



Hillsborough MPO
Metropolitan Planning
for Transportation



**FORWARD
PINELLAS**
Integrating Land Use & Transportation

Tampa Bay Transportation Management Area (TMA) Leadership Group

Representing the MPOs in Pasco, Pinellas, & Hillsborough Counties

Friday, September 2, 2016

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

**Pinellas Suncoast Transit Authority
3201 Scherer Drive, St. Petersburg, Florida**

Meeting Objectives:

- Adopt 2016 TMA Leadership Group priorities
- Discuss issues related to bicycle facilities on the Howard Frankland Bridge, and SR 54/56
- Discuss the implications of FHWA notices of proposed rule-making
- Receive updates on the Tri-County Ride Guide and Premium Transit Study

9:30 Welcome and introductions

**Summary of June 2016 Tampa Bay TMA Workshop
Public comment**

9:45 Adoption of TMA 2016 Priority Recommendations

Bicycle facilities for Howard Frankland Bridge Improvements – *Whit Blanton, Forward Pinellas*

Vision 54/56 – www.vision54-56.com - *James Edwards, Pasco MPO*

11:00 Notice of Proposed Rule-Making – *Beth Alden, Hillsborough MPO*

- Overview
- Discussion with legislative liaisons

12:00 Updates

- Tri-County Ride Guide
- Premium Transit Study

Next Steps

- Next meeting

12:30 Adjourn

**Highlights of the June 3, 2016
Tampa Bay TMA Leadership Group
Meeting – 9:00 a.m.
PSTA Conference Room – 3201 Scherer Drive, St. Petersburg, FL**

Meeting Objectives:

- Review presentations on express bus in Southeast Florida, the scope for the SR 60 multi-modal evaluation, and express bus opportunities on Veterans/Suncoast
- Adopt TMA project and Multi-Use Trail priorities for 2016
- Provide and discuss other updates as appropriate

Welcome and Introductions:

Rafael Montalvo apologized for the delay of the meeting and explained his role as the group's facilitator. The TMA Leadership group makes advisory recommendations on regional priorities within the Transportation Management Area. Introductions took place, and attendees were informed that videotaping of the meeting was not handled by any member organizations. Mr. Montalvo provided an overview of the meeting agenda and noted a member of the public requested to bring an issue to the group's attention.

Tom Rask, citizen of unincorporated Pinellas County, stated the June 3, 2016 meeting was not properly noticed. Prior to the meeting, he communicated his concerns to the Pinellas MPO and their County Attorney's office. He stated that Pasco MPO had the wrong meeting location listed on their website and changed it after he brought it to their attention. Mr. Rask stated that he planned to sue based on a statutory requirement; the wrong location was posted within 18-hours of the meeting, and that every elected official who attended the meeting would be imposed.

Representatives made the following comments regarding Mr. Rask's concerns:

- The Pasco MPO official stated that their attorney was researching the issue, and a correction to the address was made. In addition, it was stated if a noticing violation was determined true, items that could not be approved at the June 3rd meeting could be approved during the September meeting.
- The Pinellas MPO official, thanked Mr. Rask for bringing the information to the attention of the group and stated they were informed by their attorney that they met statutory requirements for noticing the June meeting, and the correction was made prior to the meeting and their agendas went out with the correct address. It was also stated that a conversation should be held about ensuring adequate and fair public notice for future meetings, if appropriate.
- The Hillsborough MPO official, stated that they noticed the meeting properly. The TMA meeting was handled in the same manner of all advisory committee meetings; which include website posting and posting of the agendas. Hillsborough was not aware of the issue and had not sought legal advice.

Additional introductions were made by representatives who arrived after the beginning of the meeting. Mr. Montalvo updated them of the concerns expressed by Mr. Rask.

After discussion, Mr. Montalvo surveyed the representatives on their position of continuing with the June meeting.

- PSTA representatives stated that they noticed the meeting properly and were comfortable in having the meeting.
- Hillsborough MPO representation stated that the meeting was noticed properly and they felt comfortable in having the meeting.
- The City of Tampa representative was comfortable with having the meeting; however, stated if a vote was taken that hinged on Pasco County voting, the item could be delayed and taken up at the next meeting, or suggested that Pasco could abstain from voting.
- The FDOT representative stated that they were comfortable in proceeding.
- The Aviation Authority representative selected deferring to elected officials.
- Pasco representatives stated that they were comfortable with abstaining.
- The Pinellas MPO representative deferred to elected officials.
- The TBARTA representative stated that they would abstain.
- There were three electives with reservations about voting, but were comfortable in proceeding with the meeting.

In response to Pasco County abstaining, Mr. Rask advised the group that they would need to have a new, or the meeting becomes void. In addition, Mr. Rask stated that TBARTA's calendar did not have the meeting posted at all, and it was added later.

Mr. Montalvo suggested that the group go ahead with scheduled presentations, since there were people who traveled to present.

Express Bus on I-95 in Southeast Florida:

Greg Stuart, Executive Director of the Broward Metropolitan Planning Organization (MPO) gave a presentation on the express lane projects in the Palm Beach-Broward-Dade County areas and how express bus service is currently, and is planned to, operate in those lanes. Mr. Stuart answered questions regarding phasing of the various project segments, toll charges for each and how the express bus service was operating.

Following the presentation, there were a few questions.

Councilwoman Montelione wanted to know why managed lanes would be opened free of charge. Mr. Stuart stated that it allowed people the opportunity to use to the lanes and understand how the system works, and it was done for approximately three months.

There was an inquiry about how the trail project interfaces with cameras-everywhere in all modes. Mr. Stuart stated that Broward received a large grant from the Federal Government to move forward with a full integrated management system.

What can business owners do to spread the importance to MPO Leaders and elected officials of public/private partnerships and meeting transportation needs within the region? Mr. Stuart stated that Broward hosts seminars and work with TBARTA. He suggested training sessions with municipalities. Mr. Stuart will share additional information that he has regarding this topic.

Scope – SR 60 Corridor Multi-Modal Evaluation:

Sarah Ward, Forward Pinellas, gave an overview of the draft scope of services for the SR 60 Corridor Multi-Modal Implementation Strategy project that is about to kick off. The project will evaluate transportation alternatives along the corridor from the Tampa International Airport to Clearwater Beach, with a specific focus on express bus service from the airport to the beach and alternative connections from downtown Clearwater to Clearwater Beach. A representative from TIA noted that visitors are looking for alternatives to renting cars and want more options so express bus service is right in line with what people are looking for, particularly given the significant increases in the number of international flights. Forward Pinellas is working along with PSTA to assure coordination and is looking at short term and long strategies.

At this time, the Leadership Group took a break

During the break, Mr. Montalvo met with the Executive Directors to proceed with decision making for the meeting.

Public Comment:

Comment was solicited and received from various members of the public.

Mit Patel made comments about the Tampa Bay Express Project and provided information regarding upcoming community engagement conversations.

Tom Rask made comments about Jolly Trolley traffic and the TIA to Clearwater Express bus. In addition, Mr. Rask stated that there needs to be more focus on repairing roads.

Dr. David McKalip made comments regarding focusing on citizens' needs instead of focusing on what makes money for large corporations and discussed myths about why people don't want to move to this area being false.

Express Bus Opportunities in the Veterans/Suncoast and Gandy Corridors:

Ray Chiamonte, Director of the Tampa Bay Area Regional Transportation Authority (TBARTA), gave a brief presentation on the express bus opportunities that have been studied in the Veterans/Suncoast corridor. Mr. Chiamonte discussed potential routes, stops and ridership figures and answered questions. Whit Blanton, Forward Pinellas, briefly discussed potential express bus service linking

downtown St. Petersburg and downtown Tampa along the Gandy Blvd. corridor, with the potential to utilize the planned Selmon Extension facility to support the express service.

Multi-Use Regional Trails Priorities and Project Priorities:

Mr. Montalvo brought to the group's attention the need for discussion of the priorities for the year; however, a vote could not be taken on the revisions. Mr. Montalvo mentioned that the priorities were previously discussed at the past two meetings. The updated copies included staff's language in response to input received, and the matrix list contained the change suggested by Councilman Kennedy at the last meeting.

Beth Alden provided the changes resulting from the last discussion, and the group discussed the priorities and the matrix. The group has not re-done the matrix over the past couple of years for their long term priorities. At the last meeting there was discussion on the State SUNTrail program and working together as a region to position regionally significant multi-use trail corridor facilities for funding and highlighting into a separate list of trail priorities. The distributed document titled, "2016 Top Priorities for Multi-Use Trails" included four new projects that were identified as potential SUNTrail candidate projects: Starkey Trail Connector, South Coast Greenway Phase 1, Bypass Canal Trail, and Orange Belt Trail.

Changes to the distributed document titled "2016 Top Five Priorities" were highlighted in yellow. The need for better regional express bus, identifying corridors, and updating the status of the Westshore Multimodal Center and the CSX Rail Corridor priority noting the feasibility study for premium transit that is currently being conducted by HART with FDOT financial support.

Suggested Changes for the Multi-Use Regional Trail Priorities and Project Priorities:

- On the Candidate Priority Projects List - I-275 South of Gandy Blvd. to 54th Ave. S. – The document states that the PD&E is complete and the project is cut into 3 phases; clarification of accuracy was suggested.
- On the 2016 Top Priorities for Multi-Use Trails, for the Duke Energy Trail, the document states to the San Martin Bridge – clarification was requested on whether or not, the trail should include the San Martin Bridge and go further to the Riviera Bay Park. Verification of the length of the 70-mile loop and the connection to Hillsborough County via the Courtney Campbell Trail were requested as well; the overpass at Bayshore and SR60 were not included.
- On the 2016 Top Five Priorities under the Regional Express Bus, the Veterans/Suncoast Expressway is not included on the matrix and it should be consistent with the other project priorities.
- Concerns were expressed about separating pieces of projects out; it takes away from a system being built. The separating out of the TBX sections, and TBX is intended to be a system.

Updates:

In the interest of time, the update items were briefly discussed, and a number of the updates will be discussed at the next meeting. The group will revisit meeting locations at the next meeting, and will consider hosting 2017 meetings in a different location. The meeting time was also discussed and the Leadership Group favored a 9:30 a.m. start time in the future because of morning traffic impacts.

- **The Hillsborough MPO will be have a thorough TBX discussion at a Public Hearing being held on June 22nd.**
- **HART Prebid Meeting/Tampa Bay Premium Transit Feasibility Study**
- **The Pinellas MPO is content in continuing to host meetings. Pasco suggested locations around various parts of the counties and suggested hosting a future meeting at Rasmussen College. Staff will take a look at a rotation schedule and bring back to the next meeting. Meetings for the remainder of the year will be held in Pinellas.**

Next Steps:

The next meeting is September 2, 2016.

Adjournment:

The meeting was adjourned at 12:40

Attendees:

Members:

Councilman Jim Kennedy	Pinellas MPO
Commissioner Karen Seel	Pinellas MPO
Commissioner John Tornga (alternate)	Pinellas MPO
Councilmember Doreen Caudell	Pinellas MPO
Commissioner Jack Mariano	Pasco MPO
Councilmember Lisa Montelione	Hillsborough MPO
Commissioner Sandra Murman	Hillsborough MPO

Others:

Rafael Montalvo	Facilitator
Michael Adams	ATKINS
Beth Alden	Hillsborough MPO
Wanda West	Hillsborough MPO
Roger Roscoe	FDOT
Bob Esposito	FDOT
Debbie Hunt	FDOT
Ken Spitz	FDOT
Kyle Simpson	City of St. Petersburg
Clarence Eng	Kimley-Horn and Associates, Inc.
Whit Blanton	Pinellas MPO

Chelsea Favero	Pinellas MPO
Sarah Ward	Pinellas MPO
Cal Hardic	City of Tampa
Dave Sobush	Tampa Bay Partnership
Danielle Moran	Tampa Bay Partnership
Dan Harvey, Jr.	The Edge District Strategic Planning Collaborative Engagement
Scott Pringle	Jacobs
Anthony Matonti	TBARTA
Hugh Pascoe	TBARTA
Christina Kopp	Parsons Brinckerhoff
Allison Gage	Parsons Brinckerhoff
Ann Kulig	Westshore Alliance
Jim Edwards	Pasco MPO
Cassandra Borchers	PSTA
Brad Miller	PSTA
Mike Gloss	PSTA
Greg Stuart	Broward MPO
Bill Jonson	City of Clearwater
Ben Jordan	Citizen of Clearwater
Caitlin Johnston	Tampa Bay Times
(INAUDIBLE/not on sign in sheet)	Hillsborough County Public Works (Hillsborough County Transportation Plan)
Judy Peterson	Citizen of Treasure Island
(INAUDIBLE)	Citizen of South Pasadena
Barbara Hazelton	Citizen of St. Petersburg
Tom Rask	Citizen of Unincorporated Pinellas
Mit Patel	Tax Payer
Sully Grasshaul	(INAUDIBLE) News
Gina Evans	Hillsborough County Aviation Authority
Dr. David McKalip	Citizen of St. Petersburg



Tampa Bay Transportation Management Area (TMA) Leadership Group

2016 Top Five Priorities

- ❖ **Tampa Bay Express Phase 1** - New express toll lanes with dynamic pricing and express bus service in the medians of I-275, I-4, and I-75.

Status: Funding is requested for reconstruction of two interchanges, I-275/SR 60 and I-275/I-4; construction of I-275 express lane segments; and for locational studies for transit centers in the Gateway and Fletcher/Fowler areas. Project Development and Environmental (PD&E) studies are underway, and construction is funded for the Howard Frankland Bridge replacement – including express lanes and transit – and express lanes on I-4 east of the Selmon Connector and on I-275 north of ML King Blvd.

- ❖ **Westshore Multimodal Center & Connections to Downtown & Airport** - A regional intermodal transfer center, with connections to the Tampa International Airport people-mover and to Downtown Tampa via extended, modernized streetcar.

Status: **The site for the intermodal center has been acquired**, and funding is requested for future design and construction. The airport people-mover is being extended to within 1½ miles of the proposed center, by HCAA. Tampa is studying the feasibility of the TECO Historic Streetcar extension and modernization with rapid trams; funding for a future design phase is requested.

- ❖ **CSX Rail Corridors** - Potential regional commuter transit route. Two CSX-owned rail lines can accommodate passenger service and make regional connections between Hillsborough, Pasco, and Pinellas Counties. **A feasibility study for premium transit is being conducted by HART with FDOT financial support.**

- ❖ **Regional Farebox System** - Standardized fare payment media across the counties in Tampa Bay will allow passengers more seamless regional transportation trips. Total implementation cost is \$12 million, only \$5 million of which is funded.

- ❖ **Regional Express Bus** - Interstate, bridge and toll facilities present opportunities for premium express bus service connecting the tri-county region. At a minimum, opportunities exist on the Veterans/Suncoast Expressway, the SR 60 corridor between Tampa International Airport and Clearwater Beach, and the Gandy Blvd. corridor to link downtown St. Petersburg with downtown Tampa, potentially utilizing the planned Selmon Extension.

----- Tampa Bay TMA Leadership Group Purpose -----

There is a role for a TMA-focused group, not currently performed by any existing transportation organization. That role includes developing regional consensus priorities for the TMA, especially in the allocation of federal & state funds. The group will focus 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.

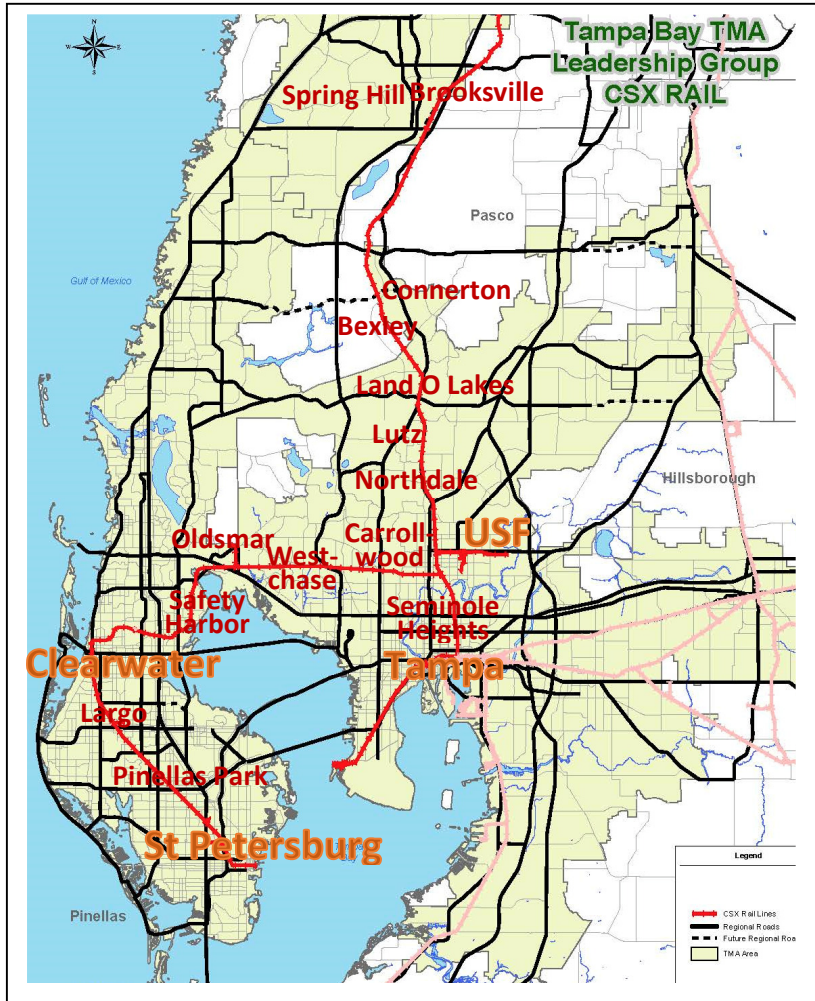
CSX Rail Corridor Opportunities

In September 2015, CSX Corporation announced at the TMA Leadership Group meeting that CSX is willing to sell two Tampa Bay corridors (shown in dark red, at right) in an arrangement similar to that reached for Orlando's SunRail commuter service. Freight trains would continue to use the rail at specified times of day.

The concept of shared passenger and freight use of these tracks has been studied in previous years by the Tampa Bay Commuter Rail Authority, TBARTA, and the MPOs. Forecasts of potential ridership indicate there is demand for the service.

Further, reuse of existing track can substantially reduce the construction cost to one-half to one-third the cost of building new light rail lines. Vehicles must be rated crash-safe to share track with freight. The last decade has seen real progress in manufacturing safe, sturdy cars that are nearly as compact and agile as light rail-- like this one now operating in the Dallas-Fort Worth area.

The TMA Leadership Group finds the concept of adding passenger service on these existing tracks to have merit in adding cost-effective capacity for metro area commuting.





Hillsborough MPO
Metropolitan Planning
for Transportation



**FORWARD
PINELLAS**
Integrating Land Use & Transportation

Tampa Bay Transportation Management Area (TMA) Leadership Group

2016 Top Priorities for Multi-Use Trails

- ❖ **Duke Energy Trail** - The trail is partially funded with two gaps needing design and construction. The north gap is from John Chesnut Park to Bright House Field and the south gap is from Belleair Rd to the San Martin Bridge. Once completed, the Duke Energy trail will link with the Pinellas Trail to create a 70-mile loop that includes a connection to Hillsborough County via the Courtney Campbell Trail.
- ❖ **Starkey Trail Connector** - Connection from Pinellas Trail to the Starkey Wilderness Trail through the Brooker Creek Preserve. Approximately eight miles bridging a vital gap between Pasco and Pinellas Counties. Request/Status: \$4m for Construction; Planning & Alignment Studies Complete
- ❖ **South Coast Greenway Phase 1** - A 2.3-mile segment in rural and small-town Ruskin, between College Ave. and 19th Ave NE. Immediate potential for extension through Waterset Community. Right-of-way agreement with TECO in final stages. Request/Status: Hillsborough County requests \$2.2m for construction.
- ❖ **Bypass Canal Trail** – A 13+ mile trail southward from Flatwoods Park, on the banks of the Bypass Canal per agreement with the Southwest Florida Water Management District. Using existing parks in Temple Terrace and the Florida State Fairgrounds areas as trailheads, the corridor expands future access to the Old Fort King and Withlacoochee State Trail. Request/Status: Hillsborough County requests \$750,000 for a PD&E phase.
- ❖ **Orange Belt Trail** – The approximately 37 mile long trail would extend from the Starkey Trail (C2C connector) in the Trinity area of southwest Pasco County to the existing Withlacoochee State Trail trailhead (connects to Good Neighbor/South Sumter Connector) at U.S. Highway 301 in Trilby in northeast Pasco County. The planned trail alignment generally follows the historic Orange Belt Railroad line that crosses Pasco County in a southwest to northeast direction. The Orange Belt Trail is scheduled for a route study which will determine exact alignment and preliminary engineering funded (\$1.9M) in 2017. Request/Status: Pasco County requests \$15.5M for right-of-way acquisition and construction.

----- Tampa Bay TMA Leadership Group Purpose -----

There is a role for a TMA-focused group, not currently performed by any existing transportation organization. That role includes developing regional consensus priorities for the TMA, especially in the allocation of federal & state funds. The group will focus 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.

FHWA Notice of Proposed Rule-Making and Some Regional MPO Sample Structures

Tampa Bay TMA Leadership Group

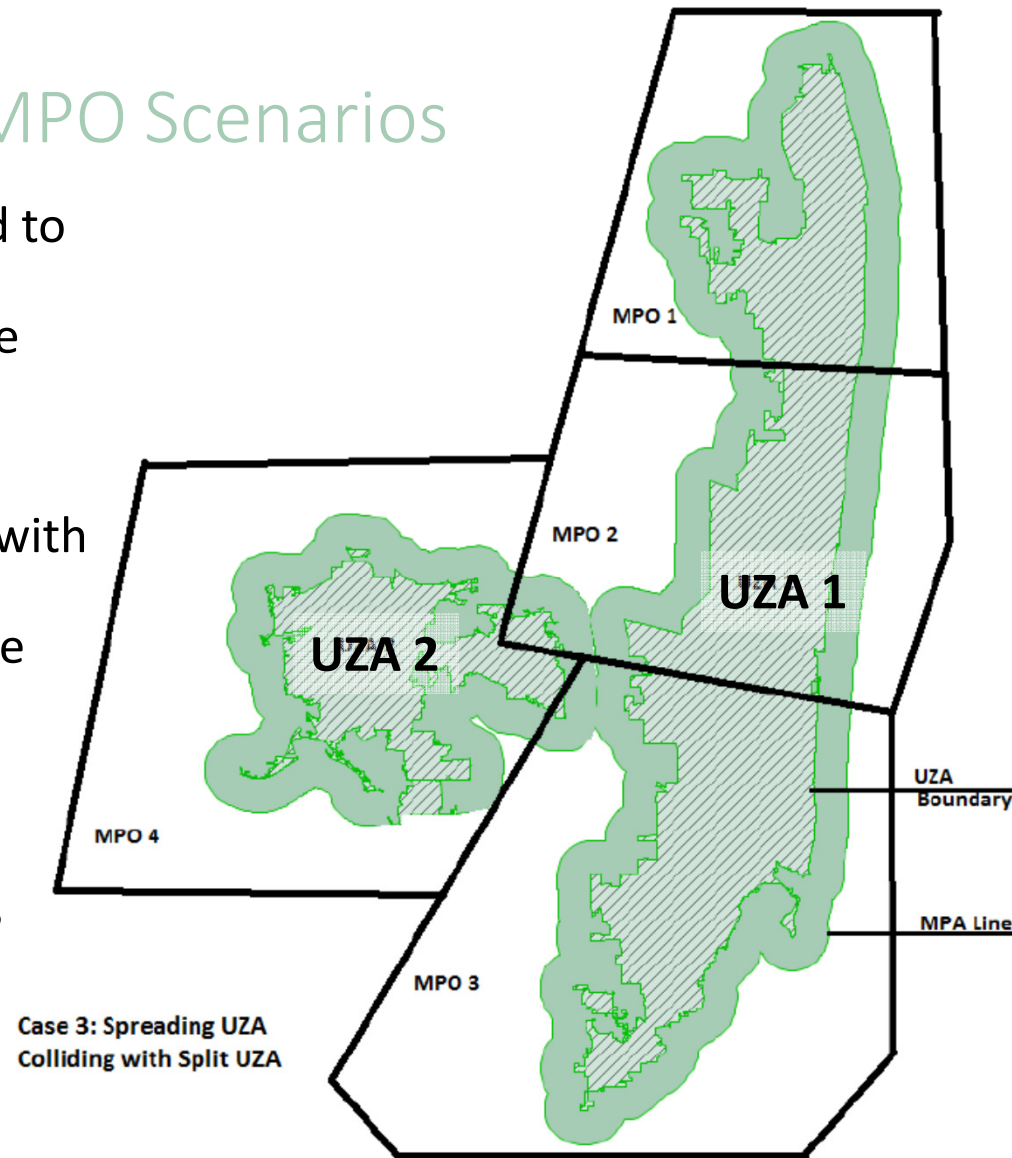
2 September 2016

Beth Alden

PROPOSED RULE-MAKING:

Potential Outcomes in Multiple-MPO Scenarios

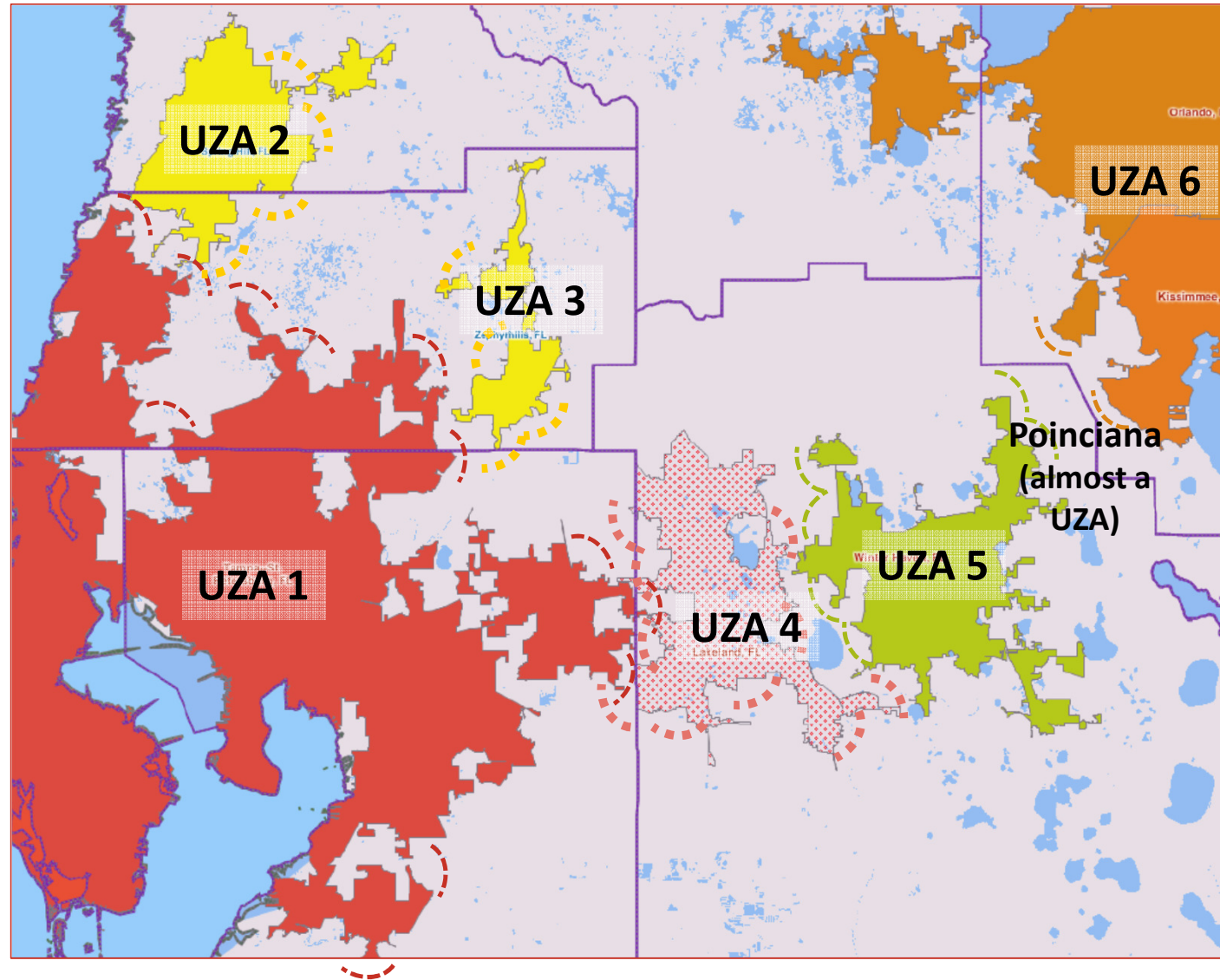
- The Governor and MPOs would be encouraged to merge this whole area.
- A size/complexity determination must be made about **UZA 1**, by the Governor together with MPOs 1, 2, and 3.
- A size/complexity determination must also be made about **UZA 2**, by the Governor together with MPOs 4, 2, and 3.
- If the MPO boundaries remain the way they are today, then:
 - A single LRTP, TIP & PMS must be drafted for **UZA 1** by MPOs 1, 2, 3
 - A single LRTP, TIP & PMS must be drafted for **UZA 2** by MPOs 4, 2, 3; or....
 - ..or, the boundary between MPO 4 and MPOs 2 & 3 must be readjusted to follow the **UZA 2** growth boundary. The boundary will not align with county boundaries and could change after every Census. This will complicate the now-required PMs.



Adjacent Urbanized Areas

1. Tampa – St Pete
2. Spring Hill – Brooksville
3. Zephyrhills – Dade City
4. Lakeland
5. Winter Haven
6. Orlando – Kissimmee

Planning area must include 20-year growth area



Steps under NPRM

1. Size/complexity determination about each UZA's planning area:

- Tampa-St Pete's will involve Hills, Pin, Pasco, Polk, and Sara/Mana MPOs; possibly Hern/Cit
- Spring Hill's will involve Hern/Cit and Pasco MPOs
- Zephyrhills-Dade City's will involve Pasco and Hills MPOs; possibly Hern/Cit, depending on growth area
- Lakeland's will involve Polk and Hills
- Winter Haven's will involve Polk
- Orlando's will involve Metroplan and possibly Polk
- A new determination may be needed for Poinciana

2. If MPOs remain separate, then LRTP, TIP & PMs are drafted for each UZA's planning area, by the above MPOs.

- If Polk TPO and Hills MPO (for ex.) adjust the Lakeland and Tampa-St Pete planning area boundaries such that only one MPO is designated in each UZA's planning area, then they would have sole authority to draft plans.

Some Regional Comparisons

KIPDA

- 5 counties
- 1,419 sq. mi.
- 1 million est. population



CRTPO

- 3 counties
- 929 sq. mi.
- 1.2 million est. population

Similar size & pop. to Hillsborough County

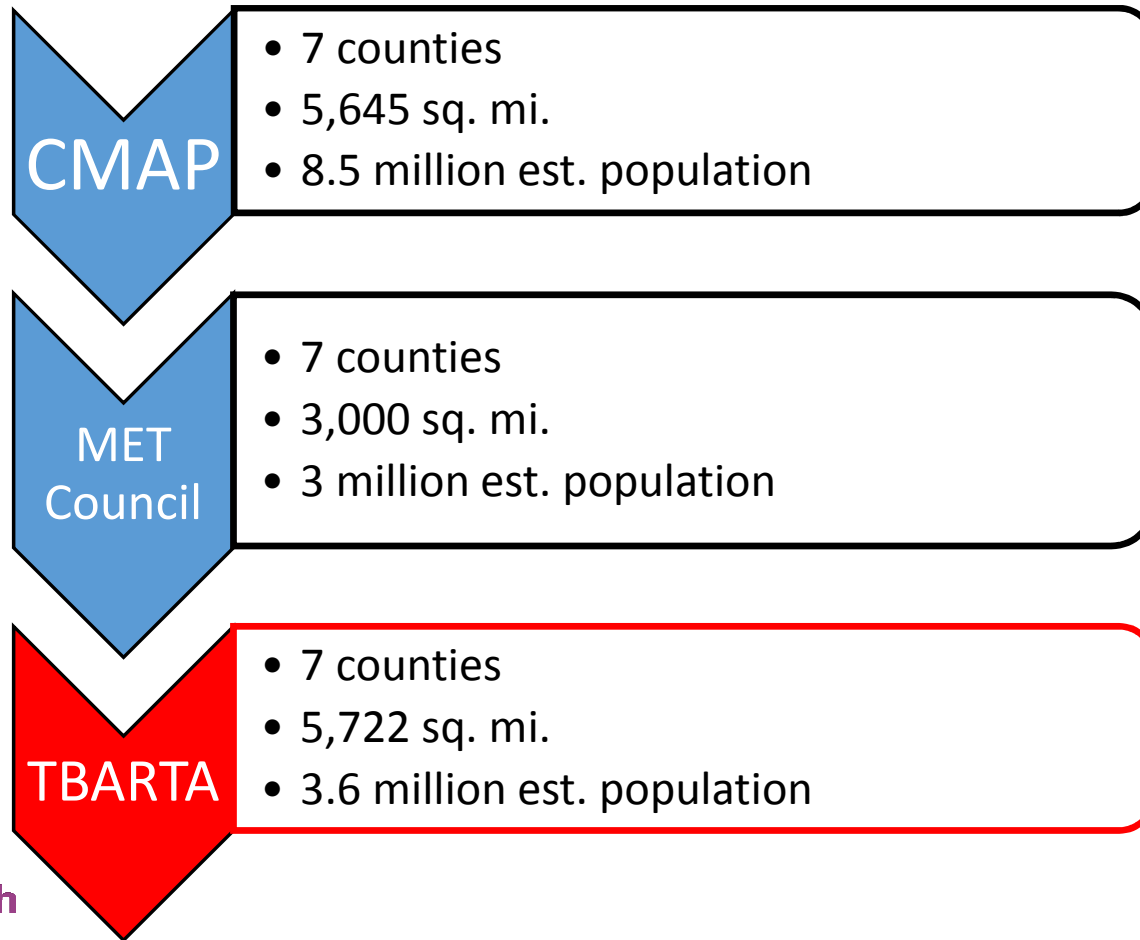


Tampa Bay 2010 UZA

- 3 counties
- 2,742 sq. mi.
- 2.6 million est. population

**Tampa Bay TMA
Leadership
Group**

Some Larger Regional Comparisons

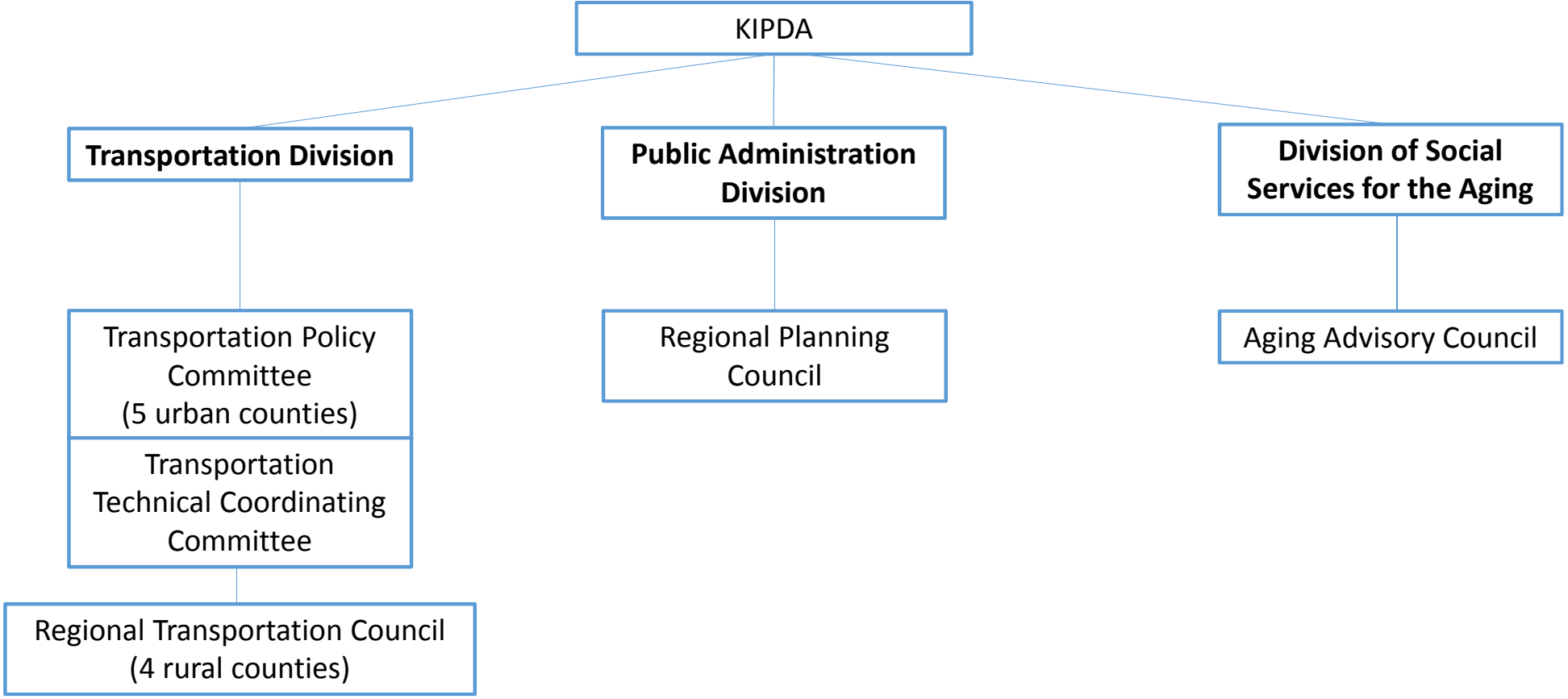




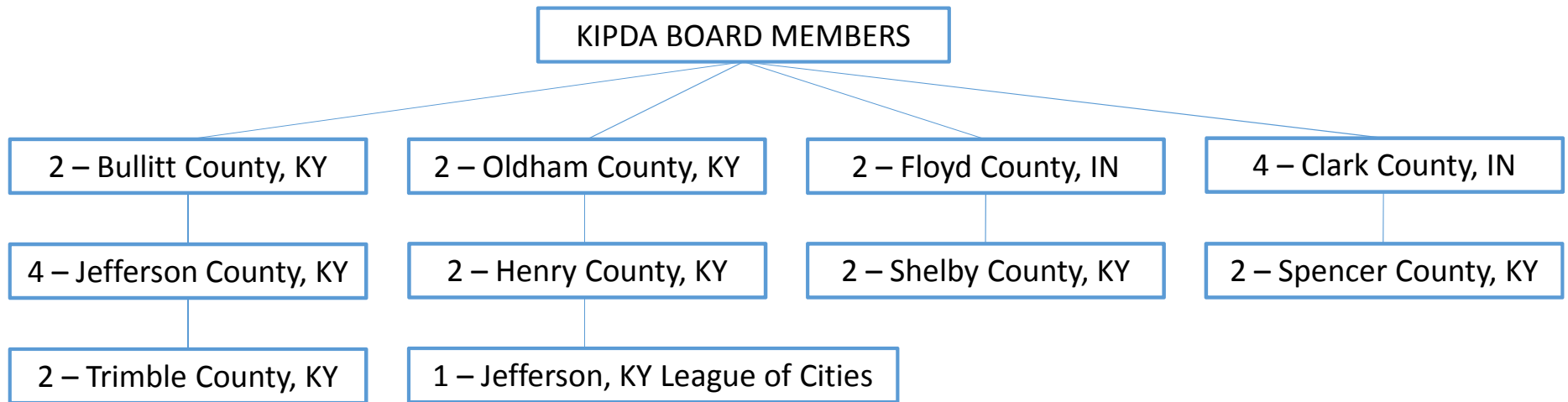
Background

- KIPDA is the regional council of governments serving the 9-county region surrounding the City of Louisville and Jefferson County
- Bi-state, KY-IN UZA
- KIPDA evolved from three preexisting planning organizations – each serving a different function:
 - Louisville Metropolitan Comprehensive Transportation and Development Program – transportation planning;
 - Falls of the Ohio Metropolitan Council of Governments – administration of federal housing and urban development programs; and
 - Jefferson Area Development Agency – regional planning coordination and technical planning assistance to jurisdictions

KIPDA Organization & Responsibilities



KIPDA Board Representation



Transportation Policy Committee

5 urban counties * 19 members

Directs the transportation planning process for the 5-county UZA

1 – Bullitt County, KY

1 – Oldham County, KY

1 – Jefferson County, KY

1 – Louisville Metro

1 – City of Shively, KY

1 – City of St Matthews, KY

1 – City of Jeffersontown, KY

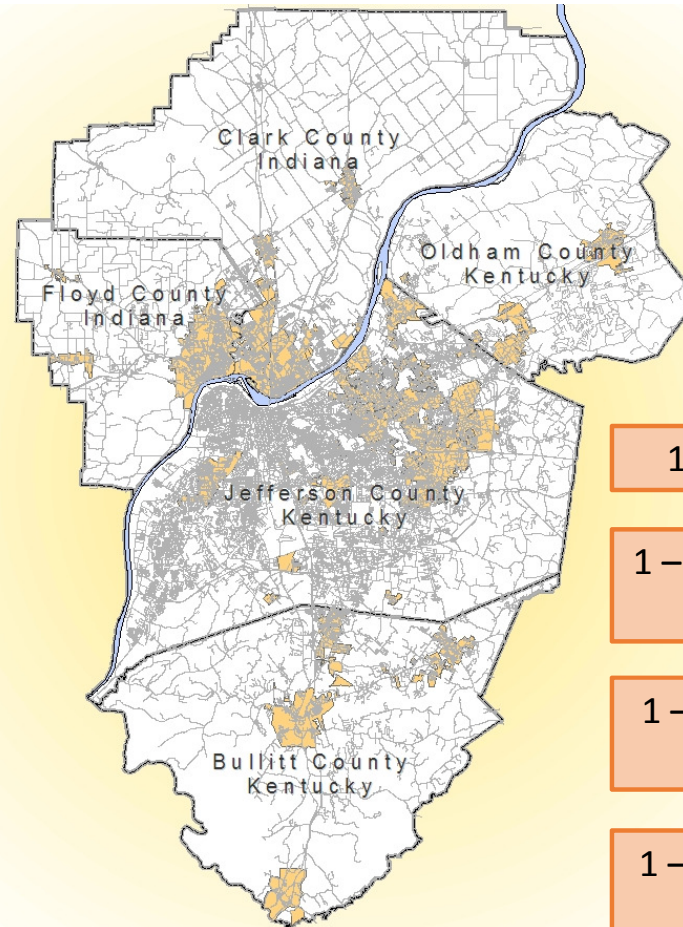
1 – Director of Jefferson County, KY

1 – Regional Airport Authority, KY

1 – Transit Authority of River City, KY

1 – League of Cities

1 – KY DOT



1 – Clark County, IN

1 – City of Charlestown, IN

1 – Town of Clarksville, IN

1 – City of New Albany, IN

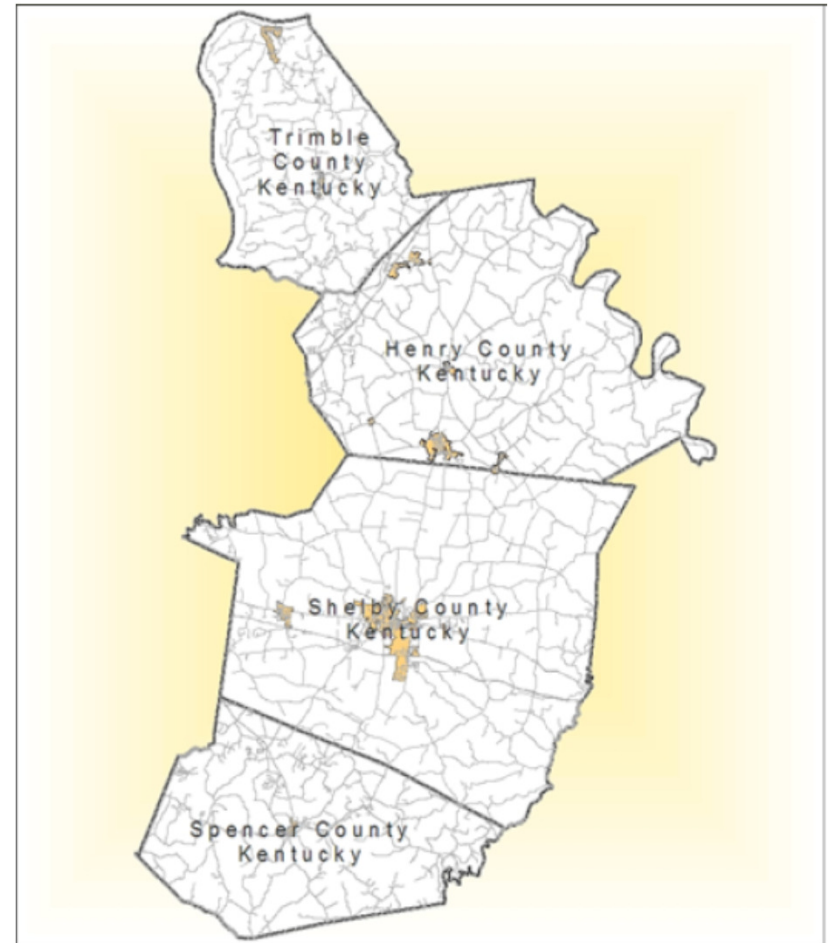
1 – City of Jeffersonville, IN

1 – IN DOT

1 – Floyd County, IN

Rural Counties

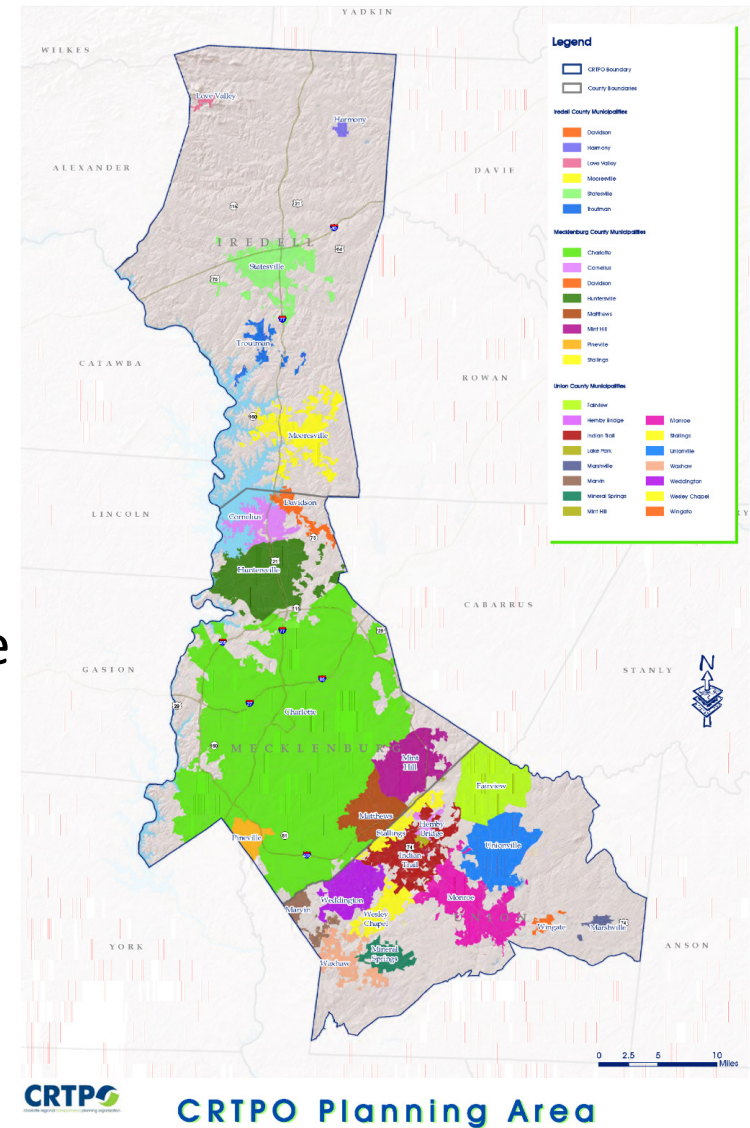
- A second transportation division within KIPDA, the Regional Transportation Council, covers the rural geographies to the east:
 - Henry County
 - Shelby County
 - Spencer County
 - Trimble County
 - City of Shelbyville
 - City of Simpsonville





Background

- Charlotte Regional Transportation Planning Organization (CRTPO) is the MPO serving the 3-county region surrounding Charlotte, NC
- The CRTPO is hosted by the Charlotte-Mecklenburg Planning Department, which is the lead planning agency
- CRTPO is one of four MPOs and one RPO that make up the **Charlotte Regional Alliance for Transportation**
- Charlotte is the hometown of USDOT Secretary, Anthony Foxx



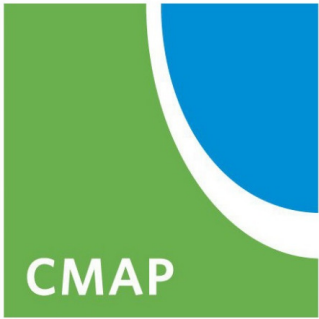


History

- Union County became a part of the Charlotte area MPO after the 1990 census due to an expansion of the Charlotte Urbanized Area into parts of Union County
- Iredell County became a part of the Charlotte area after the 2010 census due to parts of the Charlotte Urbanized Area expanding into parts of Iredell County
 - This led to the transition from the Mecklenburg-Union MPO to the Charlotte Regional Transportation Planning Organization

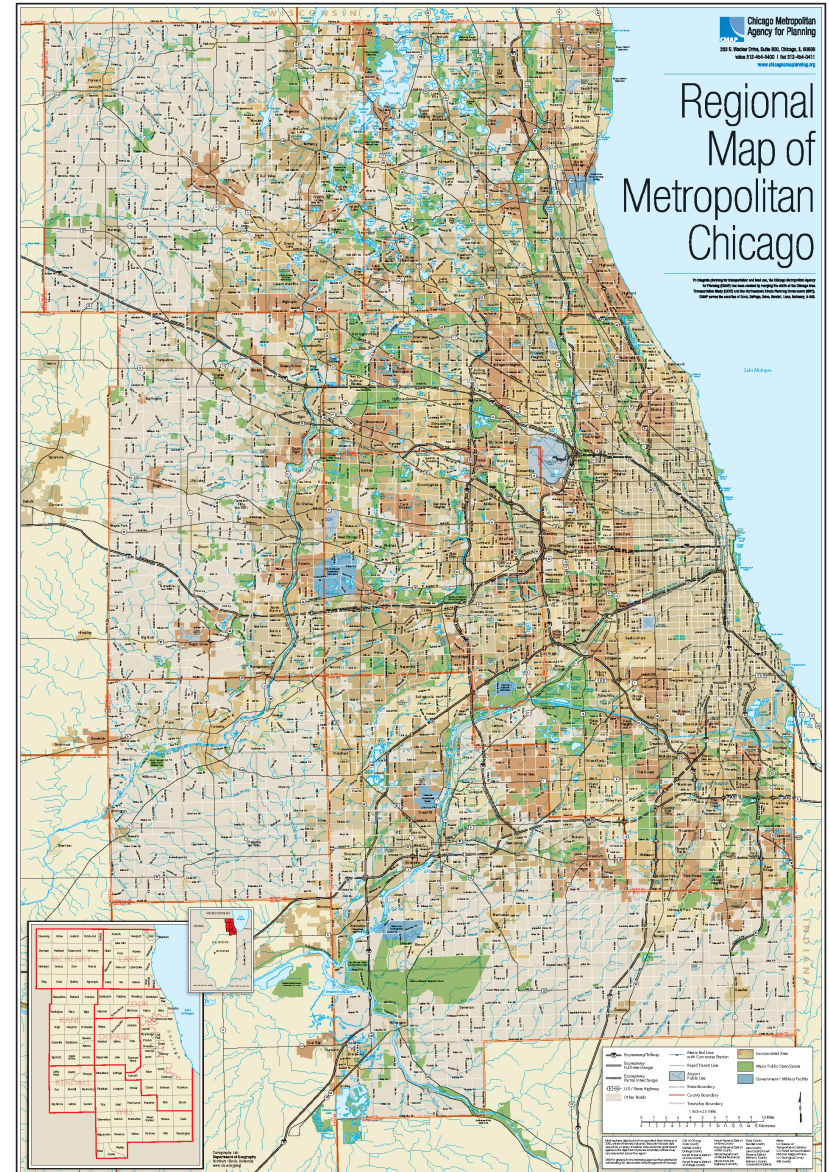
CRTPO Board

- Board members are members of the governing boards of three counties, 21 municipalities, and the Metro Transit Commission.
- The Board has a total of 68 votes, allocated by population:
 - Charlotte has 31 votes;
 - Cornelius, Huntersville, Indian Trail, Iredell, Matthews, Mecklenburg, Mint Hill, Monroe, Mooresville, Statesville, and Union have two votes each;
 - each of the other voting members has one vote.
- The local representative to the NC Board of Transportation is also a voting member. The Board has a representative from each of two NCDOT Divisions.
- Non-voting representatives from the Charlotte-Mecklenburg Planning Commission, Iredell County Planning Board, Union County Planning Board, the North Carolina Turnpike Authority, and the US Department of Transportation
- The Board is advised by a staff-level **Technical Coordinating Committee** that develops updates to the long-range transportation plan, analyses of operational issues in the thoroughfare system, recommendations for various transportation investment programs, and the public involvement process for the MPO. Virtually all technical recommendations to the MPO originate at the TCC level.

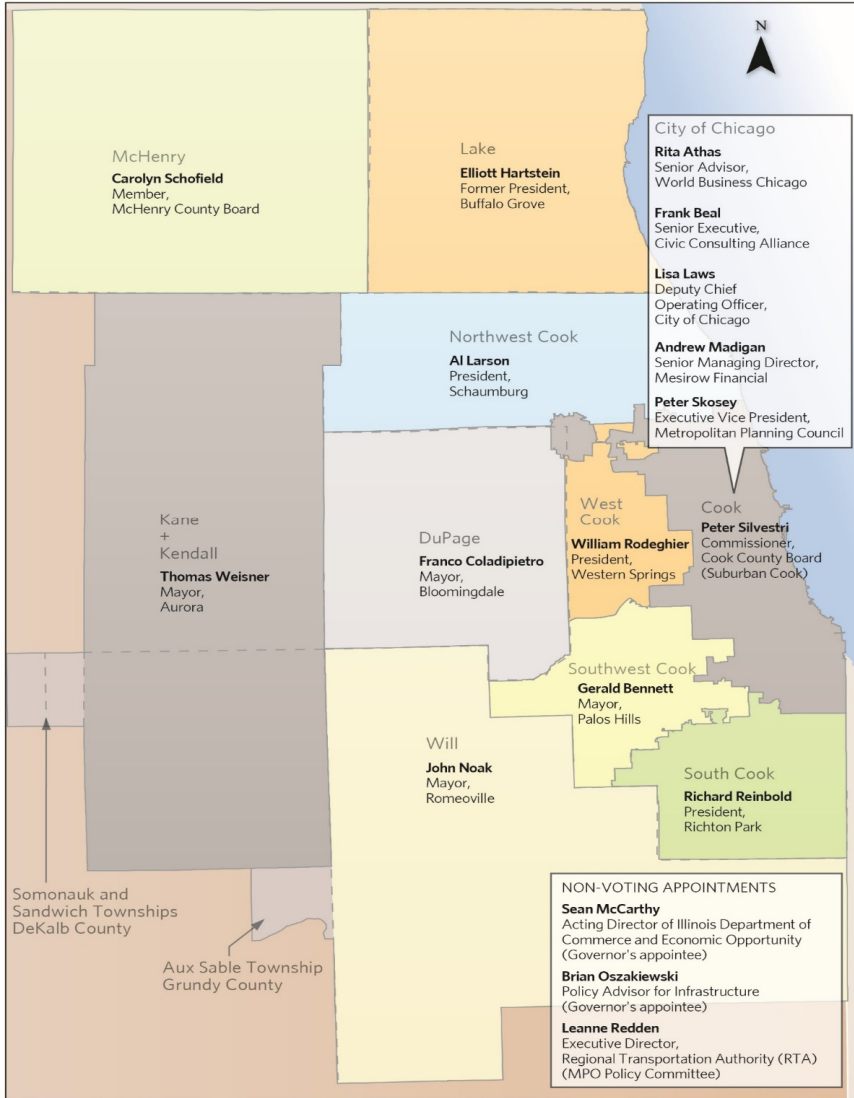


Chicago Metropolitan Agency for Planning

- 7-county region around Chicago, IL
- CMAP was created in 2005, following the merger of the Chicago Area Transportation Study (CATS) and the Northeastern Illinois Planning Commission (NIPC)
- CMAP has a formal coordinating relationship with MPOs in Wis. & Ind.
 - This could potentially lead to CMAP becoming a tri-state regional MPO
- CMAP states that cross-county conflicts are exceedingly rare due to the high degree of urbanization in the regional core



CMAP Board Composition



City of Chicago

5 Board Appointments

Cook County

5 Board Appointments

“Collar” Counties

5 Board Appointments (Kane and Kendall Counties share a seat)

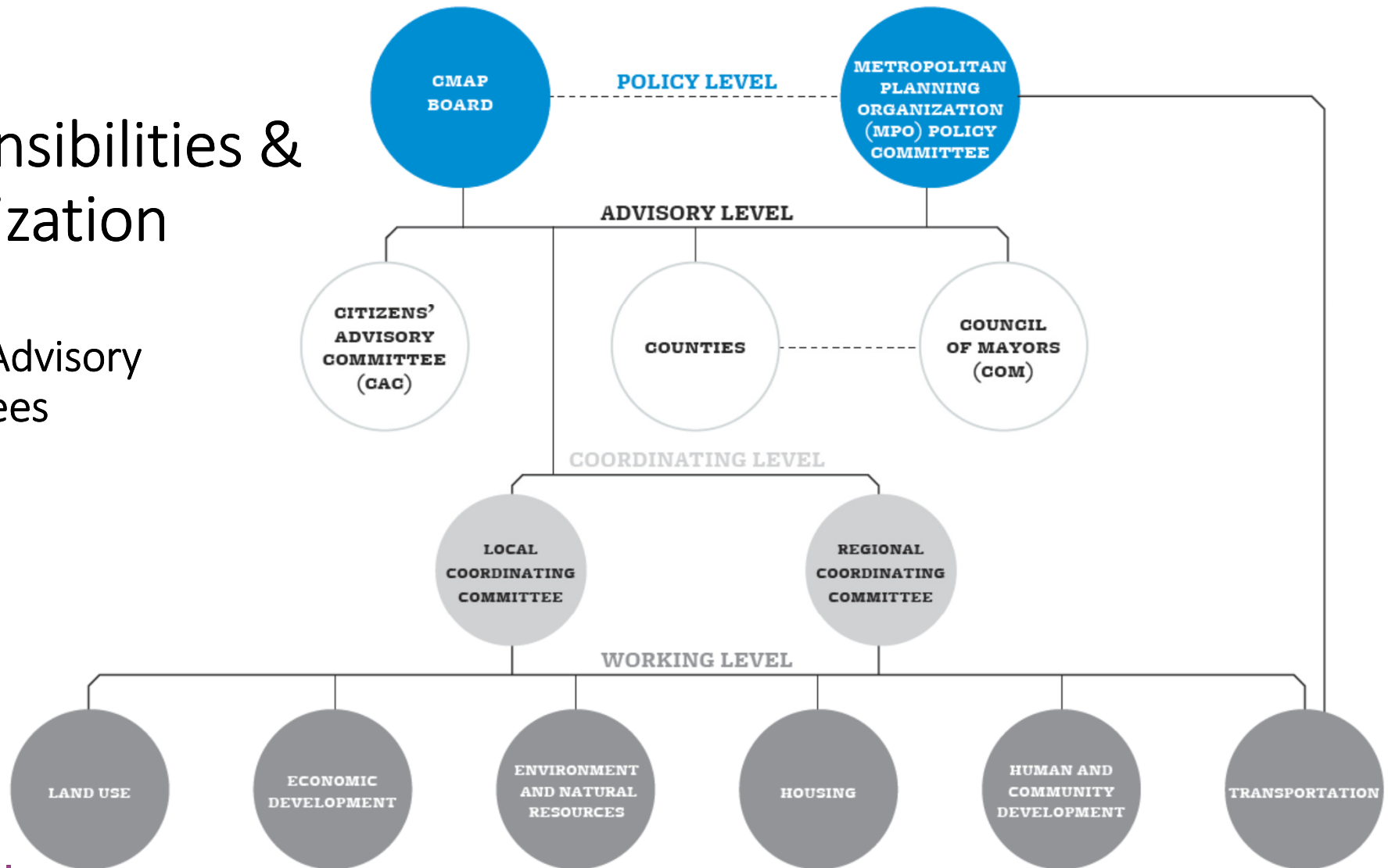
Non-Voting

2 Governor Appointments

1 Representative of MPO Policy Cmte.

Responsibilities & Organization

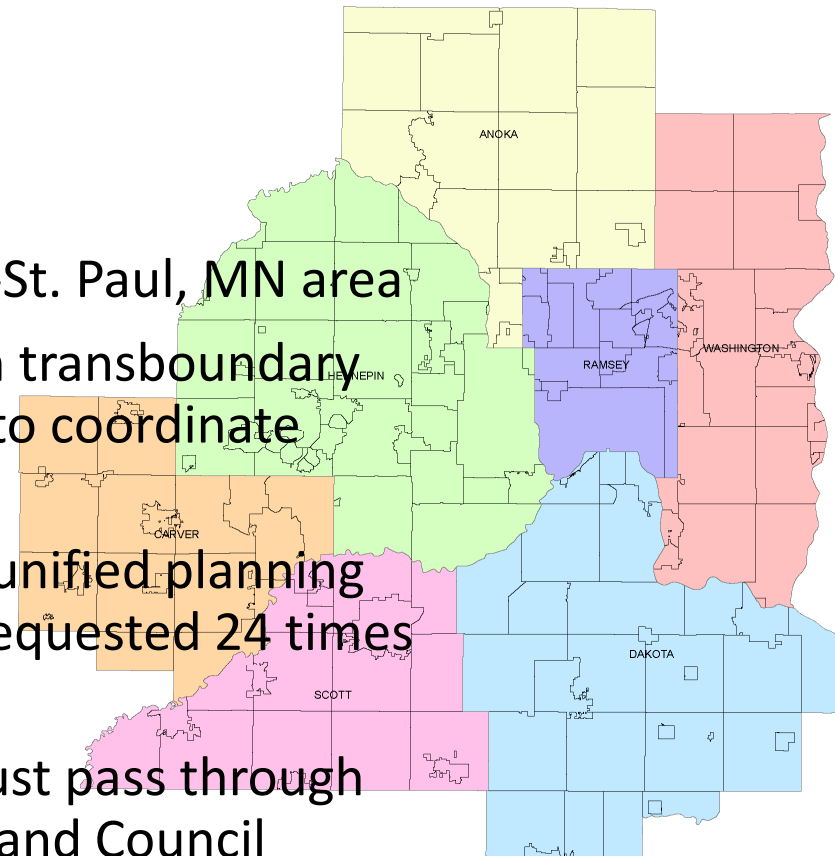
Chart of Advisory Committees





Background

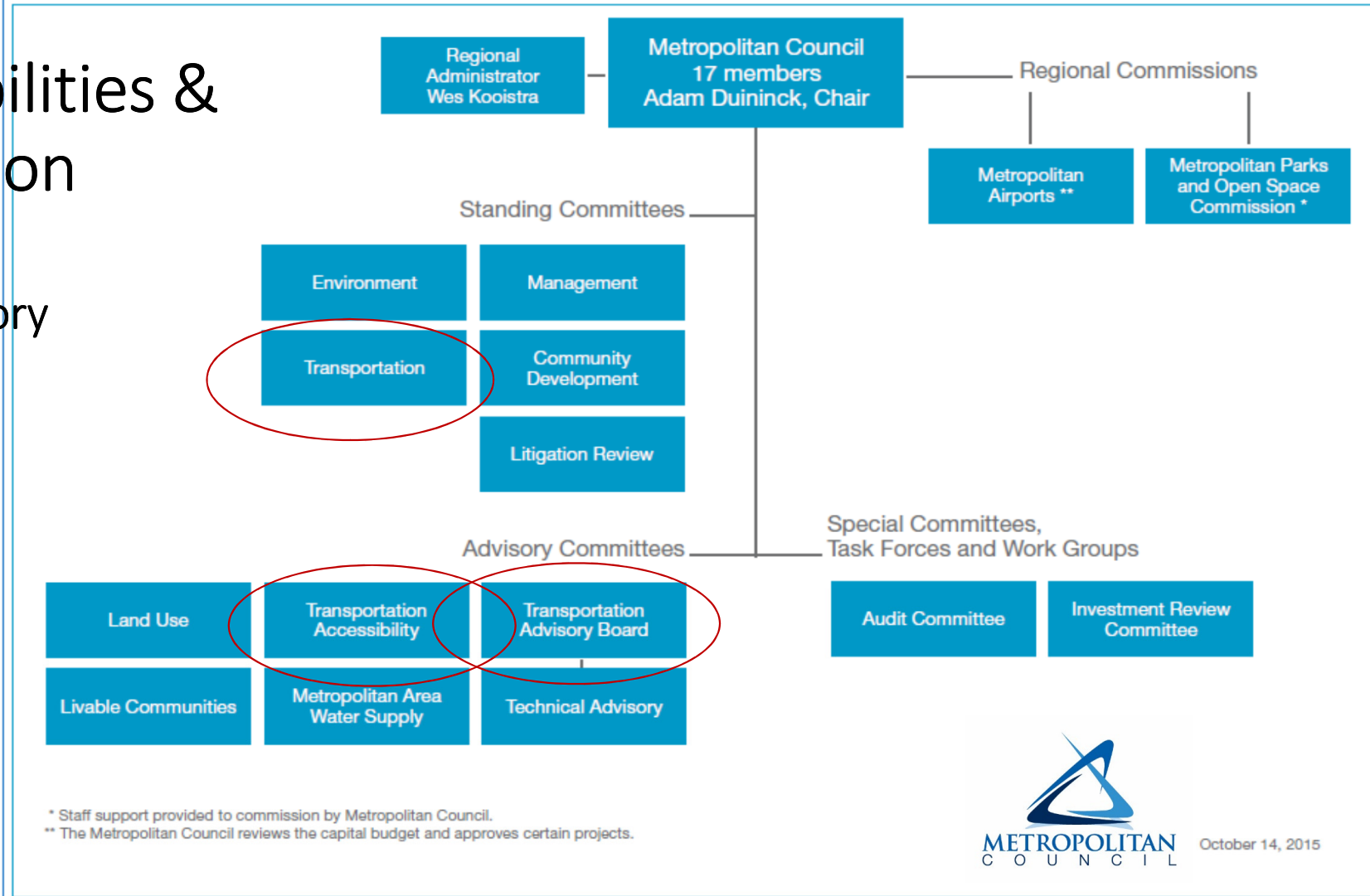
- MET Council serves the 7-county Minneapolis-St. Paul, MN area
- Created by MN legislature in 1967 to deal with transboundary problems affecting the Twin Cities region and to coordinate provision of urban services
- Since 1976, when legislature required county-unified planning products, plan modifications have only been requested 24 times due to preemptive resolution of most issues
- Acting as MPO, all transportation decisions must pass through both the Transportation Advisory Board (TAB) and Council
- MET Council transportation responsibilities include:
 - Short- & long-term transportation planning
 - Provide transit services including bus & vanpool



Responsibilities & Organization

Chart of Advisory Committees

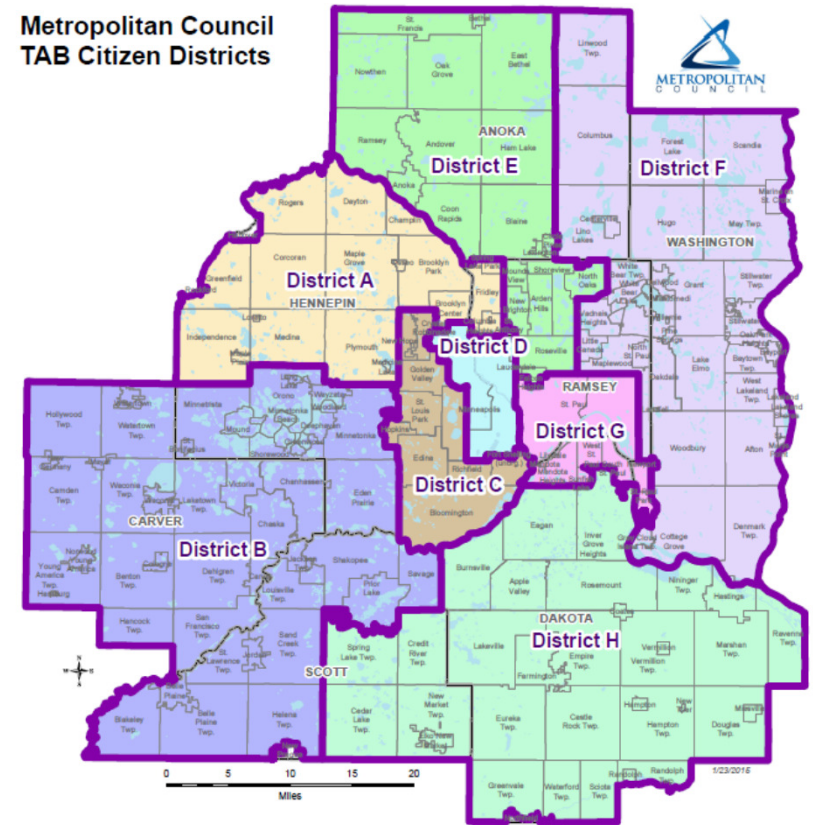
POLICYMAKING STRUCTURE



MPO Board Representation

- MET Council (MPO Board) members are appointed by the governor to represent 16 districts and one at-large seat
- TAB was established in 1974 to comply with federal requirements that local elected officials be part of the MPO decision-making process
- Thus, local municipalities' interests are represented via the TAB
- Representation on TAB is described in statute and is jurisdictional as opposed to population-based

Metropolitan Council
TAB Citizen Districts



Transportation Advisory Board (TAB)

- 17 elected city and county officials
- 4 representatives from govt. transp. agencies
- 8 citizen members representing districts shown above
- 4 members representing specific transp. modes

Food For Thought

- What kinds of planning ideally would be conducted at a multi-county level? Who would ideally be involved? What makes it worthwhile for these parties to come to a regional table?
- What are some options for our region, that have potential to improve on our planning process? How do we mitigate any down-sides? If new planning or decision-making structures are proposed, how do we ensure fair representation? diversity? civic engagement? a larger pie, not just differently cut slices?
- How and when should we engage our legislative delegation in this conversation?

Staff Recommendation

That the TMA Leadership Group ask its MPOs to engage a consultant, or a research organization, to identify and evaluate options for strengthening our regional planning process, considering best practices nationwide as well as the FHWA NPRM, and identifying pro's and con's of the options.

Timing – Findings are needed prior to the kick-off of the 2045 Transportation Plans in the summer of 2017.

Tampa Bay Transportation Management Area (TMA) Leadership Group

Representing the MPOs in Pasco, Pinellas, & Hillsborough Counties

2016 WORKPLAN

D R A F T

November 4, 2016

- Update on Regional Transit Study
- Port Tampa Bay Master Plan Update
- Notice of Proposed Rulemaking
- 2017 Work Plan
- 2017 Calendar
- Short updates, as needed:
 - PSTA's Central Avenue BRT
 - Coast-to-Coast Trail update

Future Agenda Topics:

- US 19 Corridor Vision
- City of Tampa Streetcar Extension
- Impacts of Automated Vehicles
- Waterborne Transportation