



# Hillsborough MPO Metropolitan Planning for Transportation

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## Virtual Meeting of the Intelligent Transportation Systems Committee Thursday, October 8, 2020, 1:30 p.m.

**Please join my meeting from your computer, tablet or smartphone.**

<https://attendee.gotowebinar.com/register/6297375192585270030>

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### I. Call to Order

### II. Public Comment - 3 minutes per speaker, please

### III. Approval of Minutes

#### A. July 9, 2020

### IV. Action Items

#### A. Reevaluation of Transit Asset Management, Pavement & Bridge, and System Performance Targets (Johnny Wong, MPO Staff)

#### B. Regional Transportation Systems Management & Operations Memorandum of Understanding (Johnny Wong, MPO Staff)

### V. Status Reports

#### A. Review Last Year's Legislative Positions and Suggest New Ones (Rich Clarendon, MPO Staff)

#### B. 2021 Meeting Calendar (Johnny Wong, MPO Staff)

### VI. Old Business & New Business

#### A. Next meeting, January 14th, 2021

### VII. Adjournment

### VIII. Addendum

#### A. TIS SEIS Location and Design Acceptance Notice

#### B. [County seeks input on West Shore Blvd complete streets project](#)



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**HILLSBOROUGH COUNTY  
METROPOLITAN PLANNING ORGANIZATION  
INTELLIGENT TRANSPORTATION SYSTEMS (ITS)  
MEETING OF July 9, 2020  
MINUTES**

**I. CALL TO ORDER:**

Chairman, Mr. Brandon Campbell called the meeting to order at 1:33 p.m. and a quorum was present. The meeting was held via Go To Webinar.

**MEMBERS PRESENT:**

- Brian Gentry ..... Hillsborough County Public Works
- Brandon Campbell ..... City of Tampa
- Jason Dudjak.....City of Plant City
- Jeff Sims..... Environmental Protection Commission of Hillsborough County
- Achilleas Kourtellis.....CUTR
- Margaret Kubilins.....FDOT Non-Voting Advisor

**OTHERS PRESENT:**

Johnny Wong and Cheryl Wilkening, Hillsborough MPO; Jason Jackson, CUTR; Paula Flores, GPI; Lee Woodcock, Atkins; David Aylesworth, CēVē and Margaret Kubilins, FDOT Advisor.

**II. PUBLIC COMMENTS:** There were no public comments.

**III. APPROVAL OF MINUTES:**

**Brian Campbell sought a Motion to approve of the January 9, 2020 meeting minutes. Jeff Sims made a motion to approve the January 9, 2020 Minutes. The motion was seconded by Achilleas Kourtellis and passed unanimously. Motion carries.**

**Brian Campbell sought a Motion to approve the meeting minutes of April 9, 2020. Jeff Sims made a motion to approve the regular meeting minutes of April 9, 2020. The motion was seconded by Jason Dudjak and passed unanimously. Motion carries.**

**IV. STATUS REPORTS**

**A. Performance Evaluation of E-Scooter Sharing in the City of Tampa**

Jason Jackson, University of South Florida presented the performance evaluation of E-Scooter Sharing in the City of Tampa. From May 28<sup>th</sup>, 2019 to March 9<sup>th</sup>, 2020 there were a total of 982,468 trips. The evaluation framework consists of evaluation metrics, public opinions and public feedbacks. The evaluation metrics includes economic and environmental impacts, health and safety, equity and level of service. The data sources include E-scooter sharing survey, operational data from Populus, accident data and then comments and feedback. The evaluation metrics on economic impact results showed time saving, improved mobility and public transit revenue loss. Local restaurants and bars gained economic benefits because of e-scooters. The environmental impacts were reduced vehicle use and miles traveled, traffic emission reduction and number of vehicles off the road. According to the horizontal equity metrics the coverage and usage of e-scooters vary significantly among spatial areas. The vertical equity of e-scooter usage and coverage are inequitable among areas with different poverty ratio and the users are mainly male, higher income and white populations. The health and safety metrics showed that most e-scooter accidents had no injury or minor injury, the hospital

visits increased significantly after the program started. The evaluation of the health and safety metrics showed e-scooters could have negative impacts on users health due to reduced physical activities and a majority of the public do not feel safe when e-scooters are ridden on sidewalk and street lanes.

Jason Dudjak questioned the maximum speed of e-scooters. Pete Costello inquired on total number of fatalities and if it was a scooter rider. Jeff Sims wanted know projections of usage. Johnny Wong wanted to know if there is a 3<sup>rd</sup> party to outfit the scooters for accessories. Brandon Campbell commented that the study ended March 9<sup>th</sup> right at the beginning of the COVID pandemic so it will interesting to see the demand in the future. Rich Clarendon inquired if FDOT supports e-scooters on non-designated motorized vehicle streets for example the Jackson street cycle tract.

## **B. Smart Cities Mobility Plan Scope Review**

Lee Woodcock, Atkins, presented Smart Cities Mobility Plan. The ITS Master Plan is to build on the previous plan. The scope overview is to development the 5 year smart cities vision and supporting a road map guide development of the technology as part of the achievement of the 2045 Long Range Transportation Plan and the five categories. The project will be delivered in two phases, the scope document mainly covers Phase I with a review point to define the exact scope for Phase 2 building on the outputs from Phase I. The primary aim of Phase 2 will be the development of the overarching roadmap. Smart Cities Mobility Plan Phase I involves discovery, analysis and the final part will be a workshop. The development of graphical engagement materials to support broader communication of the Smart Cities Mobility Plan is optional. The vendors perspective for the level of service evaluation metrics resulted that the vendors did not provide enough e-scooters in some service areas and might need to adjust the locations and reduce the number of e-scooters to improve utilization ration. The pricing and customer responses had the lowest satisfaction score on the user perspective of level of service but the vendors performed well. The public preferred to ride the e-scooters in the bike lanes and the e-scooter rules and regulations still need to be improved. The public opinion biggest concern is the improper user behavior. Non-users want the speed limit to be lower while users prefer high speed limit. Overall, the public opinion was that the program should be continued but adjustments are needed. A few comments made from the call log were abandoned scooters, behaviors and high speed in no ride zones such as Bayshore or Riverwalk. Most calls were made at the beginning of the program from the public because they were unfamiliar about the program at that time. Comments from non-users mentioned parking issues, violation of traffic rules and sidewalk riding. Comments from users mentioned parking issues, violation of traffic rules, safety issues and city shall enforce bike lane riding. The suggestions and feedbacks from Tampa-Hillsborough Alliance for Persons with Disabilities and National Federation of Blind-Tampa Chapter were improper e-scooter parking, ban e-scooter riding on sidewalk, more enforcement, tandem bikes for families with disabilities and improve accessibility to website and apps for complaints. The major findings were e-scooter improves mobility downtown, safety concerns, geofencing needs improving, e-scooter more suitable in bike lanes, performance of vendors are similar and utilization of e-scooter has decreased since debut. The recommendations are to invest in constructing a connected and protected bike lane network, service providers may need more staff and monitor more closely, set minimum number of e-scooters in disadvantaged areas to improve equality, provide discounted membership for low income, ban e-scooters from sidewalks, set speed limits, provide signs for no ride zone and more parking corrals, strengthen law enforcements and the city to keep monitoring the safety and usage data of the program and track performance.

Johnny Wong noted he will be managing this project on the MPO side and they are looking for specific feedback on whether the concept and sequence of events make sense. Brandon Campbell stated as a broad view the process looks helpful.

## **C. CēVē Pilot: Lessons Learned About Data Management**

David Aylesworth with CēVē explained they are a Tampa-based software startup company who are focused on improving travel efficiency and safety through connected vehicle technologies. The CēVē

app is designed to time-to-green light estimates, reducing driver frustration, optimal speed advisories to better time green lights and improve fuel efficiency and reduce vehicle wear. It notifies when exceeding the speed limit and alerts for school zones and high capacity special events. There three system components. The data includes maps, roadway information and traffic equipment and sensors. The access has geo-indexed databases, cloud services and data analytics. The users can be vehicles, cyclists, pedestrians, smartphones, wearables and sensors. They have found that finding public data is hard to find, it can be siloed, isn't always accurate, not always machine-friendly and data providers have outages. The recommendations are to develop data ownership, management and sharing strategies. Establish data format and access standards and require open-access, connectivity, and standards-compliance from infrastructure vendors and data providers. They need to demonstrate and test innovative ideas through agile pilot programs and provide incentives for participation. Lastly, the Infrastructure-Lite project ideas are emergency vehicle notifications, bicycle/pedestrian detection and signal activation, smart work and school zones, curb management and signal light timing and violation analytics.

Dean Gustafson inquired if they found a data set that is surprising to folks and has value to the public and do you provide the data for free to get the market established. Brandon Campbell requested clarification what is the best path forward from an agency perspective to get our data out there. Margaret Kubilins appreciated this presentation and how they can serve the transportation industry better and getting mobility as a service. Beth Alden requested feedback on the best role for the MPO with respect from the ideas he is bring forward. Johnny Wong suggested having a workshop on our governance protocols related to our data government policy. Brian Gentry offered for Mr. Aylesworth to reach out to him about Hillsborough county CV initiatives.

#### **D. Tampa Bay Next Update: Westshore Safe Trip**

Margaret Kubilins FDOT Representative, presented Safe Trip for Tampa's Westshore Interchange. Tampa Bay Next aligns directly with the Tampa Bay Next Priorities. Ms. Kubilins provided a slide showing the proposed expressed lanes for the Tampa Westshore Interchange. There is a comprehensive approach to address the vital few. Westshore needs Safe Trip due to current bottlenecks throughout the project limits and major construction activities. Transportation Management Plan which includes traffic management, regional demand, innovation and public engagement. The Safe Trip Vision is a well-planned and innovative construction zone that maintains safety and reliability to the community. Ms. Kubilins reviewed the Safe Trip Goals. In traffic management is the most active element FDOT is engaged in now. TB Next Transportation management program (TMP) has already identified new projects for the next year. The regional demand management has researched nationwide TMPs, engaged the business community, collaborated with transit, enhanced bicycle and pedestrian and the cost of program projects. Innovation is focused on smart work zones. The gateway smart work zone concept is a pilot project they have already implemented. Since May 2017 – March of 2020 there has been a lot of Public engagement and it is very valuable to listen and receive feedback. Ms. Kubilins provided a schedule for the Westshore Safe Trip.

#### **V. OLD & NEW BUSINESS**

**A. Next ITS Meeting October 8<sup>th</sup>**

**B. Smart Cities Alliance Workshop on Smart Work zones, August 6<sup>th</sup> @2pm**

**C. ITS 101 Course Update**

They are finalizing a course outline and looking for a September launch.

#### **VII. ADJOURNMENT**

**There was no further business, the meeting adjourned at 3:31 p.m.**



# Hillsborough MPO Metropolitan Planning for Transportation

## Board & Committee Agenda Item

### Agenda Item

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

### Presenter

Johnny Wong, PhD (MPO Staff)

### Summary

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

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

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

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

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



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

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

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

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

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

### **Recommended Action**

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

### **Prepared By**

Johnny Wong, PhD (MPO Staff)

### **Attachments**

Attachment to be provided



# Hillsborough Dashboard

## MAP-21 Performance Targets

for federally required measures

### pavement

59.50 %

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

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

36.30 %

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

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

### bridges

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

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

### transit assets

40.56 %

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

32.54 %

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

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

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

28.57 %

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

**0%** Infrastructure segments with performance restrictions

### travel time reliability

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

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

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



# Hillsborough MPO Metropolitan Planning for Transportation

## Board & Committee Agenda Item

### Agenda Item

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

### Presenter

Johnny Wong, MPO Staff

### Summary

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

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

### Recommended Action

Approve the Regional TSMO MOU

### Prepared By

Johnny Wong, PhD

### Attachments

Regional TSMO MOU (draft)



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

Between

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

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

RECITALS:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**SECTION 2. Process.**

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

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

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

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

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

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

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

**SECTION 4. Notice.**

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

Forward Pinellas  
310 Court Street  
Clearwater, FL 33756

Polk TPO  
330 W. Church Street  
Bartow, FL 33830

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Signed, sealed, and delivered in the presence of:

**METROPLAN ORLANDO:**

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

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

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

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

**FORWARD PINELLAS:**

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

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

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

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

**HILLSBOROUGH MPO:**

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

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

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

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

**PASCO COUNTY MPO:**

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

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

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

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

**POLK COUNTY TPO:**

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

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

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

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

**SARASOTA/MANATEE MPO:**

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

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

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

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

**SPACE COAST TPO:**

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

**RIVER TO SEA TPO:**



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

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

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

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

—

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

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

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



# Hillsborough MPO

## Metropolitan Planning for Transportation

### Board & Committee Agenda Item

#### Agenda Item

Review last year's legislative positions and suggest new ones

#### Presenter

Rich Clarendon, MPO Staff

#### Summary

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

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

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

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

#### Recommended Action

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

#### Prepared By

Rich Clarendon, AICP

#### Attachments

Legislative Correspondence and Position Statements





# Hillsborough MPO Metropolitan Planning for Transportation

## Board & Committee Agenda Item

### Agenda Item

2021 Meeting Calendar

### Presenter

Johnny Wong, MPO Staff

### Summary

Staff has prepared a calendar of meetings for 2021. We ask that each MPO advisory committee review and approve its meeting dates. Upon approval by the MPO board, this calendar will be published and posted online to provide the public with ample notice of meeting schedules.

### Recommended Action

Review and approve the 2021 MPO and Committees Meeting Calendar

### Prepared By

Johnny Wong, PhD

### Attachments

MPO Meeting Calendar





## 2021 SCHEDULE OF MONTHLY MEETINGS

	MPO 10:00 AM	POLICY 8:30 AM	TAC 1:30 PM	CAC 9:00 AM	BPAC 5:30 PM	LRC 9:00 AM	ITS 1:30 PM	TDCB 9:30 AM	TMA 9:30 AM	CCC 11 AM	CCC DIRECTORS 1:30 PM	IOC 6:00 PM
JANUARY	13	13	4	6	13	20	14				15	25
FEBRUARY	10	13	1	3	10	17		26			19	
MARCH	10	10	1	3	10	24			5		12	
APRIL	14	14	5	7	14	21	8	23			16	26
MAY	12	12	3	5	19	19					14	
JUNE	9 Public Hearing (a)		7	2	9	16		25			18	
JULY	Recess	Recess	Recess	Recess	14 Workshop	Recess	8		9		16	
AUGUST	11	11	2	4	11	18		27			20	30
SEPTEMBER	15	15	6	1	8	15			17	n/a	24	
OCTOBER	13	13	4	6	13	20	14	22			15	25
NOVEMBER	10	10	1	3	10	17					12	
DECEMBER	8	8	Joint Mtg. 1 (c) @ 12P		8	15		10	3		10	
Meeting Location	(c)	(b)	(b)	(b)	(b)	(b)	(b)	(b)	Rotates		(d)	(c)

**Acronyms**

- BPAC** Bicycle - Pedestrian Advisory Committee of the MPO Board
- CAC** Citizens Advisory Committee of the MPO Board
- CCC** TBARTA MPO Chairs Coordinating Committee
- ITS** Intelligent Transportation Systems Committee of the MPO Board
- MPO** Metropolitan Planning Organization Board
- POLICY** Policy Committee of the MPO Board
- TAC** Technical Advisory Committee of the MPO Board
- TDCB** Transportation Disadvantaged Coordinating Board
- LRC** Livable Roadways Committee of the MPO Board
- TMA** Tampa Bay Transportation Management Area Leadership Group
- IOC** Independent Oversight Committee

**Meeting Locations**

- (a)** BOCC Chambers, County Center, 601 East Kennedy Blvd., 2nd Floor
- (b)** Plan Hillsborough Committee Room, County Center, 601 East Kennedy Blvd., 18th Floor
- (c)** 26<sup>th</sup> Floor, Rooms A&B, County Center Building, 601 E. Kennedy Blvd.
- (d)** Call (813) 282-8200 or [www.tbarta.com](http://www.tbarta.com) for meeting location - TBARTA Office, 4350 W. Cypress St. #700, Tampa
- (e)** Planning Commission Boardroom, County Center, 601 East Kennedy Blvd., 18<sup>th</sup> Floor