities; Specifying a ground vibration limit for construction materials mining activities within 1 mile of certain areas; authorizing the State Fire Marshal to modify the standards, limits, and regulations for the use of explosives in connection with such construction materials mining activities, etc. Effective Date: 7/1/2023	Senate Banking and Insurance (Current Reference) Senate Community Affairs Senate Rules	Similar HB 0077 (Fabricio) - 01/10/2023 HOUSE Now in Regulatory Reform & Economic Development Subcommittee
<b>SB 0192</b>	Everglades Protection Area	Avila	Everglades Protection Area; Requiring comprehensive plans and plan amendments that apply to certain lands within or near the Everglades Protection Area to follow the state coordinated review process; requiring the Department of Environmental Protection, in consultation with specified entities, to make certain determinations for such plans and amendments, to provide written determinations to the local government and specified entities within a specified timeframe, and to coordinate with the local government and specified entities on certain planning strategies and mitigation measures; authorizing site-specific text changes for small-scale future land use map amendments; prohibiting the adoption of small-scale development amendments for properties located within or near the Everglades Protection Area, etc. Effective Date: 7/1/2023	Senate Community Affairs (Current Reference) Senate Environment and Natural Resources Senate Rules	Similar HB 0175 (Busatta Cabrera) - 01/17/2023 HOUSE Now in Agriculture, Conservation & Resiliency Subcommittee

<b>SB 0220</b>	Taxation of Affordable Housing	Rodriguez	Taxation of Affordable Housing; Authorizing counties and municipalities to adopt ordinances to grant ad valorem tax exemptions to property owners whose properties are used to provide affordable housing; specifying limits on the amount of such exemptions; specifying requirements for ordinances granting such exemptions; specifying duties of boards of county commissioners and municipal governing bodies adopting ordinances granting such exemptions or repealing such ordinances, etc. Effective Date: 7/1/2023	No committees referenced		Compare SB 0102 (Calatayud) - 02/08/2023 SENATE Now in Appropriations Identical HB 0229 (Cross) - 01/25/2023 HOUSE Now in Ways & Means Committee
<b>SB 0284</b>	Energy	Brodeur	Energy; Revising the selection criteria for purchasing or leasing vehicles for state agencies, state universities, community colleges, and local governments under a state purchasing plan; deleting a provision requiring the use and procurement of ethanol and biodiesel blended fuels; requiring the Department of Management Services, before a specified date, to make recommendations to state agencies, state universities, community colleges, and local governments relating to the procurement and integration of electric and natural gas fuel vehicles, etc. Effective Date: 7/1/2023	Senate Governmental Oversight and Accountability (Current Reference) Senate Appropriations Committee on Agriculture, Environment, and General Government Senate Fiscal Policy		
<b>SB 0304</b>	United States-produced Iron and Steel in Public Works Projects	Boyd	United States-produced Iron and Steel in Public Works Projects; Requiring governmental entities to include a requirement in certain contracts that certain iron or steel products be produced in the United States; authorizing the use of foreign steel and iron materials in certain circumstances; requiring the Department of Management Services and the Department of Transportation to adopt rules for specified purposes, etc. Effective Date: 7/1/2023	Senate Governmental Oversight and Accountability (Current Reference) Senate Appropriations Committee on Agriculture, Environment, and General Government Senate Fiscal Policy		
<b>SB 0310</b>	Federal Law Enforcement Agency Records	Collins	Federal Law Enforcement Agency Records; Revising the general state policy on public records to include certain federal law enforcement agency records; revising definitions; requiring certain federal law enforcement agencies to comply with the public records requirements of this state, etc. Effective Date: 7/1/2023	Senate Criminal Justice (Current Reference) Senate Governmental Oversight and Accountability Senate Rules		Identical HB 0279 (Jacques) - 02/01/2023 HOUSE Now in Ethics, Elections & Open Government Subcommittee
<b>SB 0320</b>	Land Acquisition Trust Fund	Harrell	Land Acquisition Trust Fund; Providing an annual appropriation for certain projects related to the Indian River Lagoon Comprehensive Conservation and Management Plan; authorizing the Department of Environmental Protection to make grants for such projects; requiring the department to coordinate such grants with certain water management districts, etc. APPROPRIATION: Indeterminate. Effective Date: 7/1/2023	Senate Environment and Natural Resources (Current Reference) Senate Appropriations Committee on Agriculture, Environment, and General Government Senate Appropriations	02/09/2023 SENATE Referred to Environment and Natural Resources; Appropriations Committee on Agriculture, Environment, and General Government; Appropriations	Similar HB 0547 (Sirois) - 02/07/2023 HOUSE Now in Agriculture & Natural Resources Appropriations Subcommittee
<b>SB 0322</b>	Natural Gas Fuel Taxes	Gruters	Natural Gas Fuel Taxes; Delaying the effective date of taxes on natural gas fuel, etc. Effective Date: 7/1/2023	Senate Transportation (Current Reference) Senate Finance and Tax Senate Appropriations	02/09/2023 SENATE Referred to Transportation; Finance and Tax; Appropriations	Identical HB 0529 (Mooney, Jr.) - 02/07/2023 HOUSE Now in Energy, Communications & Cybersecurity Subcommittee

<b>SB 0326</b>	Human Trafficking	Osgood	Human Trafficking; Revising definitions and defining terms; revising criminal penalties to include fines of certain amounts for violations of specified offenses; requiring the Department of Education and Department of Health, in conjunction with the Statewide Council on Human Trafficking, to establish an awareness training program and community partnership on human trafficking, sex trafficking, labor trafficking, and child trafficking; requiring each state attorney to ensure prosecutors receive certain mandatory semiannual educational training, etc. Effective Date: 10/1/2023	Senate Criminal Justice (Current Reference) Senate Appropriations Committee on Health and Human Services Senate Fiscal Policy	02/09/2023 SENATE Referred to Criminal Justice; Appropriations Committee on Health and Human Services; Fiscal Policy	Compare HB 0059 (Skidmore) - 01/10/2023 HOUSE Now in Criminal Justice Subcommittee SB 0166 (Berman) - 01/19/2023 SENATE Referred to Criminal Justice; Appropriations Committee on Criminal and Civil Justice; Fiscal Policy Identical HB 0651 (Robinson (F)) - 02/08/2023 HOUSE Filed
<b>SB 0346</b>	Public Construction	DiCeglie	Public Construction; Providing that applications for approval of a development permit or development order which are under review by a municipality are deemed approved after a specified timeframe; requiring a certain list to include a dollar valuation using reasonable market rates of the estimated cost to complete items on the list; revising the timeframe within which proceedings must commence to resolve disputes between vendors and local governmental entities; revising the conditions that require a public entity to pay or release amounts subject to certain disputes or claims, etc. Effective Date: 7/1/2023	Senate Community Affairs (Current Reference) Senate Governmental Oversight and Accountability Senate Rules	02/09/2023 SENATE Referred to Community Affairs; Governmental Oversight and Accountability; Rules	Similar HB 0383 (Griffitts Jr.) - 02/01/2023 HOUSE Now in Local Administration, Federal Affairs & Special Districts Subcommittee
<b>SB 0350</b>	Alternative Mobility Funding Systems	Brodeur	Alternative Mobility Funding Systems; Authorizing certain local governments to adopt an alternative mobility planning and fee system or, in certain circumstances, an alternative system; specifying requirements for the application of an adopted alternative system; revising requirements for the calculation of impact fees by certain local governments and special districts; requiring certain mobility fees to be updated within a specified timeframe; specifying criteria to be used by a local government in calculating a mobility plan and mobility fee for transportation mitigation improvements; providing that mobility fee credits must comply with the Florida Impact Fee Act in any mode that creates equivalent capacity that is designated in a local government capital improvements list, etc. Effective Date: 7/1/2023	Senate Community Affairs (Current Reference) Senate Transportation Senate Finance and Tax Senate Rules	02/09/2023 SENATE Referred to Community Affairs; Transportation; Finance and Tax; Rules	Similar HB 0235 (Robinson (W) Jr.) - 01/25/2023 HOUSE Now in Local Administration, Federal Affairs & Special Districts Subcommittee
<b>SB 0432</b>	Driving Under the Influence	Wright	Driving Under the Influence; Prohibiting a trial court from accepting specified pleas when a person is charged with the offense of driving under the influence unless specified conditions are met; requiring a person to be told that his or her first failure to submit to a lawful test of breath or urine is a second degree misdemeanor and his or her second or subsequent refusal is a first degree misdemeanor; reclassifying a person's first failure to submit to a lawful test of breath or urine as a second degree misdemeanor; authorizing judicial circuits to create a Driving Under the Influence Diversion Program, etc. Effective Date: 10/1/2023	Senate Criminal Justice (Current Reference) Senate Appropriations Committee on Criminal and Civil Justice Senate Fiscal Policy	02/09/2023 SENATE Referred to Criminal Justice; Appropriations Committee on Criminal and Civil Justice; Fiscal Policy	Compare SB 0296 (DiCeglie) - 02/06/2023 SENATE On Committee agenda - Transportation, 02/14/23, 3:30 pm, 110 S
<b>SB 0448</b>	Operating Vehicles and Vessels Under the Influence	Berman	Operating Vehicles and Vessels Under the Influence; Revising conditions under which a person commits the offense of driving under the influence or boating under the influence, respectively; revising a condition that must be met before a person arrested for driving under the influence or boating under the influence, respectively, may be released from custody; defining the term "impairing substance"; adding specified grounds for issuance of a search warrant, etc. Effective Date: 10/1/2023	Senate Transportation (Current Reference) Senate Criminal Justice Senate Fiscal Policy	02/09/2023 SENATE Referred to Transportation; Criminal Justice; Fiscal Policy	Identical HB 0549 (Casello) - 02/07/2023 HOUSE Now in Criminal Justice Subcommittee
<b>SB 0464</b>	Driving in the Furthestmost Left-hand Lane of a Roadway	Perry	Driving in the Furthestmost Left-hand Lane of a Roadway; Prohibiting a driver from continuously operating a motor vehicle in the furthestmost left-hand lane of certain roadways, except under certain circumstances; providing a penalty, etc. Effective Date: 1/1/2024	Senate Transportation (Current Reference) Senate Appropriations Committee on Transportation, Tourism, and Economic Development Senate Fiscal Policy	02/09/2023 SENATE Referred to Transportation; Appropriations Committee on Transportation, Tourism, and Economic Development; Fiscal Policy	Identical HB 0421 (Persons-Mulicka) - 02/01/2023 HOUSE Now in Transportation & Modals Subcommittee

Appropriations Projects Request Matrix - FY23-24 Legislative Session (as of 02/10/2023 10:01 AM)

Indexing	Member Project Details and Initial Request											
ID	Project Name	Project Description	House Number	House Amount Requested	Senate Number	Senate Amount Requested	Legislative Sponsor House (Party)	Legislative Sponsor Senate (Party)	County	County Classification	Budget District	Veto History
972	Community Safety Corridor Extension - Gainesville	To provide a connector for two state roads (SR221/Williston Rd and SR121/SW 34th St) via extending SW 47th Avenue. This will result in decreased congestion and enhanced safety along two major state-owned highly utilized corridors situated in the region.	H0445	500,000		0	Hinson (D)		ALACHUA	URBAN	02	N/A
963	City of Callaway Roadway Repairs and Asphalt Paving	The funds requested will assist with the funding of the improvements of the damaged substandard roadways.	H0144	2,000,000		0	Griffitts (R)		BAY	URBAN	03	2019 \$500K appropriated; 2020 \$1M appropriated; 2022 proposed
967	City of Lynn Haven Roadway Repairs	To repair degrading roadways and utilities under them in order to make them safer and more reliable.	H0286	0		0	Griffitts (R)		BAY	URBAN	03	2019 \$1M appropriation; 2020 \$1M appropriation; 2022 \$1.5M appropriation
969	City of Mexico Beach - 15th Street Pedestrian Bridge	Safety; prevention of fatal and serious injuries involving pedestrians and bicyclists with vehicles; improvement of traffic flow. This bridge is shared by both vehicle, pedestrian, and bicycle traffic but is not wide enough for safe use at the same time; a primary route to and from the beach and commercial areas; and is on a curve creating limited line of sight and reaction time. Moving pedestrian and bicycle traffic to another crossing bridge is both the safest and most economical solution.	H0146	350,000		0	Griffitts (R)		BAY	URBAN	03	2022 proposed; 2022 proposed
975	CR 2321 Widening Project Development and PD&E Feasibility Study	The PD&E study will assist in determining the location; conceptual design; and social, economic, and environmental effects of the widening of CR 2321 from a two lane facility to a four lane facility. During the PD&E, "Build" alternatives will be developed and evaluated based on safety measures, environmental and engineering analyses, and public input.	H0285	0		0	Griffitts (R)		BAY	URBAN	03	N/A
948	City of Palm Bay - St. Johns Heritage Parkway Widening	The City is requesting support for the design and engineering of the four-lane widening of St. Johns Heritage Parkway (SJHP), an emergency evacuation route, from Malabar Road to Emerson Road.	H0137	2,300,000		0	Fine (R)		BREVARD	URBAN	05	N/A
951	Southwest Ranches Safety Guardrail - SW 127th Avenue	SW 127th Avenue connects to State Road 848 (Stirling Road). The use of the guardrail is intended to protect motorists by limiting their ability to fall into the adjacent drainage canal. There are no street lights and there is not enough room between the roadway and canal to provide a safe area that allows children to wait for their school buses. By installing guardrail, the State will be reducing a serious hazard, risk exposure, and liability.	H0141	400,000	S1073	400,000	Gottlieb (D)	Book (D)	BROWARD	URBAN	04	N/A (multiple similar projects in SW Ranches have been previously requested)
957	Barrier Island Hurricane Evacuation Route-Hollywood Boulevard Bifurcation and Extension	The requested funds will be used for infrastructure improvements on Evacuation Route State Road 820 in Broward County (Hollywood) at the intersection of Hollywood Boulevard and 17th Avenue. The City and County are partnering with private entities to making the evacuation route smoother and reduce obstacles to traffic flow. These improvements include public and private utility relocation and roadway reconfiguration at the noted intersection.	H0254	4,399,573		0	LaMarca (R)		BROWARD	URBAN	04	N/A
973	Cooper City Hiatus Road Traffic Safety Improvement	The intersection of Hiatus Road and NE Lakes Boulevard is located midway on a two lane municipal major collector road. Approximately 15,000 trips/day engage this intersection. Excessive speeding and poor peak operational level of service put lives at risk and other adverse impacts. The goal is to place a roundabout at this location to slow vehicle speeds, improve multimodal safety, create efficient traffic flow, reduce pollution and fuel use, and save maintenance costs.		0	S1080	370,000		Book (D)	BROWARD	URBAN	04	N/A
985	Johnson Street C-10 Canal Bridge Widening	The goal of this project is to widen the existing bridge so that it will safely accommodate the growing needs of the community and all modes of transportation and provide improved access to the regional hospital and the completion of the Johnson Street Complete Street Project currently listed in the TIP. Once the bridge is widened, the Johnson Street Complete Street Project can safely be finalized without creating a dangerous bottleneck for different modes of transportation at this location.	H0426	950,000		0	Woodson (D)		BROWARD	URBAN	04	N/a
995	Pompano Beach Riverside Safety and Resilience Project	Completion of plan to address safety and environmental resilience. Creating sidewalks to provide safe passage for children, handicapped and elderly residents, improve lighting for public safety, road alignment for traffic flow and speed calming, and connectivity for 40,000 people; address drainage on roadway and flood prone neighborhoods caused by sea level rise and King Tides, and create evacuation route access.	H0350	950,000		0	LaMarca (R)		BROWARD	URBAN	04	2019 proposed, 2020 proposed, 2021 proposed; 2022 approved for Local Support Grant
1006	Fort Lauderdale - Riverland Traffic Calming Construction	The proposed project would install raised intersections and crosswalks to mitigate dangerous conditions. Improving pedestrian and bicycle safety, mitigate speeding traffic, mitigate cut-through traffic, and improve overall safety for all users.	H0609	1,000,000		0	LaMarca (R)		BROWARD	URBAN	04	N/A



1007	Fort Lauderdale - Galt Mile Street Safety Improvements	This project is designed to improve pedestrian safety and enhance Galt Ocean Drive - also known as the Galt Mile. Funding will be used to resurface the roadway, provide site safety improvements including widening of the sidewalk, raised table crosswalks with pavers for enhanced crossing safety and visibility, enhanced off-loading areas and bike lanes, new site lighting for nighttime safety and viability, improvement to the area landscaping, street trees and new signage.	H0610	500,000	S1173	500,000	LaMarca (R)	Book (D)	BROWARD	URBAN	04	N/A
1009	NE 31st Court Bridge Replacement Plan	The funds will provide conceptual design and permitting for the replacement of Bridge #867206, NE 31st Court over the Heron Waterway. The bridge is over 50 years old and traditional maintenance is no longer feasible. It has undergone multiple repairs and due to the extremely aggressive marine environment, it will continue to deteriorate rapidly. The bridge serves as the single point of access and hurricane evacuation route to approximately 100 residents.	H0636	1,000,000		0	LaMarca (R)		BROWARD	URBAN	04	N/A
1010	Sample Road Bridge Replacement Plan	The funds will provide conceptual design and permitting for the replacement of Bridge #867205, Sample Road Bridge over the Cap Knight Bayou Waterway. The bridge is over 50 years old and traditional maintenance is no longer feasible. The bridge has undergone multiple repairs and due to the extremely aggressive marine environment, it will continue to deteriorate rapidly. The bridge serves as the single point of access and hurricane evacuation route to the Lake Placid island community.	H0637	1,000,000		0	LaMarca (R)		BROWARD	URBAN	04	N/A
1012	Fort Lauderdale Ludertrail Phase 1	Development of a trail system that will provide an inclusive, implementable, inspiring, interconnected, and engaging trail system safely connecting everyone in the City of Fort Lauderdale to parks, transit, local businesses, attractions, and their neighbors.			0 S1174	900,000		Book (D)	BROWARD	URBAN	04	N/A
1018	City of Inverness - Whispering Pines Park Entrance	Construct new entrance to the Whispering Pines Park in Inverness off of a more accessible roadway. Increase tourism to a park that is connected to the Florida National Scenic Trail.	H0688	1,000,000		0	Massulo (R)		CITRUS	URBAN	07	N/A
977	Electric Vehicle Workforce Training	This project will provide underemployed, underserved, and underrepresented communities opportunities for gainful careers in electric vehicle repair by developing, piloting, and launching a training ecosystem. The workforce ecosystem will be designed for training, on-the-job support, reference and micro-learning. It will support upskilling the current and new workforce. If milestones are not met, the funds for renewal the following year should be held until the deliverables are met.	H0380	2,000,000		0	Hawkins (R)		DIST/ST-WIDE	URBAN	SW	N/A
938	Washington Street Improvements - Tampa	Improvement of Washington St., Tampa, FL from US Hwy 41 to end of Washington St. on 56th South	H0089	4,000,000		0	Gonzalez Pittman (R)		HILLSBOROUGH	URBAN	07	2022 \$4M approp
971	City of Tampa - MacDill Air Force Base Access Improvements	To enhance military value and economic generation related to MacDill Air Force Base through transportation facility improvements that will support mobilization, essential transportation and logistics movement, access from community and employment hub, and impact operational readiness.	H0167	1,289,308		0	Gonzalez Pittman (R)		HILLSBOROUGH	URBAN	07	N/A
987	Marianna Airport Crosswind Runway Rehabilitation	The project is to Rehab/Resurface existing crosswind runway 8/26 which is in very bad condition.	H0207	500,000		0	Abbott (R)		JACKSON	RURAL	03	N/A
970	City of Minneola - School Transportation Safety Enhancements	Project would provide full funding for the design and construction on turn lanes on two roads which are the ingress and egress points for 4 local schools. This capacity expansion will alleviate traffic congestion, reduce accidents and significantly improve safety for school children, parents and motorists.			0 S1128	3,600,000		Baxley (R)	LAKE	URBAN	05	N/A
1008	Neighborhood Lakes Scenic Trail and Trailhead Improvements	Design and construction of two (2) picnic pavilions, installation of water fountains, picnic tables, trash cans, bike racks, and ADA accessible path system to serve the Wekiva and Neighborhood Lakes Scenic Trails at the Neighborhood Lakes Trailhead.	H0631	400,000	S1187	400,000	McClain (R)	Baxley (R)	LAKE	URBAN	05	N/A
1013	City of Sanibel - East Periwinkle Bridge Replacement Design	To design a replacement bridge on E. Periwinkle Way that will be resilient from future storm surge and flooding. The East Periwinkle Bridge approaches were washed out by Hurricane Ian rendering the road inaccessible for 2months. The Florida DOT completed temporary repairs to the bridge which reopened in December 2022. The FDOT and the City's engineer have advised that the bridge need to be replaced with a resilient bridge that can safely accommodate multimodal transportation.	H0654	750,000		0	Botana (R)		LEE	URBAN	01	N/A
1014	City of Sanibel - Shared-Use Path Repair	Sanibel's shared use path system (26 miles) experienced damage from the storm surge wash over and subsequent damage from debris placement on the ROW. Sanibel is requesting funds to repair/repave approximately 6 miles of the shared use path system. The system is critical in supporting resident transportation year-round and heavy use by visitors during the busy tourist season.	H0664	2,000,000		0	Botana		LEE	URBAN	01	N/A
998	South City Transit Center - Tallahassee	This Transit Center will enhance access to StarMetro service for residents living on Tallahassee's south side -including both City and County residents and will also improve overall system performance by increasing bus frequency and on-time performance. The Transit Center will also fulfill local, state, and federal clean energy objectives.	H0399	1,000,000		0	Franklin (D)		LEON	URBAN	03	N/A
953	City of Anna Maria Reimagining Pine Avenue - Phase 2	The goal of funding is to improve safety and accessibility along the city's main artery for the key stakeholders - residents, businesses, and visitors - while addressing the impact of seasonal traffic. The project will make the city's main street corridor more user-friendly by addressing safety concerns, access issues, and aesthetic deficiencies resulting from the currently antiquated infrastructure along the street that doesn't account for increased tourism.	H0291	1,410,000	S1035	1,410,000	Robinson (R)	Boyd (R)	MANATEE	URBAN	01	2022 Phase 1 \$1.3M approp

954	44th Ave East Extension	Manatee County intends to complete a continuous route from the County's gulf coast to East Manatee County. This project is the final connection over I-75 that will allow 44th Avenue to function as a four-lane, parallel reliever for State Roads 64 and 70. The completed thoroughfare is expected to support anticipated growth and capacity needs to help maintain the County's adopted levels of service by alleviating demand on these State facilities. This project is part of the County's 2045 Future Traffic Circulation Plan and will include divided roadway with sidewalks, bike lanes/multi-use path, street lighting, and the overpass over I-75 connecting to Lakewood Ranch Blvd. The County has prior and programmed funds of about \$33.5 million for this project but faces escalating costs approaching \$75 million due to inflation and global supply chain pressures. The funding request is to provide financial support to the project's costs that will help keep this vital capacity project on schedule.			0	S1045	10,000,000		Boyd (R)	MANATEE	URBAN	01	2019 \$10M approp; 2020 \$10M approp
978	Fort Hamer Bridge Design and Permitting - Manatee County	Design and permitting funding support for the second Fort Hamer two-lane bridge. The second bridge, which would be parallel to the existing bridge will double the capacity of this essential North-South thoroughfare. This corridor plays an ever-increasing role as a parallel reliever for I-75 and provides regional connections among Manatee, Sarasota, and Hillsborough Counties.			0	S1047	3,000,000		Boyd (R)	MANATEE	URBAN	01	N/A
979	Fort Hamer Road 4-Lane Design - Manatee County	Funding support for the design of Fort Hamer Road from two-lanes to four-lanes. Fort Hamer is a primary reliever for I-75 congestion and incident management. The project includes two segments. The first is Fort Hamer Road from the Manatee River to U.S. 301; this project is reconstruction and widening 3.0 miles of existing two-lane road to four-lanes. The second extends from U.S. 301 to Moccasin Wallow Road. This 2.0-mile section was constructed as a two-lane road but designed and prepared for four lanes. The second project is for the additional two lanes on this 2.0-mile section.			0	S1046	4,000,000		Boyd (R)	MANATEE	URBAN	01	N/A
1004	Manatee County - 51st Street West Extension	Construction of the first two lanes of the ultimate four-lane roadway extension of 51st Street West from 53rd Avenue West to El Conquistador Parkway.	H0588	10,000,000	S1197	10,000,000	Robinson, W. (R)	Boyd (R)	MANATEE	URBAN	01	N/A	
1005	Manatee County - 44th Ave East Extension	The purpose of the requested funds is to provide financial support for the project's connecting piece over I-75 that will allow 44th Ave E to function as a four-lane, parallel reliever road for SR 64 and SR 70 in east Manatee County. This section of the project is a key component to support traffic demands due to sustained growth in the area. The request will help keep this vital capacity project on schedule.	H0589	10,000,000		0	Robinson, W. (R)		MANATEE	URBAN	01	2019 \$10M approp; 2020 \$10M approp	
949	Marion County Roadway Improvements - NW 49th Street	The funds requested will be used for road and utility project design and right of way acquisition on a 3.4 mile section NW 49th St. from NW 70th Ave (CR 225) to NW 44th Ave. The goal will be to reduce traffic congestion for both I-75 & those entering/exiting the World Equestrian Center.	H0138	3,475,934		0	McClain (R)		MARION	URBAN	05	N/A	
950	Marion County Roadway Improvements - NW 80th Avenue	The funds requested will be used for road and utility project design and right of way acquisition on a 3.7-mile portion of NW 80th Ave between SR 40 through US 27. The goal will be to reduce traffic congestion for both I-75 & those entering/exiting the World Equestrian Center.	H0139	3,400,000		0	McClain (R)		MARION	URBAN	05	N/A	
999	SW Lincoln Street Roadway and Drainage Reconstruction	This project is intended to replace a failed roadway and eliminate an unsafe drainage ditch next to the road. It will also increase vehicular safety by providing a paved roadway and update drainage to eliminate the ditch. The Village of Indiantown is less than 5 years old and is addressing infrastructure needs.	H0290	550,000		0	Snyder (R)		MARTIN	URBAN	04	2022 Vetoeed	
1019	South County Line Road Bridge Replacement	The existing bridge is structurally deficient and functionally obsolete. The new bridge, roadway design and bike lane will: allow for safer navigation of vehicular and pedestrian traffic; provide a higher load rating and increased commercial access; incorporate innovate corrosion-inhibiting construction materials for increased life span; will be raised in elevation improving resiliency to rising sea levels; and will increase mobility, economic competitiveness and quality of life in the region.	H0711	3,000,000		0	Snyder (R)		MARTIN	URBAN	04	N/A	
934	City of Miami Gardens - Community Sidewalks Project	This grant funds would allow the city to focus on sidewalk repairs, replacements, and new installations throughout the City which will also include ADA (American Disability Act) in every intersection corner.	H0009	652,000		0	Robinson (D)		MIAMI-DADE	URBAN	06	N/A	
937	City of Miami - Traffic Calming & Pedestrian Safety Program Phase 2	This project includes the design and construction of traffic calming devices (speed tables, speed humps or other acceptable devices) in the City of Miami District 4. These improvements will increase pedestrian safety providing and increasing safe routes to nearby schools and parks in residential neighborhoods by reducing vehicular speeds and cut-through traffic.	H0080	2,000,000	S1052	2,000,000	Lopez, V. (R)	Garcia, I. (R)	MIAMI-DADE	URBAN	06	N/A	
945	Traffic and Pedestrian Safety Improvements - Town of Surfside	The Town seeks to mitigate traffic crashes that pose a higher risk to pedestrians and bicyclists. To improve pedestrian safety and walk ability in Surfside, the Town has initiated a Town-wide Traffic Study and Downtown Walk ability Study. The goal of this project is to integrate traffic flow mitigation strategies that will improve walk ability and pedestrian safety in the residential area while also allowing for beautification of the area wherever improvements are made.	H0108	625,000		0	Basabe (R)		MIAMI-DADE	URBAN	06	N/A	

946	The Underline Multi-Use/Mobility Corridor	The funds will be used for the construction of amenities along the 10-mile off road Underline mobility-multi modal corridor. The \$2.5 million requested will be used for some of the amenities identified by the community during the first cycle of public meetings and associated site furniture and equipment, signage and Wi-Fi not available under other funding sources.	H01111	2,500,000		0	Lopez, V. (R)		MIAMI-DADE	URBAN	06	2015 appropriated \$2M; 2017 appropriated \$5M; 2018 appropriated \$1.5M; 2019 appropriated \$1.5M; 2020 \$1.5M vetoed; 2021 \$3M appropriated; 2022 \$3M appropriated
974	Coral Gables ADA Transit Stop Improvements	Implement ADA improvements at City of Coral Gables trolley stop facilities along Ponce de Leon Boulevard from south of San Lorenzo Avenue to northeast of Douglas Road. The proposed trolley stop features include, but are not limited to: City standard trolley signs, accessible benches, trash receptacles, shaded facilities (shelters), and bike racks. These improvements will improve rider accessibility and compliance with the Americans with Disabilities Act (ADA).		0	S1134	500,000		Garcia, I. (R)	MIAMI-DADE	URBAN		N/A
976	City of Miami Downtown Beautification - Flagler Street Economic Revitalization Project Phase E	The Flagler Street Beautification Project will completely reconstruct one of Florida's most historic Streets in Downtown Miami: Flagler Street. This 4-year project is transforming the City's historic main street from its current design into a curbside festival street that will attract new businesses, provide larger sidewalks for shopping and dining and upgrade all utilities to allow for new vertical development. Phase E is approximately 800 linear feet and runs from Miami Ave to W 1st Ave.	H0393	1,000,000		0	Lopez, V. (R)		MIAMI-DADE	URBAN	06	2021 proposed
989	Miami - Auburndale Roadway Drainage and Traffic Calming Improvements	This project includes the design and construction of drainage and associated roadway improvements including a raised intersection at SW 32 Avenue and SW 2 Street. This will address stormwater management and increase pedestrian safety and safe routes to school and parks in the Auburndale Neighborhood by reducing potential flooding and vehicular speeds and cut-through traffic. Neighborhood Census Tract 55.03, 0.2 square miles, 3,331 persons.	H0423	1,250,000		0	Rizo (R)		MIAMI-DADE	URBAN	06	N/A
990	Miami - South Golden Pines Neighborhood Roadway and Drainage Improvements Phase II	Total reconstruction of the no outlet roadways intersecting north and south sides of SW 27 Street from SW 27th Court to SW 31st Place including drainage improvements, new and safer American with Disabilities Act (ADA) compliant sidewalk and crosswalks. Partnering with Miami-Dade County Water and Sewer Department, water main upgrades will be included as a component. The streets will also be widened to reduce potential vehicular traffic and increase pedestrian safety.	H0483	3,065,000		0	Fernandez-Barquin (R)		MIAMI-DADE	URBAN	06	2021 \$1.5M approp to DEP
991	Miami - Tamiami Boulevard Reconstruction and Drainage Improvements	Total reconstruction of the Tamiami Blvd to SW 4 Street from SW 71 Avenue to SW 73 Ave including the drainage improvements, landscaping and new and safer American with Disabilities Act (ADA) compliant sidewalk and crosswalks providing safe route to area schools and parks. Partnering with Miami-Dade County Water and Sewer Department, water main upgrades will be included as a component. It is estimated that 305 properties, valued at \$152 million will be impacted.	H0422	2,000,000		0	Rizo (R)		MIAMI-DADE	URBAN	06	N/A
992	Miami SW 60 Avenue Roadway Reconstruction and Drainage Improvements	The complete reconstruction of SW 60 Ave adjacent to West End Park including roadway pavement, drainage, new ADA compliant sidewalks, crosswalks to provide safe pedestrian routes to adjacent schools and parks; and to protect home and property from perils of flood. West End Park is currently under a complete renovation and enhancement. The additional programs that will be provided will increase pedestrian traffic.	H0424	3,500,000		0	Rizo (R)		MIAMI-DADE	URBAN	06	N/A
1000	Traffic and Pedestrian Safety Improvements - Town of Surfside	The Town seeks to mitigate traffic crashes that pose a higher risk to pedestrians and bicyclists. To improve pedestrian safety and walk ability in Surfside, the Town has initiated a Town-wide Traffic Study and Downtown Walk ability Study. The goal of this project is to integrate traffic flow mitigation strategies that will improve walk ability and pedestrian safety in the residential area while also allowing for beautification of the area wherever improvements are made.	H0108	625,000		0	Basabe (D)		MIAMI-DADE	URBAN	06	N/A
1003	Miami Lakes - NW 59th Avenue Extension and Redevelopment	Project consists of the design, engineering, and permitting; land purchase; construction; and construction engineering and inspection phases to construct a new bridge, roadway connection, and drainage system in the commercial and industrial NE quadrant of the Town, thereby increasing public access to businesses/commerce, jobs, transportation, and improved stormwater management throughout the region. Funds requested will assist the Town with land purchase acquisition costs and engineering cost.	H0586	3,000,000		0	Fabricio (R)		Miami-Dade	URBAN	06	2017 proposed; 2018 proposed; 2022 proposed
1021	City of Coral Gables Street Resurfacing Program	This is an ongoing program of street resurfacing that is needed to keep the City's streets in a functional condition and reduce long term maintenance cost.		0	S1211	500,000		Garcia, I. (R)	MIAMI-DADE	URBAN	06	N/A

1022	Vision Zero Safety Improvements - NW 7th Street & NW 12th Ave Corridors Miami-Dade	Miami-Dade County's Vision Zero Strategic Plan set the goal to eliminate all fatal and serious injury crashes from our transportation network by 2040 & identified corridors and intersections with the highest numbers of severe crashes. NW 7th Street from NW 39th Ave. to NW 12th Ave. & the intersection of NW 12th Ave. & NW 11th Street were identified as part of the Top 100 high-injury crash locations. The Department of Transportation and Public Works (DTPW) Vision Zero team is identifying the appropriate safety countermeasures needed to address the safety issues. The goal is to fund the engineering design and construction of identified safety countermeasures to provide greater comfort for economic vitality and quality of life for residents and businesses. These improvements may include the installation of a pedestrian hybrid beacon, high-visibility crosswalks, and bike facilities, concrete bulb-outs to enhance commercial on-street parking, and traffic signals operation improvements.			0	S1214	500,000		Garcia, I. (R)	MIAMI-DADE	URBAN	06	N/A
965	City of Fort Walton Beach Coral Creek Nature Trail	Funding would be used for design, engineering, and permitting of complete nature trail around Coral Creek in the City of Fort Walton Beach. Proposed enhancements would include pedestrian and bike access, landscaping, lighting and environmental education.	H0311		300,000		0	Maney (R)		OKALOOSA	URBAN	03	N/A
980	Fort Walton Beach - Northwest Neighborhood Traffic Analysis	Funding used to conduct a comprehensive traffic analysis of the City's Northwest Neighborhood to determine recommendations on existing traffic related concerns on a broad regional basis. This will assist with alleviating traffic issues, improving hurricane evacuation routes out of south Okaloosa County and allowing for better access to local schools.	H0253		50,000		0	Maney (R)		OKALOOSA	URBAN	03	N/a
981	Fort Walton Beach Hill Avenue and Anchors Street Complete Street Project Design	Funding would be used for design, engineering, and permitting of complete streets projects for Hill Avenue, a north-south, two-lane road that is approximately 3,800 linear feet, and Anchors Street, an east-west, two-lane road that is approximately 4,700 linear feet, as identified in the City's Commerce & Technology Park Master Plan. Proposed enhancements would include sidewalks, bike lanes, landscaping, and pedestrian crossings.	H0251		187,500		0	Maney (R)		OKALOOSA	URBAN	03	2022 vetoed
993	Okaloosa County - Santa Rosa Boulevard Improvements Phase 1	The corridor improvement concept will spur investment and redevelopment of the commercial area, a multiuse path for pedestrians and bicycles, and large swales for stormwater control. It also eliminates a safety problem of vehicles speeding down the existing 4-lane roadway that bluntly terminates into concrete barricades on Air Force property. Okaloosa County is seeking a state appropriation of \$2 Million dollars to construct Phase 1, the easternmost portion of the corridor.	H0435		2,000,000		0	Maney (R)		OKALOOSA	URBAN	03	2022 proposed
956	Apopka Regional Trail Connections	The City of Apopka has experienced rapid growth in the rural areas of the City in the last few years. The State Road 429 extension along with rapid residential development has warranted the City to reevaluate its transportation network. The City of Apopka's Active Transportation Network Implementation project will allow the City, along with its City and County partners, to build connections to established regional trails throughout the region. It completes 140 miles of trails.	H0292		8,000,000		0	Bankson (R)		ORANGE	URBAN	05	N/A
968	City of Maitland Westside Trail Construction	This project will connect one of the final trail segments in the larger 4.7 mile east-west trail network which spans the majority of the eastern and western portions of the City of Maitland. The eastern terminus of the Westside Trail begins at the eastern edge of the pedestrian bridge built by the Florida Department of Transportation over Interstate 4 in 2022 and will end at the existing 10' wide trail on Southall Lane.	H0300		500,000		0	Smith (R)		ORANGE	URBAN	05	N/A
1011	Mohican Trail Sidewalk City of Maitland	This project will connect the existing sidewalk system from Maitland Middle and Dommerich Elementary Schools to Deloraine Trail. There is currently not a sidewalk for children to walk to and from Dommerich Elementary and Maitland Middle Schools from the intersection of Mohican Trail and Thistle Lane to the Highland Park Estates and Dommerich Hills Subdivisions. This section of sidewalk is proposed to connect to new sidewalk to be constructed in the Dommerich Hills subdivision as part of the Dommerich Hills Septic to Sewer Project. this section of sidewalk will be the last link of sidewalk to connect the neighborhoods to the schools along a busy stretch of road.			0	S1158	300,000		Brodeur (R)	ORANGE	URBAN	05	N/A
1020	West Orange Trail Extension Phase 4 - Welch Road and Wekiwa Springs Road Orange County	The West Orange Trail Extension along Welch Road and Wekiwa Springs Road will provide a 12-foot wide trail connection from the West Orange Trail on Rock Springs Road to the entrance of Wekiwa State Park entrance. This connection is approximately 3.0 miles in length and will connect to the Seminole County Wekiwa River Blueway Trail at Wekiwa State Park. This proposed project will also provide a connection from Wekiwa State Park to the planned Florida Coast-to-Coast Trail, which is approximately 250 miles in length and will connect from St. Petersburg on the west coast to Titusville on the east coast. The proposed trail extension project is estimated to cost approximately \$800,000 for design and approximately \$4,400,000 in construction.			0	S1209	640,080		Brodeur (R)	ORANGE	URBAN	05	N/A
1017	Sunbridge Parkway Roadway Design - Osceola County Sunbridge Parkway Roadway Design - Osceola County	The funds will be used to design Osceola County's portion of Sunbridge Parkway, which will serve as a major north-south byway in the County, ultimately connecting US 192 in Osceola County to SR 528 in Orange County. Osceola County will design and construct a portion of the road outside of the development, providing new connectivity between US 192 to Nova Road, and access to jobs in the 8.5 million SF of planned commercial space for Sunbridge.	H0679		9,949,116		0	Hawkins (R)		OSCEOLA	URBAN	05	N/A

947	South Bay - SW 11th Avenue Street Improvements - Palm Beach	Design, reconstruction, and CEI services of SW 11th Avenue from terminus to Palm Beach Rd. Curb/gutter replacement and widening of existing sidewalk. The existing drainage system will be de-silted. The reconstructed pavement will include materials to alleviate the poor soil conditions in the area. The front and back slopes will be re-graded and re-sodded to facilitate drainage.	H0510	860,647	S1010	860,647	Roth (R)	Berman (D)	PALM BEACH	URBAN	04	N/A
955	36th Street Bridge Rehabilitation Project - City of West Palm Beach	The 36th Street bridge spans the Carver Canal just east of Australian Avenue in the City of West Palm Beach. The City of West Palm Beach is developing plans to retrofit the bridge structure as it was built in 1958 and is showing signs of fatigue that indicate that, at a minimum, the damaged concrete support structure below the bridge deck needs to be repaired and the handrails on the bridge deck need to be retrofitted to bring them up to current standards.	H0338	375,000	S1098	375,000	Caruso (R)	Powell (D)	PALM BEACH	URBAN	04	N/A
960	Central Palm Beach County Infrastructure Improvement	The funds secured through this project will mitigate stormwater runoff and pollutant loading into local water systems through the enhancement of existing roadway infrastructure within the central historic region of Palm Beach County. Current roadways and water systems within the area have not been adapted to adjust to modern traffic patterns and increased commercial property use since being incorporated during the 1950's.	H0219	1,000,000		0	Silvers (R)		PALM BEACH	URBAN	04	2021 \$3M vetoed; 2022 proposed
961	Belle Glade Roadway Project	Design, engineering, and reconstruction of NE 1st Street from Gator Blvd. to NE Ave H, and the SW Ave. C and SW Ave. D, from Main Street to Main Street Loops. Project scope includes geotechnical and civil engineering services, removal of all unsuitable underlying soils, replacement of subbase material, replacement of base rock material, repair/replacement of existing stormwater infrastructure within the project limits, and adjustment to existing sidewalks (and as necessary, regrading roadways	H0515	1,185,000		0	Roth (R)		PALM BEACH	URBAN	04	2022 proposed
962	City of Boca Raton - NW-SW 4th Avenue Widening	The FDOT added an entrance/exit to I-95 at Spanish River Blvd. NW/SW 4th Avenue is the closest north/south two-lane undivided collector road that extends from Camino Real to NW 20th Street and continues north as NW 5th Avenue to Spanish River Boulevard. After the interchange opened in 2018, the City retained a consultant to perform a feasibility study for the conversion of NW/SW 4th Avenue into a four-lane collector to support the additional traffic volume anticipated on NW 4th Ave.	H0209	1,000,000	S1076	1,000,000	Gossett-Seidman (R)	Berman (D)	PALM BEACH	URBAN	04	N/A
984	Hamlin Boulevard Reconstruction	To reconstruct a one-half (1/2) mile portion of road that is used for pub access to the Palm Beach County park; and restricted access to the M-1 impoundment Area, J.W. Corbett Wildlife Management Area, L-8 Canal Road, M-0 Canal/Outfall by ITID, FWC, FDEP, SFWMD, PBSO & PBFR. This portion will be in conjunction with an ITID project to reconstruct the other one-half (1/2) mile portion of roadway (total = one (1) mile).	H0513	850,000		0	Roth (R)		PALM BEACH	URBAN	04	N/A
994	Transportation Disadvantaged Discounted Bus Passes - Palm Beach County	The goal is to improve transportation options for the low-income, elderly, and disabled residents of Palm Beach County. Through reliable transportation residents are given the opportunity for economic mobility and to access important services in the community. The Transportation Disadvantaged Bus Pass Program also provides an affordable alternative to vehicle ownership which is important in current times due to the rising cost of goods and services.	H0218	2,000,000	S1077	2,000,000	Silvers (D)	Berman (D)	PALM BEACH	URBAN	04	2019 proposed; 2020 proposed; 2021 \$995K vetoed; 2022 proposed
966	City of Gulfport - 58th Street Roadway Improvements	Performing the roadway improvements will achieve the following: improving the structural capabilities of the roadway to accommodate current and projected traffic demands, improving roadway safety by improving runoff collection which inherently improves driver safety, addressing roadway vulnerabilities by preparing for the impacts of future storm intensification and improving mobility options throughout the corridor.	H0342	1,200,000		0	Chaney (R)		PINELLAS	URBAN	07	N/A
997	Town of Redington Beach Road Resurfacing Project	Since the Town's 6 miles of roads (apart from Gulf Blvd.) have not been repaved for many years, and since the Town has a limited budget and has been focusing substantial resources on repairing, maintaining, and upgrading its stormwater system, the Town's roads have reached the end of their useful life. The requested funding would allow the Town to have that infrastructure need addressed for many years to come.	H0195	750,000		0	Chaney (R)		PINELLAS	URBAN	07	2022 vetoed
958	Bartow Airport Facility Renovations and Remote Tower Construction	The first International Remote Air Traffic Control Center in the world will be located at the Bartow Airport and the first Remote Air Traffic Control Tower will be located at the Winter Haven Regional Airport. This will support the attraction of the first public Remote Air Traffic Control Training Academy, which will provide career pathways that do not require a college degree. This project will directly create 168-226 high skilled/high-wage jobs over a ten-year period.	H0267	2,310,000		0	Killebrew (R)		POLK	URBAN	01	N/A
986	Kathleen Road Widening and Extension	A PD&E Study to determine the alignment and cost of this project.	H0277	5,000,000		0	Tomkow (R)		POLK	URBAN	01	N/A
996	Powerline Road South Extension - Polk County	A PD&E Study to determine the alignment and cost of this project.	H0503	15,000,000		0	Killebrew (R)		POLK	URBAN	01	N/A
982	Fruitville Road Capacity Improvement Project - Sarasota	Multi-modal roadway improvements to provide increased safety and capacity for vehicular, pedestrian and bicycle traffic on 1.5 miles of Fruitville Road between Debrecen Road and Lorraine Road.	H0172	4,000,000		0	McFarland (R)		SARASOTA	URBAN	01	2022 \$4M approp
1015	US 41-Tamiami Multimodal and Safety Improvements	Improve transportation safety and increase multi-modal system along US41/Tamiami Trail. The main goal of this project is the redevelopment of this corridor to accommodate pedestrian, bicycle and vehicular activity and to address safety and access issues along the US41/Tamiami Trail.	H0670	2,000,000		0	Buchanan (R)		SARASOTA	URBAN	01	2022 proposed

1016	Laurel Road Capacity and Mobility Improvement Project	Multi-modal roadway improvements to provide increased resiliency, safety and capacity for vehicular, pedestrian and bicycle traffic on approximately 1.4 miles of Laurel Road from Knights Trail Road to Jacaranda Boulevard, a hurricane evacuation route and main. The project will also provide increased capacity for alternative routes during times of severe congestion on Interstate 75.	H0671	8,000,000		0	Buchanan (R)		SARASOTA	URBAN	01	N/A
964	City of Fort Pierce - Avenue D Road Improvement	The funds will allow the City to complete needed road improvements to Avenue D that will enhance visibility, safety, and connectivity for two of the oldest historic neighborhoods, Lincoln Park and Edgar Town. For Lincoln Park, it will help to revitalize the historically African-American community and regenerate the Avenue D commercial corridor. In relation to Edgar Town, the new installation of sidewalks will provide safe travel for pedestrians.	H0213	1,500,000		0	Trabulsky (R)		ST. LUCIE	URBAN	04	2022 similar project approved for Local Support Grant
952	Keep Florida Beautiful	Keep Florida Beautiful brings together a network of more than 40 local affiliates throughout the state serving as one of Florida's largest volunteer-based community action and education organizations. Funds requested will be used to benefit local Florida communities through litter removal and prevention, new environmental protection programs, recycling education, youth engagement and beautification projects.	H0556	800,000	S1031	800,000	Sirois (R)	Boyd (R)	statewide		SW	2017 \$800K appropriation; 2018 \$800K appropriation; 2019 \$800K appropriation; 2020 \$800K appropriation; 2021 proposed; 2022 proposed
933	Benson Junction Road Improvement	Funding will urbanize the road, adding curbs, gutters, turning lanes, lane width and sidewalks for better traffic flow and pedestrian safety in our commercial and industrial areas. The installation of a storm water system will prevent future flooding of the road and adjacent businesses from storms and hurricanes. Controlling the untreated runoff will help with the pollution of Gemini Springs.	H0012	1,250,000		0	McClain (R)		VOLUSIA	URBAN	05	FY22-23 BOB local support grant approved
935	Fort Florida Road Bridge	1) Prevent Bridge Structural Failure. Fort Florida Road is a critical economic arterial road to City's TOD and Downtown and it is also one of two evacuation routes for our western residents. After Hurricanes Ian and Nicole, FDOT has reported significant bridge erosion as a result of FPL industrial wastewater flow. 2) Prevent Massive Flooding Potential. Spillway Gates has capacity to pump 2200 c.f.s of water, while spillway City Bridge has the capacity of only 400 c.f.s.	H0013	1,000,000		0	McClain (R)		VOLUSIA	URBAN	05	N/A
936	Fort Florida Road Reconstruction	Reconstruction of Road and Install new Stormwater System to prevent flooding. This road is in very poor condition, needs to be accelerated to keep pace with growth. It is an arterial route for our residential community to SunRail Station, Hwy 17-92, TOD district and our new downtown. Improved emergency services for our new fire station, Adjacent multi-use trail will provide much needed public safety for pedestrians and bikers.	H0014	1,500,000		0	McClain (R)		VOLUSIA	URBAN	05	N/A
959	City of Belle Glade - Pedestrian Bridge Replacement	Goal is to save lives, provide the residents, youth and citizenry safe passage to and from Gove Elementary School and Mace Park for pedestrians and bike riders crossing SE Avenue G by replacing the old, unsafe pedestrian bridge and installing FDOT approved prefabricated pedestrian facility and crosswalk apparatus and signage. Belle Glade is a financially disadvantaged municipality located in a Rural Area of Economic Opportunity.	H0514	252,505		0	Roth (R)		VOLUSIA	URBAN	05	N/A
988	Marquis Way Connector Road/SR 20 Bypass Road to US 331	Due to the tremendous growth in the City and County, a connector road is needed to alleviate the congestion that is becoming progressively worse along SR-20, especially at the intersection of SR-20 and US 331. The project will improve driver and pedestrian safety along SR-20 and at US 331 by reducing the traffic passing through this busy thoroughfare.	H0525	7,500,000		0	Abbott (R)		WALTON	RURAL	03	2022 \$3.5M approp
983	Greenhead Road Improvements - Washington County	The purpose/goal of this project is to complete the paving and drainage improvements necessary on Greenhead Road from SR 77 to Long Lake Estates' entrance for a total project length of 2.6 miles. Paving and drainage improvements would greatly improve the roadway condition of this major feeder road that traverses between SR 77 and Porter Pond Road in Washington County and provides access to the Econfina Creek Water Management Area. Construction shall consist of a new asphalt roadway on the currently graded Greenhead Road with two 11' travel lanes, grassed shoulders and drainage improvements including roadside swales, cross drain replacement, and side drain construction.	H0528	5,268,000		0	Abbott (R)		Washington	RURAL	03	Proposed 2018; 2019 proposed
1001	Washington County - Dumajack Road Paving	Dumajack Road is a local road that connects SR 77 to Deading Road. Dumajack Road is comprised of sections of milled asphalt, dirt road, and pavement. The road has experienced based failure and there are several sections of dilapidated pavement. The best course of action would be to reconstruct and widen the road to meet current AASHTO or FDOT Greenbook requirements. Dumajack Road is 10,672 feet long (2.02 miles).	H0330	3,160,573		0	Abbott (R)		WASHINGTON	RURAL	03	N/A
1002	Washington County Government Annex Access and Drainage Improvements	Washington County Annex Improvement project consist of reconstructing all pavement areas with new stabilization, base and asphalt. Additional improvements will consist of drainage improvements to alleviate pocket flooding, concrete bumper guards, and other miscellaneous improvements.	H0529	1,268,319		0	Abbott (R)		WASHINGTON	RURAL	03	N/A
			<b>TOTAL</b>	71	170,358,475	22	44,055,727					
			<b>GRAND TOTAL</b>	Projects	93	Amount	214,414,202					



*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

11201 N. McKinley Drive  
Tampa, FL 33612-6456

JARED W. PERDUE, P.E.  
SECRETARY

January 23, 2023

Ms. Beth Alden, AICP  
Executive Director  
Hillsborough County Transportation Planning Organization  
601 E Kennedy Blvd, 18<sup>th</sup> FL  
Tampa, FL 33602

Re: FY 2024-2028 Tentative Work Program

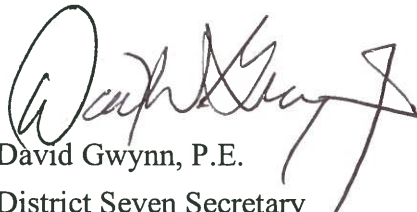
Dear Ms. Alden:

Thank you for your January 11 letter regarding the Tentative Work Program for Fiscal Years 2024-2028.

The US 41/CSX Grade Separation Interchange (FPID 440749-1) is ranked at #87 on the TPO's adopted List of Priority Projects. To date, the District has funded the PD&E, PE and partially funded ROW. The construction cost for this project is approximately \$130M. We will continue to explore funding options for the remaining ROW and construction with Central Office.

We appreciate the partnership we have with the TPO and are pleased to have worked with you and your team to fund many vital projects from the TPO's List of Priority Projects.

Sincerely,



David Gwynn, P.E.  
District Seven Secretary



# Hillsborough TPO

## Transportation Planning Organization

Commissioner Gwen Myers  
Hillsborough County  
TPO Chair

Mayor Andrew Ross  
City of Temple Terrace  
TPO Vice Chair

Paul Anderson  
Port Tampa Bay

Commissioner Harry Cohen  
Hillsborough County

Councilman Joseph Citro  
City of Tampa

Councilmember Lynn Hurtak  
City of Tampa

Commissioner Pat Kemp  
Hillsborough County

Mayor Nate Kilton  
City of Plant City

Adelee Marie Le Grand, AICP  
HART

Joe Lopano  
Hillsborough County  
Aviation Authority

Councilman Guido Maniscalco  
City of Tampa

Commissioner  
Michael Owen  
Hillsborough County

Hemant Saria  
Planning Commission

Greg Slater  
Expressway Authority

Commissioner  
Joshua Wostal  
Hillsborough County

Jessica Vaughn  
Hillsborough County  
School Board

Beth Alden, AICP  
Executive Director



**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

February 3, 2023

Yvonne Owens Ferguson, Ph.D., M.P.H.  
Office of Strategic Coordination, Division of Program Coordination, Planning and Strategic Initiatives, Office of the Director, National Institutes of Health

Dear Dr. Ferguson:

I am writing on behalf of the Hillsborough Transportation Planning Organization (TPO) to express my support of the Healthy Start Coalition of Hillsborough County (HSC) – and its partners at the University of South Florida College of Public Health and Florida Department of Health – response to the National Institutes of Health research opportunity to develop, implement, assess, and disseminate a co-created community-led health equity structural intervention to reduce health disparities, *OTA-22-007 Community Partnerships to Advance Science for Society Program: Community-Led, Health Equity Structural Intervention Initiative*.

The Hillsborough TPO is a transportation policy-making board comprised of representatives of local governments and transportation agencies and is responsible for a continuing, cooperative and comprehensive transportation planning process across Hillsborough County. Key responsibilities are the creation of the twenty-year Long Range Transportation Plan (LRTP) and a five-year Transportation Improvement Program (TIP). As part of the TPO's work identifying multimodal transportation needs in this community, the TPO has conducted studies including [Health Impact Assessments](#) and a [Nondiscrimination and Equity Plan](#) in compliance with federal civil rights laws. These planning studies have documented that transportation systems are a statistically significant factor in the disparate public health outcomes across our large county. They have also documented historical urban planning decisions made by overtly racist local government administrations in the first half of the 20<sup>th</sup> century that contributed to our community's urban form today.

With this letter of support, the Hillsborough TPO commits to assist HSC's facilitation of the Hillsborough Health Equity Taskforce to address **Severe Maternal Morbidity** (SMM-TF). This task force was developed as an offshoot from the Hillsborough Health Equity Taskforce, that prioritized SMM among black women and birthing persons of reproductive age in Hillsborough County. The TPO has served as a member of and subject matter expert in that task force.

The TPO's role in this project will include:

- Continuing to participate in the SMM-TF task force;
- Co-creating, and assisting with implementation and evaluation of an intervention to address structural factors associated with SMM;
- Data sharing and providing staff consultation and support as the project develops;
- Identifying opportunities to align our organization's strategic goals and health equity structural interventions to reduce health disparities across the county.

The Hillsborough TPO recognizes the positive impact that collaborative interagency initiatives such as the SMM-TF can have in the community. We are hopeful that this research request to address severe maternal mortality will be approved.

Sincerely,

Beth Alden, Executive Director





**Jane Castor, Mayor**

February 10, 2023

Beth Alden, Executive Director  
Hillsborough TPO  
601 East Kennedy Blvd – 18<sup>th</sup> Floor  
Tampa, FL 33602

Dear Beth,


I am writing on behalf of the residents of the City of Tampa to thank you for your support of our Safe Streets and Roads for All grant application with the U.S. Department of Transportation.

As I am sure you have heard, the City of Tampa has been awarded a \$20 million implementation grant to increase safety for the City's most vulnerable roadway users through physical improvements and a collaborative planning effort. This grant will be used for high injury network safety improvements, safe routes to places improvements, and to develop a comprehensive Pedestrian Safety & Equity Action Plan.

We appreciate your time in providing us with letters of support to include in this and other grant applications. These letters play an important role in demonstrating community and multijurisdictional support for our projects, improving the likelihood that we will be awarded funding.

Thank you, and I look forward to working together to bring back as much federal funding to Tampa Bay as possible!

Sincerely,

  
Jane Castor



# SAFE STREETS FOR ALL

## What is the Safe Streets for All Grant?

The Bipartisan Infrastructure Law (BIL) established the new [Safe Streets and Roads for All \(SS4A\) discretionary grant program](#) that provides \$1 Billion in grants over the next five years to communities across the country. This funding supports local initiatives to prevent roadway deaths and serious injuries.

## Tampa Systemic Applications for Equity (T-SAFE)

The City of Tampa submitted a grant application, *Tampa Systemic Applications for Equity (T-SAFE)*, requesting **\$20 million** with a **\$5 million local match** to rapidly deploy low-cost, systemic safety countermeasures, build multi-jurisdictional partnerships, and curb the deadly epidemic of traffic fatalities in our City. **74% of the funding will be spent on projects in underserved communities**, which carry a disproportionate burden of deadly and life-altering injury crashes.

## What types of projects will this grant fund?

The projects included in this grant award are focused on **increasing safety for the City's most vulnerable roadway users through physical safety improvements and a collaborative planning effort**. Physical safety treatments generally include filling sidewalk gaps, adding more safe crossings, traffic calming features, high visibility crosswalks, school zone flashers, bicycle lanes, and lane repurposing with resurfacing projects.

The projects included in this grant are organized into the following three categories, and specific project locations are shown on the corresponding map:

### High Injury Network Safety Improvements

Grant funds will provide systemic safety improvements on City-owned roads on Tampa's High Injury Network (HIN). The HIN was developed as part of the City's Vision Zero Action Plan, and consists of the network of roads where the majority of Tampa's deadly and life-altering crashes occur. **The HIN represents 24% of roadway miles, but 73% of the city's traffic fatalities.**

### Safe Routes to Places Improvements

The project will also fund safe routes to places projects that will provide **safe and comfortable access to major destinations** including schools, parks, and transit.

### Comprehensive Pedestrian Safety & Equity Action Plan

The project also funds development of a **Comprehensive Pedestrian Safety & Equity Action Plan**. The Plan will include data collection, inclusive stakeholder and public engagement, and actionable strategies to create a toolkit for implementing pedestrian safety strategies Citywide.



**Hillsborough  
County Florida**

**COMMUNITY AND INFRASTRUCTURE PLANNING**

PO Box 1110, Tampa, FL 33601-1110

**BOARD OF COUNTY  
COMMISSIONERS**

Donna Cameron Cepeda  
Harry Cohen  
Ken Hagan  
Pat Kemp  
Gwendolyn "Gwen" Myers  
Michael Owen  
Joshua Wostal

**COUNTY ADMINISTRATOR**

Bonnie M. Wise

**COUNTY ATTORNEY**

Christine M. Beck

**COUNTY INTERNAL AUDITOR**

Peggy Caskey

**DEPUTY COUNTY ADMINISTRATOR**

Gregory S. Horwedel

February 24, 2023

Beth Alden, AICP, Executive Director  
Hillsborough County Transportation Planning Organization  
PO Box 1110  
Tampa, Florida 33601

RE: Hillsborough County Priorities

Dear Ms. Alden:

At the February 15, 2023, Board of County Commission (BOCC) meeting, the BOCC discussed the County's priorities for the upcoming update of the Transportation Improvement Program's unfunded list. During that discussion, the Board passed a motion directing staff to communicate with you and your Board that the transportation projects priority of the BOCC are as follows: 1) State of Good Repair and Resilience, 2) Major Projects for Economic Growth, and 3) Vision Zero, Smart Cities, and Real Choices When Not Driving. Thank you for the consideration.

If you or your staff have questions, please contact me at (813) 276-8428.

Sincerely,

*John Patrick*

02/24/2023

John Patrick, AICP, Division Director  
Community & Infrastructure Planning Department

cc: Commissioner Gwen Myers, Chair TPO Board  
Commissioner Pat Kemp, Chair TPO Policy Committee  
Board of County Commissioners  
Bonnie M. Wise, County Administrator  
Gregory S. Horwedel, Deputy County Administrator  
Kimberly Byer, Assistant County Administrator, Public Works Administration