



**FORWARD
PINELLAS**
Integrating Land Use & Transportation

PLANNING FOR THE REAPPORTIONED BOARD

Forward Pinellas Work Session
February 2024

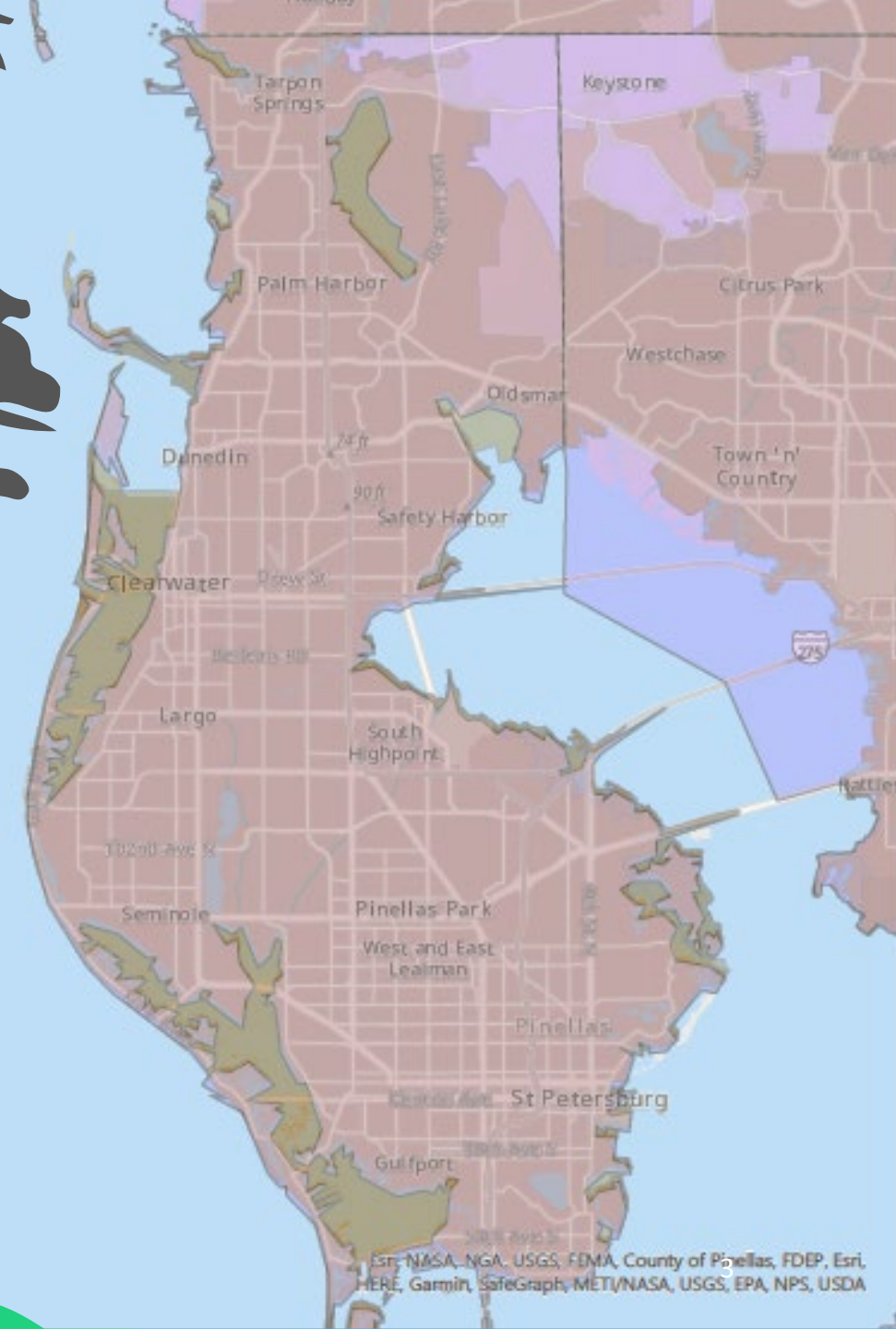
MPO Voting Structure

- State law requires between 5-25 voting members representing local elected officials and public agencies that operate/administer major transportation systems
- Seats must be apportioned based on population
- BCC must have a minimum of 20% of the voting seats
- Rotating/shared seats are permitted



MPO Apportionment - Overview

- Identifies the geographic area and voting membership of an MPO
- Federal law requires that every urbanized area greater than 50,000 residents be represented by an MPO
 - Urbanized areas are designated by the Census
- Apportionment plans must be reviewed after each Decennial Census
- Apportionment plans must be approved by a majority of the Forward Pinellas Board and approved by the Governor



Existing Board Voting Structure

Jurisdiction	Number of Votes	Percent of Population	Percent of Vote
<i>Existing Board Structure</i>			
BCC	3	28.7%	23.1%
St. Pete	2	26.9%	15.4%
Clearwater	1	12.2%	7.7%
Largo	1	8.6%	7.7%
Pinellas Park	1	5.5%	7.7%
Beaches	1	3.2%	7.7%
Dunedin	1	3.8%	7.7%
Oldsmar, Safety Harbor, Tarpon Springs	1	6.0%	7.7%
Inland Communities	1	5.0%	7.7%
PSTA	1	N/A	7.7%
Total:	13	100.0%	100.0%



New Board Voting Structure

Jurisdiction	Number of Votes	Percent of Population	Percent of Vote
BCC	4	28.7%	21.1%
St. Pete	4	26.9%	21.1%
Clearwater	2	12.2%	10.5%
Largo	1	8.6%	5.3%
Pinellas Park	1	5.5%	5.3%
Beaches	1	3.2%	5.3%
Dunedin	1	3.8%	5.3%
Tarpon Springs	1	2.6%	5.3%
Oldsmar, Safety Harbor	1	3.4%	5.3%
Belleair, Belleair Bluffs, Seminole	1	2.7%	5.3%
Gulfport, Kenneth City, South Pasadena	1	2.3%	5.3%
PSTA	1	N/A	5.3%
Total:	19	100.0%	100.0%



MPO Apportionment Timeline

- Apportionment Plan approved by the Board in August
- Awaiting signature by the Governor
- Interlocal Agreement drafting underway
- Once Governor signs, Interlocal Agreement will be fully executed
- Upon execution of the Interlocal, local governments and PSTA have 60 days to formally appoint members
- New Board seated once all seats are filled



Topics for Discussion

- With a 19-member board, how can the Executive Director best engage with each member?
- What strategies should staff employ to maximize the efficiency and productivity of the board and its meetings?
 - Quarterly workshops?
 - Board committees?



Tampa Bay Regional MPO Board

Potential Apportionment Scenarios



Purpose

- TMA request that staff present options for board apportionment in early 2024
- Each MPO board discussing options in advance of TMA meeting on February 16th
- Results of this discussion will inform the TMA discussion



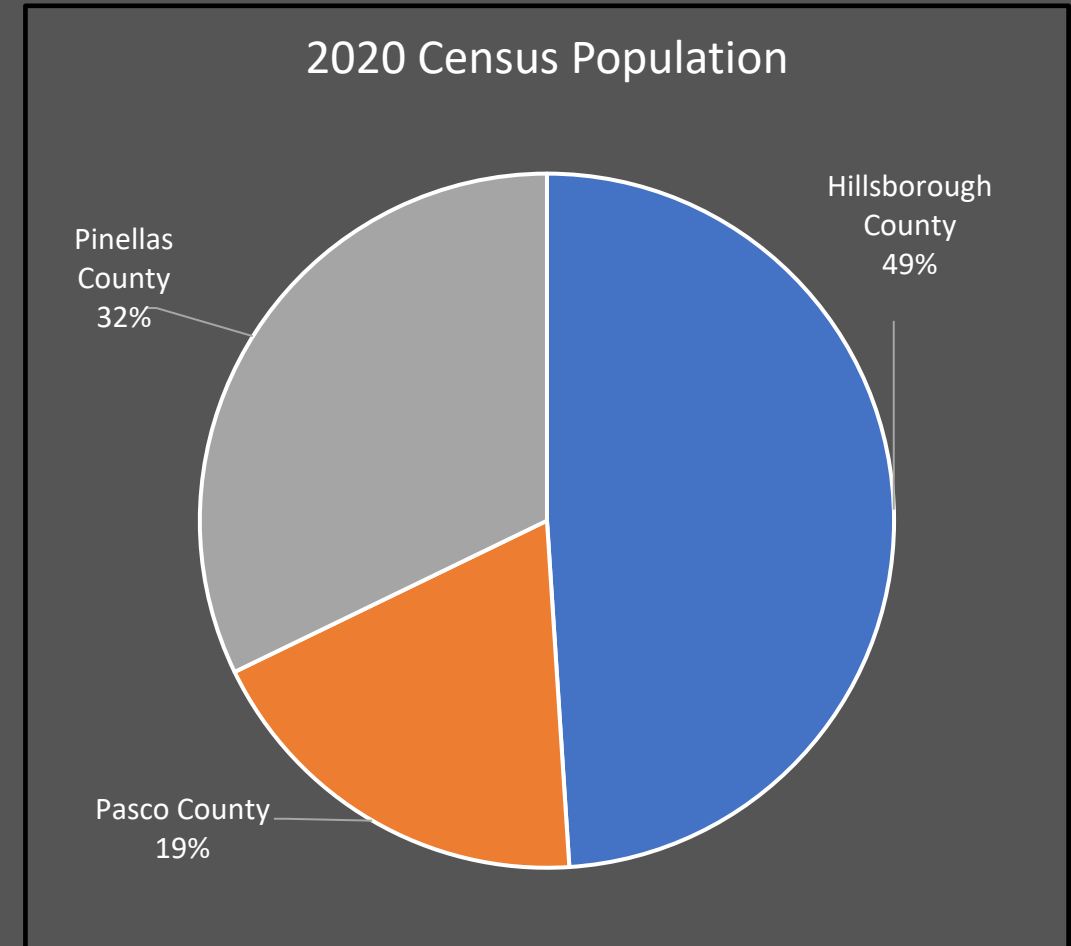
Goals and Expectations

- Developing consensus on a final apportionment plan through 2024
- Clarify the Forward Pinellas position on apportionment principles to facilitate meaningful discussion at TMA
- Apportionment discussions are currently being led by staff with subsequent independent facilitator support



MPO Board Requirements

- 5-25 voting members (currently)
- Exact number (of voting members) determined on an equitable geographic-population ratio basis
- Members shall include elected officials of general-purpose local governments
- Members may include membership of a statutorily authorized planning board, an official of an agency that operates a major mode of transportation
- FDOT must be non-voting advisor



Topic 1: What is an appropriate board size?

While MPO Boards must have between 5-25 members, there is no legal limit to the number of non-voting advisors or advisory committees

At what point does a board become unmanageable from a logistical perspective?



Topic 2: What is the appropriate role of transportation operators?

Local & regional transportation operators

Should local & regional operators be treated the same or differently?

Operators may include PSTA, HART, Tampa International Airport, Port Tampa Bay, Tampa-Hillsborough Expressway Authority, and School Districts



Considerations for Transportation Operators

Current voting structure:

County MPO	Elected Officials	Official of Transportation Operator Agency	Statutorily Authorized Planning Board
Hillsborough TPO	11	4	1
Pasco MPO	9	0	0
Forward Pinellas	13	1	0*

- Voting or non-voting advisors?
- If voting, should regional operators count towards a county's share of representatives?
- Should operators be represented by staff or elected board members?

*Forward Pinellas Board serves as the Pinellas Planning Council and MPO Board



Future Apportionment Topics

- Small cities representation
- Specific membership strategies to consider (e.g., rotating seats, weighted voting)
- Do we create subcommittees to add representation? Examples:
 - Tourism
 - Economic Development, Education, Job Training
 - Freight
 - Planning/Development





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Questions and Further Discussion