

Regional Coordination Survey Results

All runs (last updated Oct 5, 2017 7:46pm)

12

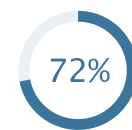
Polls

34

Participants

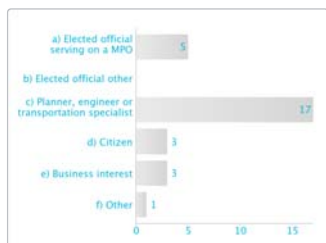
37

Average responses



Average engagement

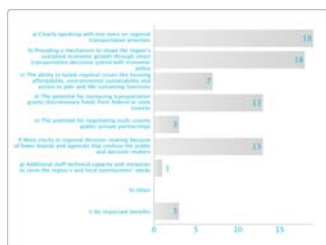
1. Which of the following best identifies your relationship to the regional transportation planning process?



Response options	Count	Percentage
a) Elected official serving on a MPO	5	17%
b) Elected official other	0	0%
c) Planner, engineer or transportation specialist	17	59%
d) Citizen	3	10%
e) Business interest	3	10%
f) Other	1	3%

7 total elected officials completed the survey: 5 online, 2 hardcopy

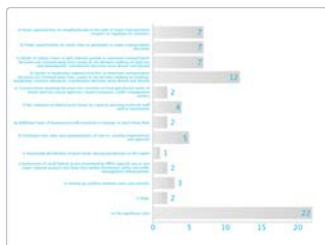
2. In your opinion, what is the most important benefit of creating a regional multi-county structure to plan transportation for the Tampa Bay area? (Please select your top 3.)



Response options	Count	Percentage
a) Clearly speaking with one voice on regional transportation priorities	19	25%
b) Providing a mechanism to shape the region's sustained economic growth through smart transportation decisions paired with economic policy	18	23%
c) The ability to tackle regional issues like housing affordability, environmental sustainability and access to jobs and life-sustaining functions	7	9%
d) The potential for increasing transportation grants/discretionary funds from federal or state sources	13	17%
e) The potential for negotiating multi-county public-private partnerships	3	4%
f) More clarity in regional decision-making because of fewer boards and agencies that confuse the public and decision-makers	13	17%
g) Additional staff technical capacity and resources to serve the region's and local communities' needs	1	1%
h) Other	0	0%
i) No important benefits	3	4%

Elected Officials
A 25%
B 33%
C 0%
D 25%
E 17%
F 0%
G 0%
H 0%
I 0%

3. In your opinion, what is the most significant risk of creating a regional multi-county structure to plan transportation for the Tampa Bay area? (Please choose your top 3.)

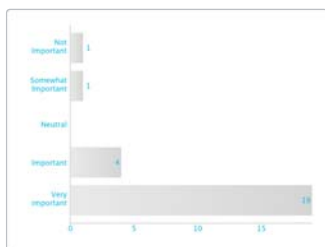


Response options	Count	Percentage
a) Fewer opportunities for neighborhoods in the path of major transportation projects to negotiate for remedies	7	9%
b) Fewer opportunities for small cities to participate in major transportation decisions	7	9%
c) Harder to realize vision of well-planned growth as important transportation decisions are removed away from county & city decision-making on land use and development; coordination becomes more distant and diluted	7	9%
d) Harder to implement regional priorities as important transportation decisions are removed away from county & city decision-making on funding/ budgeting/ resource allocation; coordination becomes more distant and diluted	12	16%
e) Transportation planning becomes less sensitive to local operational needs of school districts, transit agencies, airports/seaports, traffic management centers	2	3%
f) Net reduction in federal grant funds for regional planning technical staff and/or consultants	4	5%
g) Additional layer of bureaucracy with potential to impinge on local Home Rule	2	3%
h) Confusion over roles and responsibilities of new vs. existing organizations and agencies	5	7%
i) Inequitable distribution of grant funds among jurisdictions in the region	1	1%
j) Redirection of small federal grants prioritized by MPOs towards one or two major regional projects and away from widely distributed safety and traffic management enhancements	2	3%
k) Setting up conflicts between cities and counties	3	4%
l) Other	2	3%
m) No significant risks	22	29%

Elected Officials

- A 17%
- B 0%
- C 17%
- D 17%
- E 8%
- F 0%
- G 8%
- H 0%
- I 0%
- J 0%
- K 0%
- L 0%
- M 33%

4. Should the regional transportation planning structure establish a regional vision for transportation and land use to guide transportation investment decisions so they are linked with planned areas for growth and redevelopment?

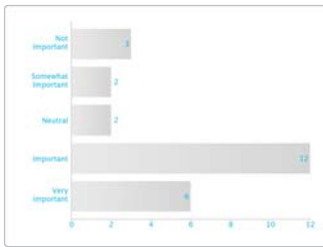


Response options	Count	Percentage
Not Important	1	4%
Somewhat Important	1	4%
Neutral	0	0%
Important	4	16%
Very important	19	76%

Elected Officials

- Not Important 25%
- Somewhat Important 25%
- Neutral 0%
- Important 0%
- Very Important 50%

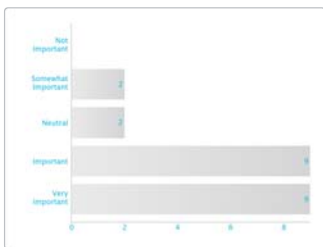
5. Should the regional transportation structure actively monitor and review transportation actions by state and local agencies (such as CIPs, PD&Es, TDPs, mobility fees), and prioritize federal/state grant funding for local agencies that support a regional vision?



Response options	Count	Percentage
Not Important	3	12%
Somewhat Important	2	8%
Neutral	2	8%
Important	12	48%
Very important	6	24%

Elected Officials
 Not Important 33%
 Somewhat Important 0%
 Neutral 33%
 Important 33%
 Very Important 0%

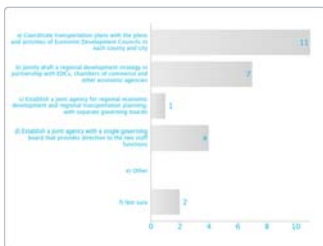
6. Should the regional transportation structure actively monitor and review land use actions by state and local agencies (such as comprehensive plans, zoning, development codes, growth boundaries) and prioritize federal/state grant funding for local agencies that support a regional vision?



Response options	Count	Percentage
Not Important	0	0%
Somewhat Important	2	9%
Neutral	2	9%
Important	9	41%
Very important	9	41%

Elected Officials
 Not Important 0%
 Somewhat Important 0%
 Neutral 0%
 Important 66%
 Very Important 33%

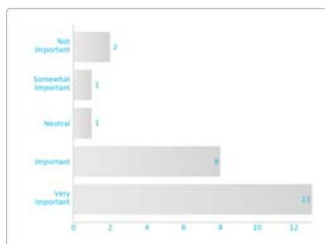
7. Considering the May 12 Collaborative Labs workshop results showed a desire to link regional transportation with economic development, what role, if any, should a regional transportation planning agency have in regional economic development activities?



Response options	Count	Percentage
a) Coordinate transportation plans with the plans and activities of Economic Development Councils in each county and city	11	44%
b) Jointly draft a regional development strategy in partnership with EDCs, chambers of commerce and other economic agencies	7	28%
c) Establish a joint agency for regional economic development and regional transportation planning, with separate governing boards	1	4%
d) Establish a joint agency with a single governing board that provides direction to the two staff functions	4	16%
e) Other	0	0%
f) Not sure	2	8%

Elected Officials
 A 75%
 B 0%
 C 0%
 D 25%
 E 0%
 F 0%

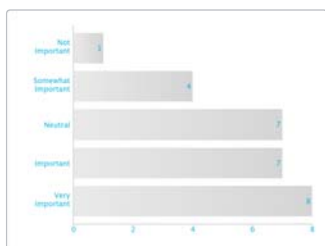
8. How important is it for the regional transportation structure to have a separate regional funding source, to support regional transportation projects and leverage state/federal, local and private funds?



Response options	Count	Percentage
Not Important	2	8%
Somewhat Important	1	4%
Neutral	1	4%
Important	8	32%
Very important	13	52%

Elected Officials
 Not Important 0%
 Somewhat Important 0%
 Neutral 0%
 Important 50%
 Very Important 50%

9. How important is it for existing entities, such as Boards of County Commissioners, the State of Florida and existing transit providers (HART and PSTA), to continue to have final authority over transportation revenues and spending?



Response options	Count	Percentage
Not Important	1	4%
Somewhat Important	4	15%
Neutral	7	26%
Important	7	26%
Very important	8	30%

Elected Officials
 Not Important 0%
 Somewhat Important 0%
 Neutral 25%
 Important 25%
 Very Important 50%

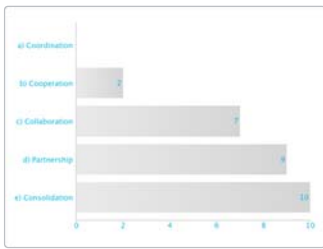
10. What factors should ideally determine the geographic boundaries of the region? (Please select your top 3.)



Response options	Count	Percentage
a) Boundaries created by the Census Bureau after the 2000 Census, and not merged after the 2010 Census data became available	4	6%
b) Population and job density, including official growth projections	20	30%
c) Commuting and goods movement flows	18	27%
d) Market size of regional institutions such as universities, hospitals, or broadcast media from federal or state sources	8	12%
e) Potential to consolidate planning functions with another regional agency that already has a defined service area	4	6%
f) Willingness of counties to contribute financially towards a regional entity	7	11%
g) Decision by Florida Legislature	4	6%
h) Other	1	2%

Elected Officials
 A 0%
 B 37%
 C 13%
 D 13%
 E 0%
 F 13%
 G 13%
 H 13%

11. Considering the benefits, risks, and characteristics that you chose so far, please give us a snapshot of your inclination, right now, about the appropriate level of regionalism for Tampa Bay transportation planning. (Hint: We may ask this question again as the Regional Planning Best Practices Study unfolds during the upcoming months.)



Response options	Count	Percentage
a) Coordination	0	0%
b) Cooperation	2	7%
c) Collaboration	7	25%
d) Partnership	9	32%
e) Consolidation	10	36%

Elected Officials	
A	0%
B	0%
C	20%
D	40%
E	40%

12. Are there any additional things we should consider?



Responses

We need to get started with a plan. Funding is the biggest challenge. Pinellas had a great focus on the increased development



The timing of consolidation in conjunction with the 2020 census should be recognized.

Communications will be very critical in any next step in this process

Link land use and transport decisions.

What is the role of the new TBARTA in relation to the work of TMA

It's difficult to make good decisions without a singular decision making board responsible for implementation

Need to breakdown the silos

The loss of PL funds that would come from consolidation is a concern.

Consolidate now

12

Testing

Perfect

Nope