

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

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.

- 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.

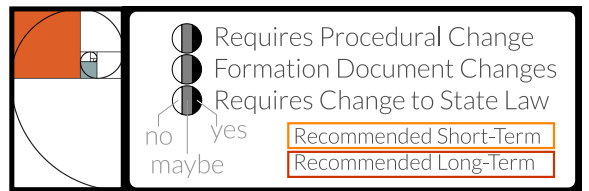
purple moving closer together

philosophy: while past successes are undeniable, the challenges being faced now won't be solved without important procedural changes taking place to address a new level of regional need

some changes to MPO structures and formation documents, but retain separate policy boards

Some of the functionality of the three MPOs would collapse into a single operational unit, requiring changes to other MPO formation agreements, and staff services agreements as well as a financial plan to address costs.

- p.1** **Single MPO Staff.** The MPOs combine the MPO staff, retaining three separate policy boards, technical boards, and three separately adopted L RTPs. A hosting agency and a stable funding stream would be necessary to accommodate the staffing component with consequences for existing resources at current host agencies. Staff should include dedicated engagement, modeling, planning, design, and technical support (GIS, administrative) and one director with three assistant directors.
- p.2** **Single Technical Committee.** A single technical board (perhaps with three subcommittees initially) would report to the current three separate policy boards. Rotating chairs and meeting locations every two years between existing MPOs is suggested. Financial planning, hosting arrangements / impacts, and how the single committee would support the work of the TMALG is required to advance this action forward.
- p.3** **Continue to Increase Role of TMA Leadership Group.** As with b.2, the TMALG would continue to mature, adding the responsibility of managing a dedicated funding source derived from an allocated share of existing revenues or new funding source as it becomes available.
- p.4** **Create a Non-Voting State Representative Position on MPO Boards or within Stronger TMA Leadership Group.** The three MPOs would be required to change their existing bylaws, apportionment plans, and interlocal agreements to include one State and one House Representative position in a non-voting, advisory capacity on the policy board.
- p.5** **Develop a Collective Regional Funding Strategy.** Finance a study jointly funded and led to identify and develop both new funding sources (e.g., regional funding bank) or enhance / divert existing sources to priority regional projects (such as indexing local option gas taxes to inflation). 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.
- p.6** **Create Regional Modal Agency Seats on TMA Leadership Group or on All Three MPO Boards.** To create a more regional outlook regional transportation providers (freight/port, transit, airport) can have a position on existing boards.



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

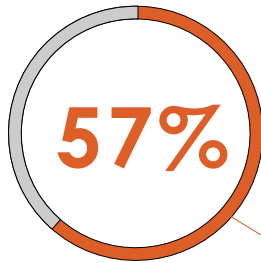
A single policy board would represent a single metropolitan organization, although not without distributed elements. New agreements (e.g., apportionment) and modified state laws addressing a specific MPO or all MPOs are highly likely.

- 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.

summary: workshop 3

October 29, 2018 | polling questions

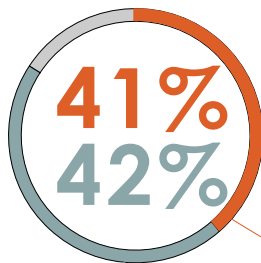
Q. A decision-making structure that focuses on regionally-significant projects more than the current structure may result in a reduction in available federal funding for one or more "locally-significant" projects. Under what, if any, conditions would that be acceptable?



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

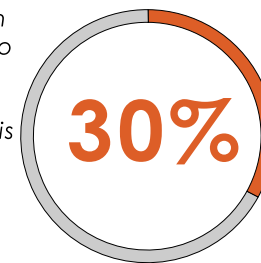
Q. Would you support a dues structure to support either a single MPO for the region or a single MPO staff to support multiple MPOs in the region?



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

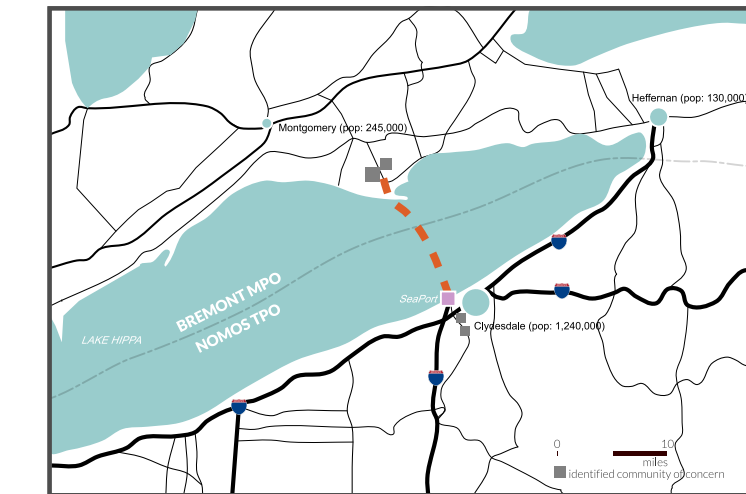
Q. What transportation projects or activities do you think are not happening in the region because there is more than one MPO?



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%)

scenario A A. building bridges



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...

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.

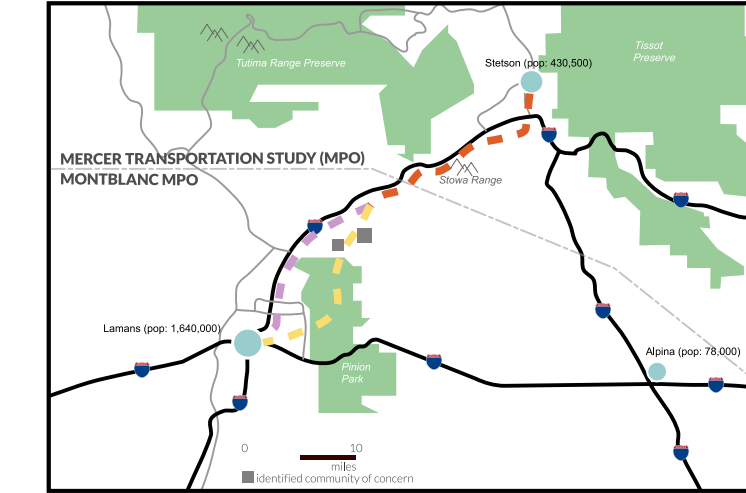
Environmental Issues. Harmful algal blooms have occurred in Lake Hippa in recent years. Blue-green algae can grow rapidly and produce toxins that may harm animal life (and tourists and people that eat fish caught from the lake). The project and the secondary growth potential it would promote would likely make the problem measurably worse.

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 13 years and after construction.

Montgomery resident quotation from December, 2017 news article: "It's disrupting a quiet community that's on the beaten path."

Each participant in the workshop answered polling questions (see charts for responses) but also engaged in group discussions to address two scenarios (top and bottom) to help people get deeper into how an organization's structure can influence decisions.

scenario B B. take the A (or B) train



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...

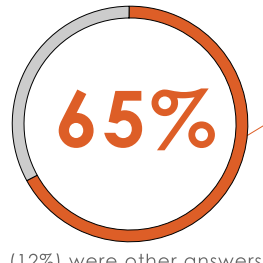
Land. Not everyone is on-board the M2M Express, citing low-density development patterns that are transit-unfriendly. The two MPOs have talked about joint land use planning (beyond what is required for the regional travel demand model), but are coming to realize that individual approaches by cities and counties aren't enough to create a future land use pattern that is either sustainable or supportive of premium transit.

Stakeholders. It may look vacant from an airplane, but the region has ranchers, farmers, tribal government (Stovva 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.

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.

Artist's rendering of a Bus Rapid Transit alternative to the M2M Express proposed by one community group.

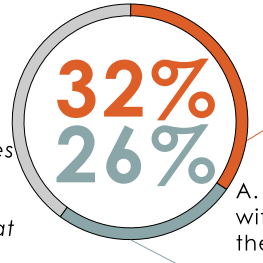
Q. Would you support changes in Florida law to permit a multi-county surcharge referendum to support "regionally-significant" transportation projects?



A. Yes

It depends (22%) and "no" (12%) were other answers; discussion centered around transparency and maintaining local control of funds - a similar question about support for a multi-county surcharge that did not use the existing MPOs to select projects was frequently not favored (40%) and had many more "it depends" answers as well (29%)

Q. Do you think the region would receive more or less transportation funding from the state, federal, or other funding sources for "regionally-significant" projects if there was one MPO that covered Hillsborough, Pasco, and Pinellas Counties?

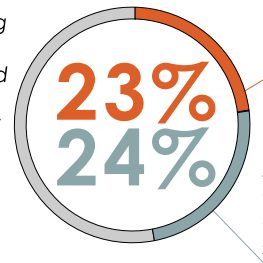


A. Yes. We would be speaking with one voice

A. Maybe. Only in conjunction with other conditions such as the availability of local matching funds

About 10% thought the region would receive less funding, and about 10% thought it would receive the same amount of funding

Q. Would you be willing to see an executive committee empowered to make a limited and narrowly defined set of decisions related to regionally significant projects/activities on behalf of the three core MPOs?

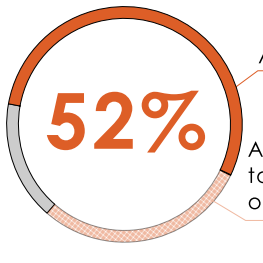


A. No

A. Yes, if the Executive Committee represented modal authorities or other regional stakeholders

Most discussion centered around conditions, including multi-modal and proportional (e.g., population-based) representation on such a committee

Q. Would you be willing to consider appointing members of the local state legislative delegation to participate as voting members to your MPO Governing Board?



A. No

A. No, if ability to speak to representatives one-on-one was limited (77%)

About 18% of respondents said that this could be acceptable on a regional board that covers multiple MPOs. A follow-up question asking, "Would it change your opinion if you know that doing so would limit the ability of people to talk to those representatives due to Florida's Sunshine Laws?" resulted in the "No" response increasing to 77%.