

Tampa Bay Transportation Management Area (TMA) Leadership Group

*A Subcommittee of the SCTPA
Representing the MPOs in Hillsborough, Pasco & Pinellas Counties*

LIVE STREAMING WILL BE AVAILABLE VIA ZOOM

<https://us02web.zoom.us/j/81852537677?pwd=aUZjNVg3OGtHVW9aY3hxVnVKVW15Zz09>

Meeting ID: 818 5253 7677

Passcode: 100200

Chair: Vacant

Vice-Chairs: Kathryn Starkey, Pasco MPO/ Dave Eggers, Forward Pinellas

Meeting Objectives:

- Review and Approve Regional Priority Projects
- Receive information on MPO formation and discuss options

1. **9:30 Welcome and Introductions**
Public Comment
2. **9:40 Review and Approve Major Regional Transportation Priority Projects–**
Chelsea Favero, Forward Pinellas
3. **9:50 MPO Formation Parameters and Options for Tampa Bay-** *Beth Alden,*
Hillsborough TPO
4. **10:20 Election of Officers for 2023**
5. **10:30 Adjourn**

Next Meeting: March 24, 2023 9:30am

Location: Pasco TBD

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Se recomienda a las personas que necesiten servicios de interpretación o adaptaciones por una discapacidad para participar en esta reunión, o ayuda para leer o interpretar los temas de esta agenda, sin costo alguno, que se pongan en contacto con Joshua Barber, (813) 576-2313 o barberj@plancom.org, tres días hábiles antes de la reunión. Si sólo habla español, por favor llame a la línea de ayuda en español al (813) 272-5940 o (813) 273-3774 ext. 1.

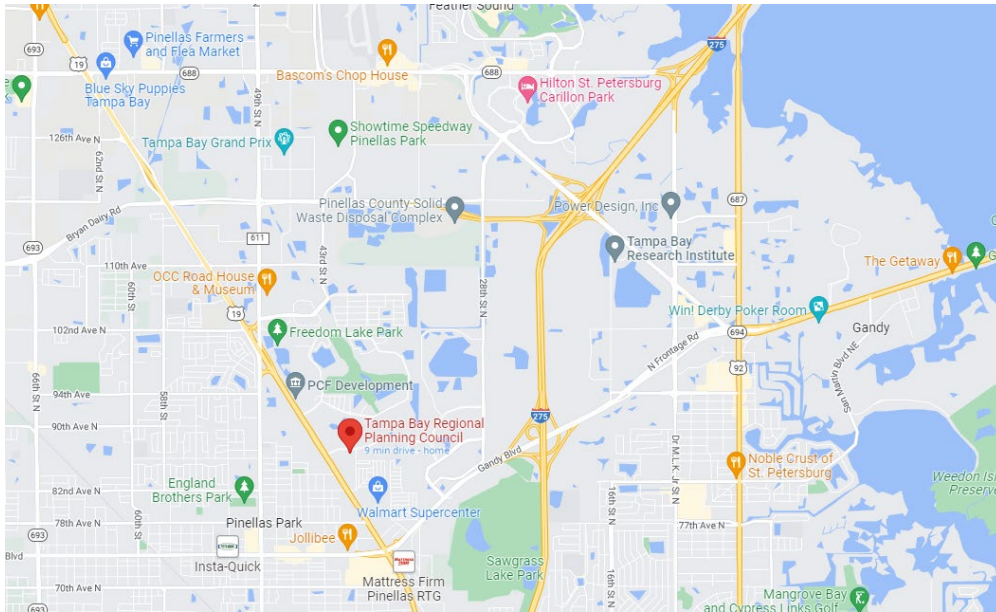
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MEETING LOCATION MAP

Tampa Bay Regional Planning Council

4000 Gateway Centre Blvd., #100

Pinellas Park, FL 33782



AGENDA ITEM:

REVIEW AND APPROVE MAJOR REGIONAL TRANSPORTATION PRIORITY PROJECTS

Presenter:

Chelsea Favero, Forward Pinellas

SUMMARY:

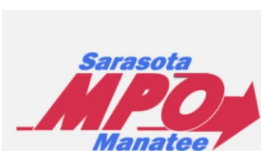
This agenda item is to approve the list of major priority projects for 2023. At this time, staff is recommending adding a regional passenger rail transit connection between Tampa and Orlando, the replacement of HART's heavy maintenance facilities, and cleaning up the priority list to reflect changes in project statuses. After review and approval, this list will be incorporated into the SCTPA Priority List, reflecting the priority projects for the broader region.

RECOMMENDED ACTION:

APPROVAL OF THE 2023 SCTPA TMA GROUP PRIORITY PROJECTS

ATTACHMENTS:

PROPOSED 2023 SCTPA TMA PRIORITY PROJECTS



Tampa Bay Transportation Management Area (TMA) Leadership Group

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2023 Top Priorities

Approved on December 9, 2022

Projects Recently Completed Because of our Collective Advocacy

- ✓ SunRunner Rapid Transit
- ✓ I-75 Interchange at Overpass Rd

Funded Priorities

- ✓ Howard Frankland Bridge Replacement
- ✓ Gateway Expressway
- ✓ I-75 Interchange at Big Bend Road
- ✓ I-275/SR 60/Westshore Interchange Phase I and 2
- ✓ I-275 Safety and Operational Improvements at Downtown Tampa/I-4 Interchange

Top Unfunded Priorities for the Tampa Bay Region

- ❖ I-75 Interchange at Gibsonton
- ❖ I-275 Express Lanes from I-375 to Gandy Blvd.
- ❖ SR 54/US 41 Intersection
- ❖ Regional Rapid Transit in the I-275 Corridor
- ❖ Regional passenger rail transit connection between Tampa and Orlando
- ❖ Replacement of HART's Heavy Maintenance Facilities

AGENDA ITEM:

MPO FORMATION PARAMETERS AND OPTIONS FOR TAMPA BAY

Presenter:

Beth Alden, Hillsborough TPO

SUMMARY:

Hillsborough TPO, Pasco MPO, and Forward Pinellas are the three MPOs which serve the Tampa-St. Petersburg Transportation Management Area. Some board members have asked about merging the three MPOs. Staff will present a summary of the Federal and State regulations regarding MPO designation, as well as a summary of the 2019 MPO Regional Coordination Structure Research & Best Practices for the Tampa Bay Region.

RECOMMENDED ACTION:

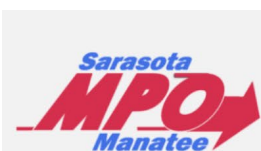
NONE; INFORMATION ONLY

PREPARED BY:

Elizabeth Watkins, Hillsborough TPO

ATTACHMENTS:

None





MPO Formation Parameters & Options for Tampa Bay

Transportation Management Area Leadership Group
December 9, 2022

Agenda

**01. Legal
Requirements**

**02. MPO Regional
Coordination Report**

03. Counterpoints

04. Considerations

**05. Proportional
Representation**



Legal Requirements

Establishment 23 CFR 450.310 & F.S. 339.175

MPOs are established between the Governor and general-purpose local governments that represent 75% of urbanized area population.

Geographic Area 23 CFR 450.104, 23 CFR 450.310 & F.S. 339.175

Jurisdictional boundaries determined by agreement between Governor and MPO. Boundaries must include the urbanized area and area expected to become urbanized within 20-years.

Contiguous Urbanized Areas F.S. 339.175

To the extent possible, one MPO should serve one urbanized area. The Governor and existing MPOs may determine that the size and complexity of the urbanized area warrants more than one MPO.

Board Size – F.S. 339.175

Between 5 and 25 members. Number determined on an equitable geographic-population ratio.

Voting Membership - F.S. 339.175

Voting members shall be elected officials of general-purpose local governments. An MPO may also include members of statutorily authorized planning boards and transportation operators.

Central City or Cities Agreement - F.S. 339.175

MPO designation shall be agreed by the Governor, local governments representing at least 75% of the population of the urbanized area. The central city or cities within the M.P.O. jurisdiction must be a party to such agreement.

Legal Requirements

County Commission Representation F.S. 339.175

County Commissioners shall compose at least 33% of MPO membership. If a transportation agency is on the Board, then county commissioners shall compose at least 20%.

Agency Representation F.S. 339.175

Transportation authorities may be provided voting membership.

Groups of Local Governments & Rotating Seats for Municipalities F.S. 339.175

Elected officials of general-purpose local governments may represent a group of general-purpose local governments. The Governor may allow MPO members who represent municipalities to alternate with other municipalities.

Nonvoting Advisers F.S. 339.175

To the extent possible, MPOs shall seek appointments of nonvoting representatives from FDOT, multimodal transportation agencies, major military installations.

2019 MPO Regional Coordination Report

Objectives:

- Define what successful regional coordination means for Tampa Bay
- Identify the barriers to its execution
- Develop several implementable scenarios based on an examination of nationwide best practice



MPO Regional Coordination Structure Research & Best Practices for the Tampa Bay Region

Regional Revenue

Internal Operations

Local v. Regional

Engaging the Public Effectively

Project Implementation & Prioritization

Dispute Resolution

Internal Communication

Working with State Agencies

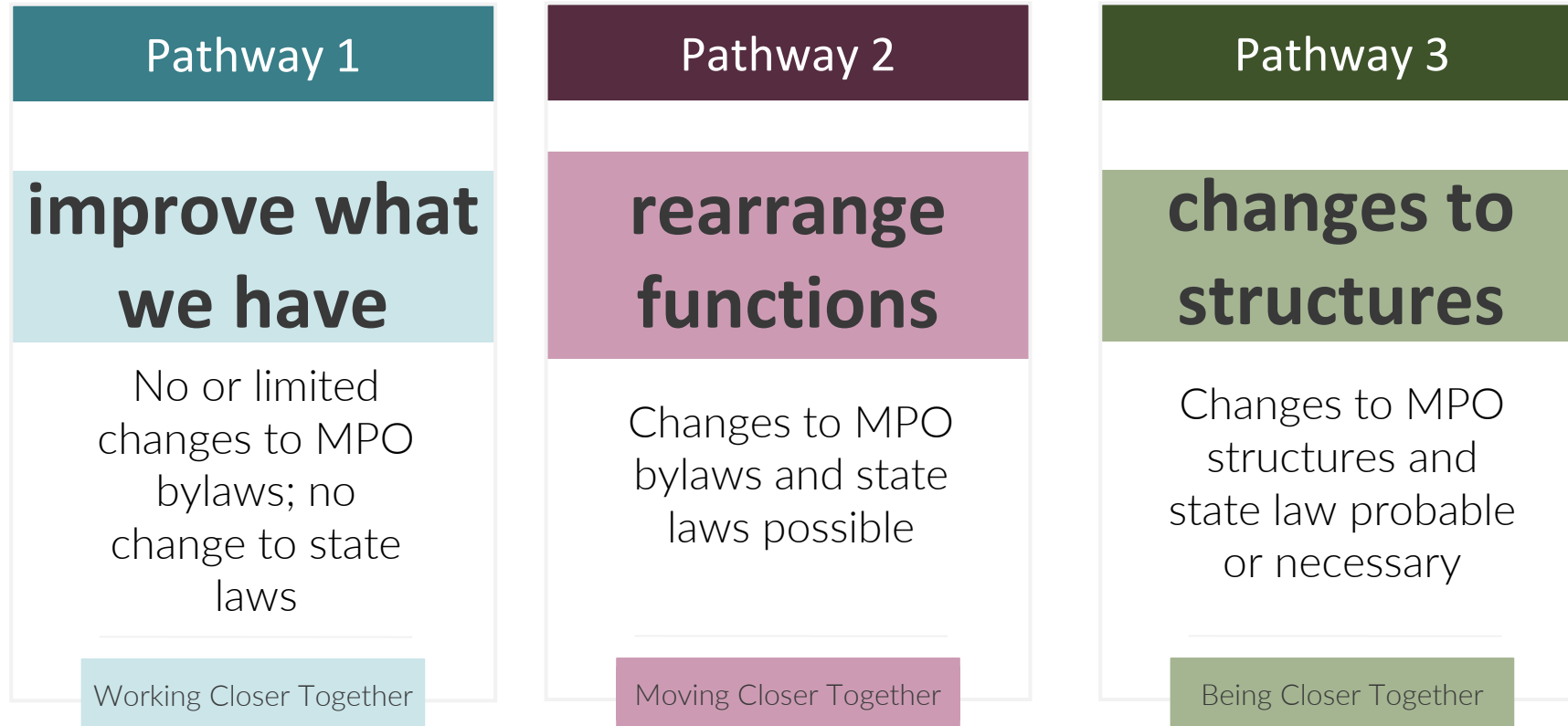
Land Development

Resiliency

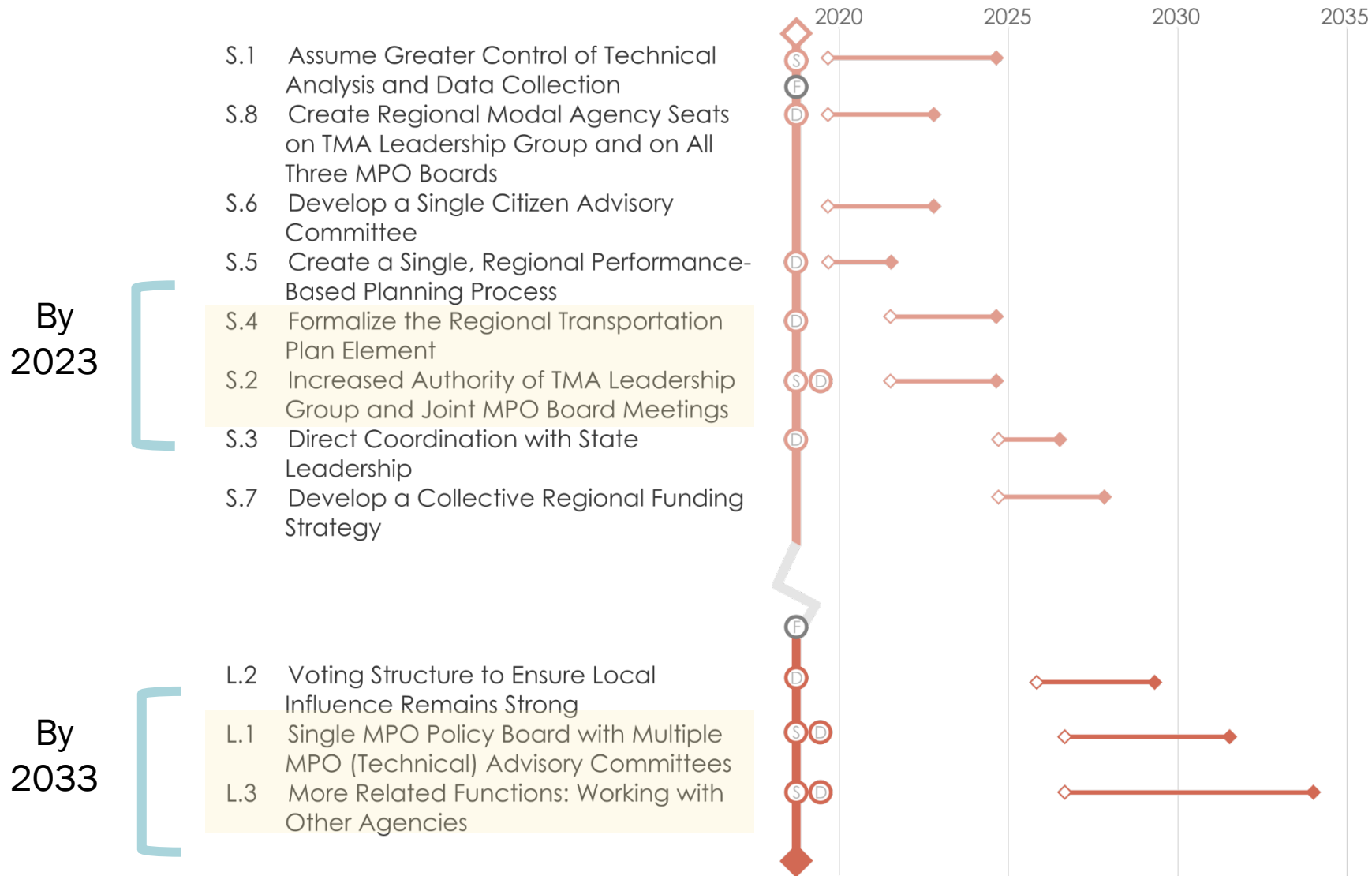
10 Topics

MPO merger topics that were studied

Pathways



Two-Part Approach to Implementation



By 2023

By 2033

- (S) Additional Staffing Needs
- (D) Revise Documentation (bylaws, interlocal agreements, etc.)
- (F) Ad-Hoc Formation Committee

Counterpoints

- Focus on regional travel creates modal investment biases
- Decision-making would be further from the people
- Burdens and benefits of transportation investments have and continue to be disproportionately high and adverse for ethnic and racial minorities; proposed merger would serve to exacerbate historical inequities and may produce new concerns
- Many local issues to address
- Land use decisions and transp. operational decisions are made at local level
- Merging our MPOs does not get us more funding

Topics to Consider

Public Involvement

Participation makes better decisions; MPOs created for local voice in federal investments

Land Use Coordination

Land Use and Transportation inextricably linked, MPOs currently housed in local land use planning agencies

Traffic & Transit Coordination

MPOs assist local staff to optimize systems and networks

Funding Coordination

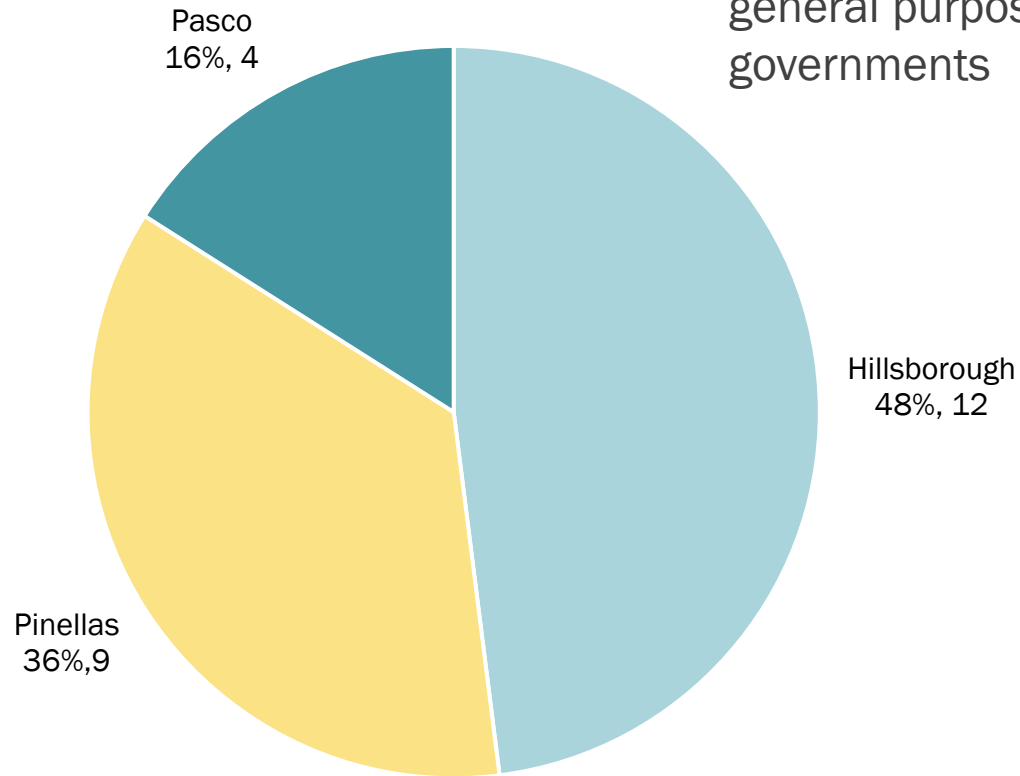
Funding strategies are enabled at local level and need local popular support that is tailored to local needs

Overhead Cost Efficiencies

Independent MPOs have higher operating costs

Proportional Representation Scenario

- 25 member board
- All seats held by elected officials of general purpose local governments



	2020 Pop.	% of Pop	Seats	% of Seats
Hillsborough Co. (Uninc.)	1,008,349	34%	8	32%
City of Plant City	39,764	1%	0	0%
City of Tampa	384,959	13%	4	16%
City of Temple Terrace	26,690	1%	0	0%
Countywide Pop	1,459,762			
Pinellas Co. (Uninc.)	275,669	9%	3	12%
City of Clearwater	117,292	4%	1	4%
City of Dunedin	36,068	1%	0	0%
City of Pinellas Park	53,093	2%	0.5	2%
City of St Petersburg	258,308	9%	3	12%
City of Largo	82,485	3%	1	4%
City of Tarpon Springs	25,117	1%	0	0%
Barrier I. Govt. Council	67,217	2%	0.5	2%
Inland Cities	43,858	1%	0	0%
Countywide Pop	959,107			
Pasco County (Uninc.)	513,983	17%	4	16%
New Port Richey	16,728	1%	0	0%
Zephyrhills	17,194	1%	0	0%
Dade City	7,275	0%	0	0%
Port Richey	3,052	0%	0	0%
Saint Leo	2,362	0%	0	0%
San Antonio	1,297	0%	0	0%
Countywide Pop	561,891			
			25	

AGENDA ITEM:

ELECTION OF 2023 OFFICERS

Presenter:

MPO Staff Directors

SUMMARY:

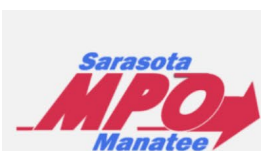
This agenda item is to elect officers for 2023. Typically, the TMA Leadership Group elects a Chair, and two Vice Chairs, with one representative from each of the member counties.

RECOMMENDED ACTION:

APPROVAL OF THE 2023 TMA GROUP OFFICERS

ATTACHMENTS:

N/A



SCTPA 2023 Meetings and Potential Topics

TMA ONLY (Pasco Host)

March 24th

Future of regional planning/implementation
Status of School Zone Speed Camera Legislation
Regional Needs Assessment Update
2050 SE Data Projections for the D7 MPOs
State Transit Policy Update

TMA and SCTPA (Hernando/Citrus Host)

June 23rd

Ongoing Future of regional transportation – vanpool, other services
Tampa Bay Partnership
TRIP and MUT Priorities
Final Regional Needs Assessment Presentation
SunRunner Update

TMA ONLY (Hillsborough Host)

September 22nd

2050 Financial Projections
Tampa Bay Partnership Presentation
Discussion of CMAQ Funding (TMA)
SIS Cost Feasible Projects

TMA and SCTPA (Polk Host)

December 1st

2024 Regional Transportation Priorities
FDOT Work Program Updates