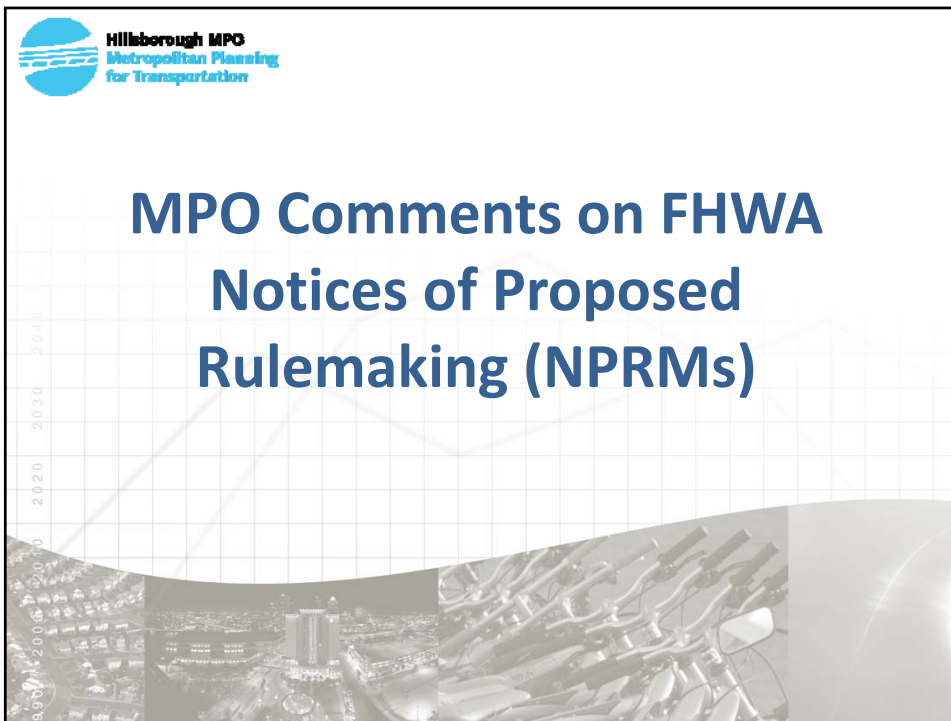



Hillsborough MPO
Metropolitan Planning
for Transportation

MPO Comments on FHWA Notices of Proposed Rulemaking (NPRMs)



Performance of the National Highway System, Freight Movement on the Interstate System, and the Congestion Mitigation and Air Quality Improvement Program (“NHS, Freight, & CMAQ”)
NPRM: April 22, 2016 Comments Due: August 20, 2016

MPO Coordination and Planning Area Reform
NPRM: June 27, 2016 Comments Due: August 26, 2016



OVERVIEW of NHS, Freight, & CMAQ	
Performance of the NHS	<ul style="list-style-type: none"> • Percentage of Interstate & non-Interstate NHS providing for Reliable Travel Times • Percentage of Interstate & non-Interstate NHS where Peak Hour Travel Times meet expectations
Freight Movement on the Interstate System	<ul style="list-style-type: none"> • Percentage of Interstate providing for Reliable Truck Travel Times • Percentage of Interstate Mileage Uncongested
Traffic Congestion	<ul style="list-style-type: none"> • Annual Hours of Excessive Delay per Capita
On-Road Mobile Source Emissions	<ul style="list-style-type: none"> • Total Emission Reductions for Applicable Criteria Pollutant and Precursor*

Proposed Rule Making: Schedule for Setting Targets

Performance of NHS, Freight, Congestion Mitigation and Air Quality

- State Baseline Report due Oct 2018, with 2 & 4 year targets
- MPO targets due 180 days after State targets set; report to State DOT
- State targets could be as early as fall 2017, and MPO targets would still be due 6 months later
- State Mid-period Report Oct 2020, Final Report Oct 2022
- Non-NHS travel time reliability targets not due until 2020
- FHWA “significant progress” determination every 2 years, statewide

MPOs Can Adopt State Targets or Set Their Own

Currently, FDOT only has established targets for Air Quality


- “FDOT has a long-standing commitment to maintaining air quality attainment levels in compliance with National Ambient Air Quality Standards (NAAQS)”

MPO’s Potential Comments on NPRM for NHS, Freight, and CMAQ

- **We will comply with Final Rules, however the proposed measures:**
 - Encourage addressing congestion by moving traffic at a high rate of speed without consideration of safety or community impacts
 - Only address reliability of car travel, which fails to account for alternative travel modes
 - Treat highways and arterial roads the same, despite the different needs and functions served

MPO's Potential Comments on NPRM for NHS, Freight, and CMAQ


- Continued:
 - Fail to encourage system connectivity to promote economic growth
 - Utilize delay metrics to assess congestion, which fail to account for alternative travel modes
 - Threshold for average truck speed is >50mph, which may not be realistic for a dense, urban community




Transportation Performance Management

OVERVIEW of MPO Coordination & Planning Area Reform

- Would clarify that the Metropolitan Planning Area (MPA) must include the entire urbanized area, plus the contiguous area forecast to become urbanized within the 20 year planning horizon.
 - In practice, MPA has been synonymous with the MPO boundary.
 - In statute, MPA is intended to be the entire urbanized area.
 - In complex areas, the statute envisions there could be multiple MPOs within one MPA.

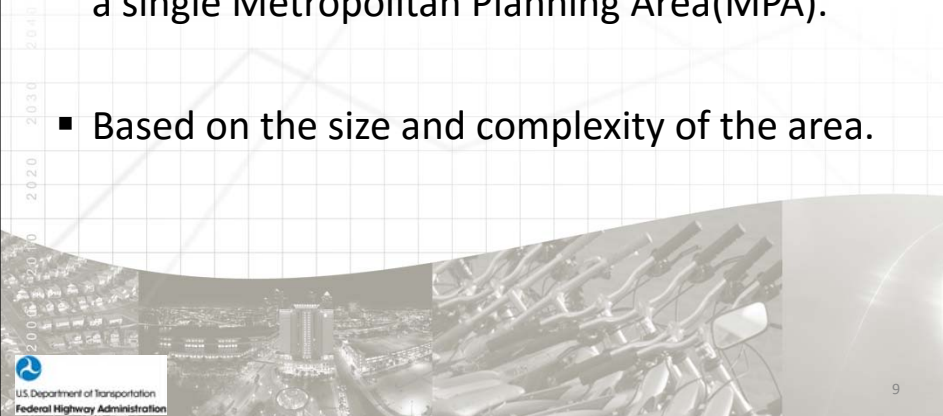

8



Transportation Performance Management


Multiple MPOs in the MPA

- Governors and MPOs would determine whether multiple MPOs are warranted within a single Metropolitan Planning Area(MPA).
- Based on the size and complexity of the area.



U.S. Department of Transportation
Federal Highway Administration

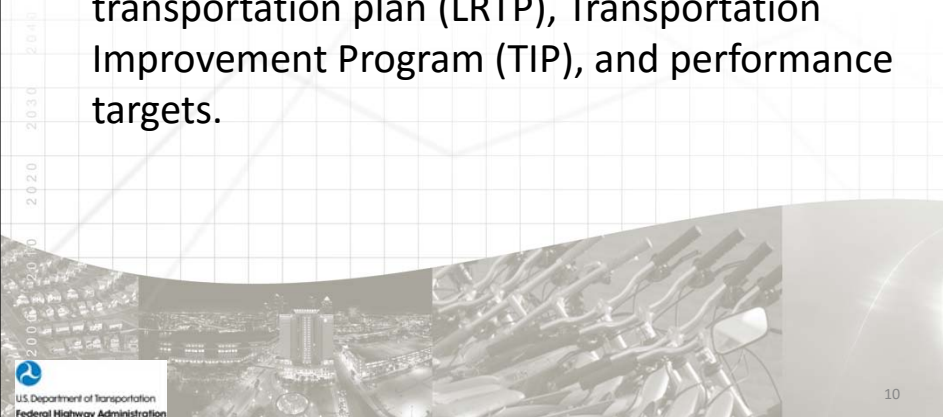
9



Transportation Performance Management

Multiple MPOs in an MPA

- Would jointly develop planning products including a single metropolitan long range transportation plan (LRTP), Transportation Improvement Program (TIP), and performance targets.



U.S. Department of Transportation
Federal Highway Administration

10



Transportation Performance Management

Formal Planning Agreements

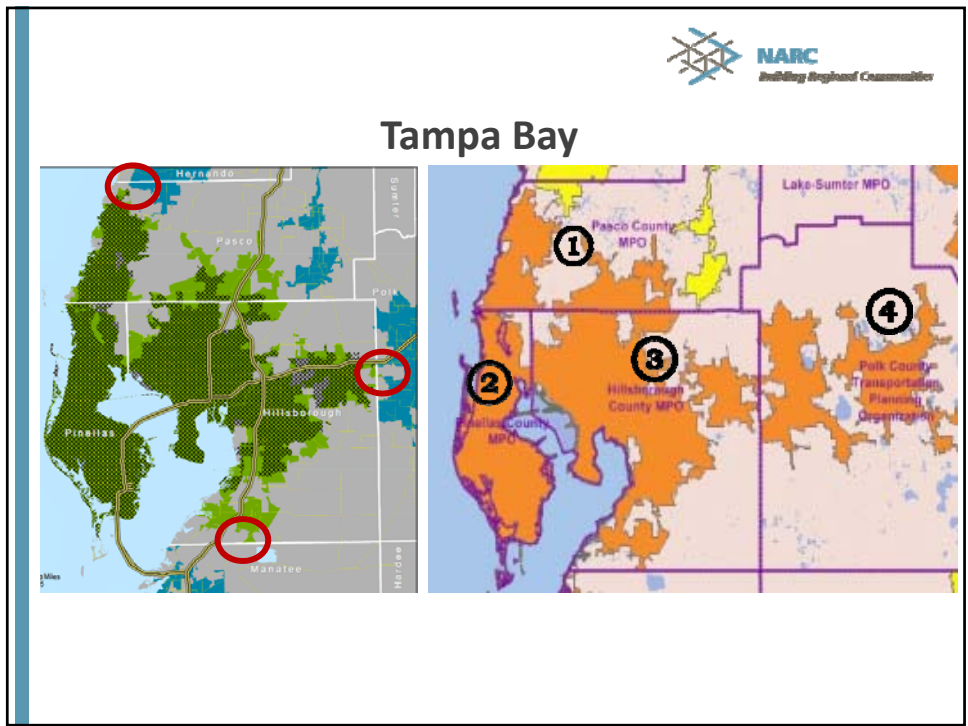
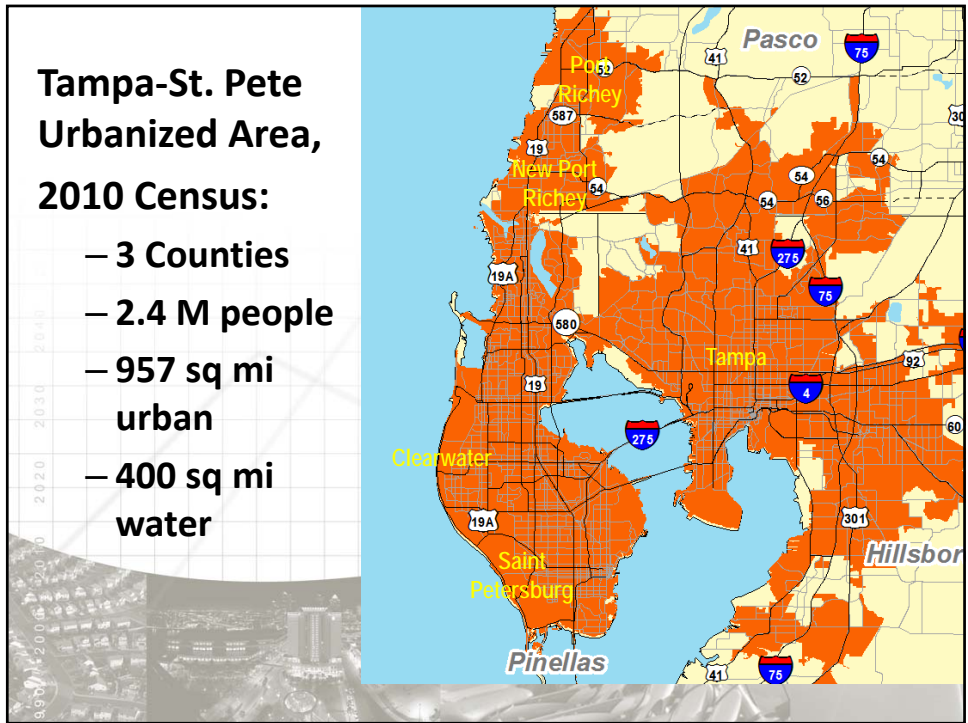
- Must maintain a current planning agreement to improve coordination.
- Must have a dispute resolution process.
- Must coordinate on analyses of areas within the MPA.

US Department of Transportation
Federal Highway Administration

11

Justification for MPO Coordination and Planning Area Reform NPRM

Strengthen coordination of MPOs and States	Promote use of regional approaches to planning and decision-making	Emphasize importance of regional perspective
Ensure transportation investments reflect needs and priorities of entire region	Recognize critical role of MPOs in providing for region's well-being	Strengthen voice of MPOs in transportation planning process



Option 2: Merge six MPOs

Need to address:

- 25-member cap – which board seats eliminated?
- Merger with TBARTA to aid with financial issues?
- Fewer boundary issues – UZAs & future growth largely contained within boundary of 8 counties
- Removes transportation decision-making from level of land use decisions & community involvement

Option 3: Keep separate MPOs but create new tri-county LRTP, TIP, etc., etc.

Supported by Forward Pinellas

Need to address:

- Invent new decision-making process
- Agree on representation (unlike TMA Leadership Group?)
- Consensus-building re: different planning contexts & priorities
- What is the role of existing MPO board & cmtes.?
- What is the role of TBARTA/CCC?

Option 4: Keep separate MPOs but create new eight-county LRTP, TIP, etc., etc.

Already have most of these organizational structures & planning products in place

- Regional LRTPs of 2001, 2004, 2009, 2014
- Regional interlocal agreement for planning & coord.
- Regional dispute resolution process
- Regional performance measures: *CMP State of the System*
- Regional air quality agreement (draft, awaiting USEPA)
- Regional public participation program ← *Hills MPO is sponsoring an update in FY 16/17*
- Recent legislative change to merge CCC with TBARTA
- ☐ Need to prepare a regional TIP

Traveling Across County Lines for Work

One Region
One Plan
One Voice

9%	or 3,272 Citrus County commuters
34%	or 19,497 Hernando County commuters
47%	or 83,140 Pasco County commuters
12%	or 50,562 Pinellas County commuters
8%	or 43,741 Hillsborough County commuters
26%	or 33,249 Manatee County commuters
10%	or 13,086 Sarasota County commuters

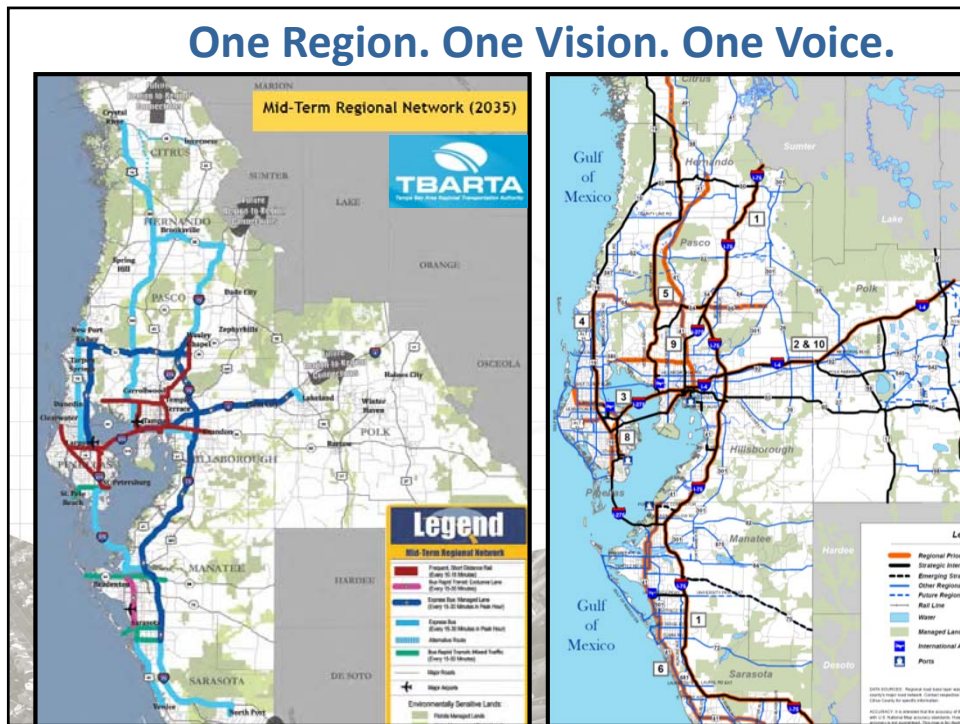


Airport Travel Impacts: TIA

One Region
 One Plan
 One Voice

Airport Travel in Our Region (2015)			
Passengers Reside in:	Annual Passengers	Daily Passengers	Percent of Total
Hillsborough	3,014,857	8,260	16%
Pinellas	1,996,013	5,469	10%
Pasco	682,815	1,871	4%
Manatee	535,224	1,466	3%
Sarasota	502,282	1,376	3%
Polk	287,561	788	1%
Hernando	195,974	537	1%
Citrus	109,813	301	1%
<i>Sub-total</i>	7,324,539	20,068	38%
*Non-Resident Passengers:	12,007,441	32,898	62%
Total	19,331,980	52,966	100%

Local Percent of Subtotal



TBARTA Priorities: 5 Year Horizon

One Region
 One Plan
 One Voice

- ❖ I-275 SR 60/Memorial Interchange
- ❖ Gateway Expressway
- ❖ Howard Frankland Bridge
- ❖ Tampa Bay Express: Phase I
- ❖ SR 54/56 Improvements
- ❖ Suncoast Parkway 2
- ❖ TIA/People Mover Connection/Westshore Regional Multimodal Center
- ❖ University Parkway/I-75 Interchange Area

Adopted at February 2015 Board Meeting

TBARTA by the Numbers

One Region
 One Plan
 One Voice

- 2 FDOT Districts (1 & 7)
- 2 Toll Authorities
- 2 RPCs
- 5 MPOs
- 3 Seaports
- 3 Commercial Airports
- 7 Counties
- 7 Transit Providers
- 46 Cities

County	Population
Citrus County	167,236 People
Pasco County	464,697 People
Hillsborough County	1,291,578 People
Sarasota County	379,448 People
Manatee County	322,833 People
Pinellas County	916,542 People
Hernando County	172,778 People

*Source: 2010 U.S. Census

MPO's Potential Comments on NPRM for MPO Coordination & Planning Area Reform

- We support multi-county planning, and have put our money where our mouth is, again & again.
- Our region is quite large & complex, & becoming more so.
- Focusing on just one UZA is short-sighted. We have 5 that are already growing into each other, and will be even more intertwined in 20 years.
- An 8-county planning area reflects the region's economy but is too large for meaningful community engagement or land use coordination.
- FHWA should allow an "umbrella" approach.

QUESTIONS? COMMENTS?