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

Representing the MPOs in Pasco, Pinellas, & Hillsborough Counties

Friday, November 2, 2018

9:30 a.m. - 12:00 p.m.

Pinellas Suncoast Transit Authority Headquarters

3201 Sherer Dr.

St. Petersburg, FL

### Meeting Objectives

- Discuss Refinements to the Leadership Group Structure
- Review results of It's Time Tampa Bay Survey
- Review and provide comment on the Strategic Intermodal System Cost Feasible Plan

### 9:30 Welcome and Introductions

Summary of September 7, 2018 Tampa Bay TMA Meeting

Public Comment

### 9:45 Restructuring Options for the TMA Leadership Group – MPO Staff Directors

### 11:00 It's Time Tampa Bay Results – Lisa Silva, Hillsborough MPO & Jim Meyer, AECOM

### 11:30 Strategic Intermodal System 2045 Cost Feasible Plan – Sarah McKinley, Hillsborough MPO, and Chelsea Favero, Forward Pinellas

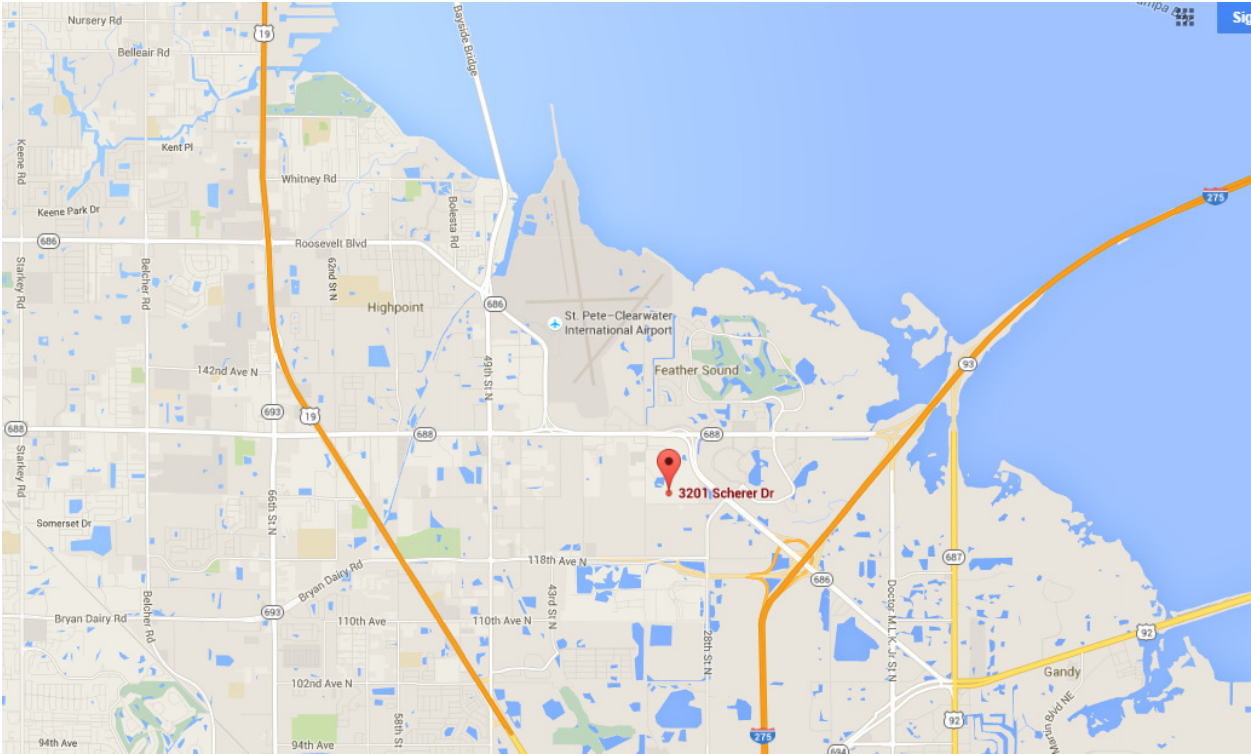
### 11:45 Updates

### Next Steps

### 12:00 Adjourn

*Appeals: Certain public meetings result in actions taken by the public board, commission or agency that may be appealed; in such case persons are advised that, if they decide to appeal any decision made at a public meeting/hearing, they will need a record of the proceedings, and, for such purposes, they 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.*

# PSTA Offices - 3201 Sherer Dr., St. Petersburg, FL





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## **Tampa Bay Transportation Management Area (TMA) Leadership Group Executive Summary**

**Representing the MPOs in Pasco, Pinellas, & Hillsborough Counties**

### ***Summary for 9.7.18 meeting***

*Based on the importance and reach of the conversations that happen at the TMA Leadership Group, we are looking to keep our stakeholders aware of the outcomes of these meetings. The following is a summary of the most recent meeting highlights; you can find the full agenda [online](#). A video of the proceedings is also available on [YouTube](#).*

#### **State Senator Darryl Rouson attended the meeting and participated in a brief roundtable with members of the group**

- Much of the discussion was prompted by public comment at the beginning of the meeting that positioned regional needs as being less critical compared to the local needs of each county
- Senator Rouson responded to those comments by saying that we could take care of local if we took care of regional needs
  - He said he was interested in novel solutions and was tired of the attitude that consensus couldn't be reached - he said the choice wasn't between consensus and collaboration, it was consensus *and* collaboration or failed competition.
- The executive directors from Hillsborough and Pinellas mentioned the regional element of the 2045 Long Range Transportation Plan as an example of regional collaboration and coordination
  - They also suggested that the SR60 Westshore interchange on I-275 could be a priority truly benefiting the entire region around which the group could align for a funding and action request
  - There was some concern among Hillsborough representatives that the regional element would allow one county to have veto power over another's funds and projects
    - The Forward Pinellas executive director clarified that only truly regional projects in the regional element of the plan would need broad support from all three counties; local projects in any county, funded with locally-generated revenues, would not require another county's input if they were to change
- Commissioner Kemp asked that the travel market study be presented to the TMA and all the MPO boards to show that most commuters in Hillsborough and Pinellas stay in-county. She stated that a regional governance model would overlook local needs

- Pinellas Commissioner Dave Eggers responded that he didn't believe local and regional efforts were mutually exclusive, and cited the I-275/SR60 interchange as an example of a project in one county that was both local and regional in scope

**Members of the TMA Leadership Group discussed the possibility of a new voting structure and facilitation structure**

- The recommendation from staff was to switch to a rotating chair/co-chair structure for each meeting, instead of the facilitator, given that the group had evolved from its original need in 2013, that the current facilitator's contract was coming to a close, and that staff coordination between the MPOs was stronger than ever
  - Staff also recommended moving from the current "consensus" decision-making framework to a voting structure where each MPO would be given one vote, which would be determined by the agreement of two out of three members
- The members from Hillsborough County expressed concerns about moving to a voting structure
  - Commissioner Kemp objected to any voting structure not weighted by population
  - Tampa City Councilman Harry Cohen said any effort to make binding decisions via voting would lead to a rejection of the group's recommendations by the county and city
  - Commissioner Sandra Murman suggested that the TMA could possibly become an advisory board to TBARTA, thereby formalizing its efforts, rather than trying to formalize them through a voting structure
    - The Forward Pinellas executive director noted that TBARTA's mission was transit, whereas the TMA mission encompassed more forms of regional transportation and adoption of priorities, so while more coordination with TBARTA would be good, folding the TMA under TBARTA may not make sense given that the MPO Chairs Coordinating Committee for the larger 7-county region already fulfills that role
- Representatives from Pasco and Pinellas counties emphasized the importance of regional cooperation, whatever the voting structure, as opposed to having conversations in silos, and noted that the ability to have those regional conversations made the TMA purposeful
- Members agreed at the close of the meeting that they could move to a rotating chair (where a chair and vice chair change each meeting, with the vice chair becoming chair at the subsequent meeting) and discuss the voting structure further at a later time
  - Group members generally agreed that the consensus model was preferable to voting, when possible

**The group heard a summary of the recently held second workshop on MPO regional coordination and best practices from the consultants handling the study**

- The consultant is comparing urbanized areas that work collaboratively either through one MPO or multiple MPOs
  - The study is comprised of nine peer MPO studies, including MetroPlan Orlando in Florida

- Commissioner Kemp asked why the South Florida (Broward/Palm Beach/Miami Dade) MPOs were not included when they were some of the most successful statewide without being merged
  - The consultant said that the South Florida MPOs were similar enough to Tampa Bay that they didn't think as much could be learned from studying them
- At the workshop, participants were asked to define what characterized Great MPOs, Great Partnerships, and Great Projects
  - Similarities among responses to all three included the need to make sure progress happens and that projects move beyond the planning stage and get built.
- The third and final workshop is scheduled for Oct. 29 at Port Tampa Bay, where a final recommendation will be presented
- The region's MPOs are scheduling their own workshops to consider the results of the study in January

**A copy of the presentation about the SIS Cost Feasible Plan that was cut for time at the meeting is attached to this email**

**The next TMA meeting is scheduled for Friday, Nov. 2, at PSTA headquarters**



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

### **Purpose**

There is a role for a TMA-focused discussion forum, not currently performed by any existing transportation organization. That role includes developing regional consensus priorities for the TMA, including in the allocation of federal & state funds. The group focuses on major cross-county transportation markets and traffic movements, and on helping the Tampa Bay metropolitan area speak with one voice in discussions of regional transportation prioritization issues and financial resources.

### **Members**

The Tampa Bay TMA Leadership Group is comprised of three members of each MPO board (Hillsborough, Pasco & Pinellas) as voting members, and non-voting advisors from Hernando/Citrus MPO, FDOT, TBARTA, and the TBRPC. TMA recommendations are by consensus. The staff support group is comprised of staff of each MPO, the agencies identified above and the transit agencies.

### **Organization**

Meetings of the Tampa Bay TMA Leadership Group are held approximately every other month. Meetings of the TMA staff support group are held periodically by conference call. Each participating MPO or agency has a meeting notification list by mail or e-mail, and interested parties may request to their respective MPO to be notified of meetings.

The TMA Leadership Group acts in an advisory role to each of the three participating MPOs. The MPOs have final approval of TMA work products. Leadership members are responsible for conveying concerns of their respective MPOs to the TMA group, and for conveying TMA group discussion and recommendations back to the MPOs.

This group's work is staffed jointly by the staff of the three MPOs. Public notice for meetings is provided by all three MPOs according to their typical procedures.





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### Proposed 2019 Meeting Dates

#### February 8th

Hillsborough Government Center

Planning Commission Board Room, 18th Floor

601 E. Kennedy Blvd., Tampa, FL 33602

#### April 5<sup>th</sup>

Location: TBD

#### June 7<sup>th</sup>

Location: TBD

#### Sept 13<sup>th</sup>

Location: TBD

#### Nov 8<sup>th</sup>

Location: TBD

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

### **Upcoming Potential Agenda Topics 2019**

- Tri-county long range transportation plan, step by step
- Voting options and bylaws
- Regional Planning Best Practices Study recommendations
- Priority setting process and TMA role
- Tri-county travel markets
- Planning for autonomous vehicles
- Tri-county Transportation Disadvantaged Subcommittee project
- MPOAC Update