

Transportation Planning in the Tampa Bay Metro Area

Second Joint Board Workshop of the Metropolitan Planning Organizations of Hillsborough, Pasco, & Pinellas Counties with FDOT District 7

Friday, September 13, 9:30 a.m.-12:30 p.m.
Marriott Ballroom, Tampa International Airport

WORKSHOP SUMMARY

Prepared by Hal Beardall & Rafael Montalvo, Facilitation Team



CONSENSUS CENTER

"Facilitating Consensus Solutions, Supporting Collaborative Action."

The Florida State University
<http://consensus.fsu.edu>

**Second Joint Board Workshop of the Metropolitan Planning Organizations of
Hillsborough, Pasco, & Pinellas Counties with FDOT District 7**

EXECUTIVE SUMMARY

A second Joint Board Workshop of the Hillsborough County, Pasco County and Pinellas County Metropolitan Planning Organizations (MPOs) with FDOT District 7 was held on Friday, September 13, 2013 in Tampa. The principal objectives of the workshop were to:

- Develop a joint understanding of the role of a potential Transportation Management Area (TMA) group in regional transportation coordination
- Discuss the formation and potential organizational structures of a joint MPO group focusing on the Tampa Bay Metro Area

Board members and staff from each of the MPOs participated. Florida Department of Transportation District 7 staff, as well as staff of the Tampa Bay Area Regional Transportation Authority and the Hillsborough County Aviation Authority also participated.

In preparation for addressing the workshop objectives, participants reviewed information on minimum requirements for regional transportation coordination, discussed the future they desired for regional transportation, identified the tasks that would need to be accomplished in order to move towards that future, and considered which of those tasks might best be accomplished by existing groups. They then discussed the potential role of a TMA group, possible first-year tasks for such a group, and possible organizational structures for such a group. Key conclusions of the discussion included the following:

- There is a role for a potential TMA group, not currently performed by any existing organization. That role would include developing truly regional consensus priorities for the TMA, especially in the allocation of state TMA funds. It would focus on major cross-county transportation sheds and movements, and on helping the region speak with one voice in state discussions on transportation issues and resources.
- First-year tasks of a TMA group should include developing TMA priorities, and at least one project that demonstrates that the TMA group can effect change. Potential candidates for an initial project include managed lanes and Bus Rapid Transit (BRT) along a major inter-county spine.
- Initially, the TMA group might operate with equal representation from each of the participating MPOs. There may be value in revisiting the question of representation after the first year. During its first year, the organization should meet frequently enough to maintain momentum. This will probably mean meetings every two months.
- Participants concluded that a merger of the regional MPO Chairs' Coordinating Council into TBARTA should be explored as a way to produce a more effective entity to address regional transportation issues affecting the broader seven-county region (beyond the TMA).

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FACILITATORS' WORKSHOP SUMMARY

I. Introduction

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Joseph W. Lopano, Chief Executive Officer of the Hillsborough County Aviation Authority welcomed participants to the workshop and provided participants a brief summary of the airport's current progress and future plans. After a round of self introductions of workshop participants (see Appendix A), the facilitators from the FCRC Consensus Center reviewed the meeting objectives, the agenda and meeting guidelines (See Appendix B).

II. Summary of the First Joint Board Workshop

At the first joint workshop on May 31, 2013, board members from the Hillsborough, Pasco and Pinellas County MPOs along with the FDOT District 7 Secretary and staff identified key issues and potential opportunities for improving coordination of transportation planning in the Tampa Bay region. Participants expressed a recognition of the need and desirability of closer cooperation among the three MPOs participating in the workshop.

Key points from participants' discussions at the first workshop included:

- The preponderance of Hillsborough, Pinellas and Pasco Metropolitan Planning Organization (MPO) members at the workshop expressed a strong preference for redesignation of existing MPOs rather than consolidation into a single MPO.
- Future cooperation among the three MPOs should focus on identifying or developing TMA-wide priorities.
- Participants explored several options for achieving closer cooperation among MPOs within the TMA.

- Participants also discussed ways to streamline and enhance the effectiveness of the relationship between the West Central Florida MPO Chairs Coordinating Committee (CCC) and the Tampa Bay Area Regional Transportation Authority (TBARTA).

Participants identify the following potential options for moving the consultation process forward:

- Proceed with redesignation of existing MPOs within the TMA, in conjunction with a commitment by those MPOs to explore and agree upon a mechanism for closer cooperation on TMA-wide priorities, within a timeframe to be determined.
- FDOT support for this approach and MPO commitment to agreeing on a mechanism for closer TMA-wide cooperation both to be included in MPO letters requesting redesignation.

The facilitators summarized the overall purpose of the second workshop as an opportunity for the Hillsborough, Pasco and Pinellas County MPOs to work together with FDOT District 7 to identify priorities for and advance transportation initiatives in the Tampa Bay Transportation Management Area

III. Minimum Requirements for Regional Transportation Coordination

Sarah Ward, Staff Director of the Pinellas County MPO provided a review of the minimum requirements for regional transportation coordination to help participants establish a common understanding of the relationship between the alternative structures for regional coordination. She briefly addressed the following items and questions:

- Requirements for MPO planning & coordination in TMAs
- What is the CCC required to do & how would this group relate to that?
- What is TBARTA required to do & how would this group relate to that?

A copy of the presentation may be obtained from (is included as Appendix X)....

IV. Initial Discussion of Common Goals for a Potential TMA Group

As a point of departure for the workshop participants' initial discussion of common long-range goals for a potential TMA group, they were asked to consider the following scenario and offer a headline in response that captured the possible future achievements of a TMA group:

“It is the year 2028 and you have been asked to write a guest editorial about the achievements in transportation in the Tampa Bay Area over the past fifteen years, and to focus on the role that a joint TMA group has played in those achievements.”

The intent of the exercise is to help the participants develop a common understanding of where they hope to go in the long term before trying to determine how best to get there.

Participants offered the following “headlines”:

- Record ridership leads to surplus in funding.
- Tampa Bay Rays win World Series, record crowd attends via regional transit system.

- In keeping local MPOs, fifteen years ago they agreed to develop a regional transit system that is working today.
- Transportation barriers removed, region flourishes. Bucs win Super Bowl in Pinellas Stadium.
- Ribbon cutting for Howard Franklin Bridge rail connection.
- The 2020 Democratic National Convention in Tampa Bay area draws rave reviews for integrated, user-friendly transportation options seamlessly connecting the Tampa Bay Area.
- 60-mile bike rail event. Riders ride the rail up and bike back through the three counties.
- County governments agree on study reports, pursue rail line along the CSX corridor from Wesley Chapel to Pinellas Beaches.
- Tampa Bay is on the move, leads the nation in facilities that accommodate new technologies.
- Talking, working, planning and dreaming together made all the difference in creating a unified transit system.
- Tampa Bay major cities finally are connected by regional rail transit with last leg completed.
- The Howard Franklin Bridge emerges as a prototype for other communities that are striving to combine multi-modal and pedestrian connections between population centers.
- Pasco County connects to Channelside by rail.
- Tampa Bay transit takes advantage of express highway managed lanes investment.
- Seamless transit system opens linking Tampa Bay region.
- Newport-St.-Tampa-Clear-Pas-Hill-Pinellas Bay has been voted the most mobile region in the country.
- Tampa Bay transportation most efficient and affordable.
- Tampa Bay has the answer for getting around - you choose how and how fast.
- Tampa Bay understands the economics of transportation.
- Implementation of autonomous vehicle technology doubles bus toll lane capacity.
- Regional intermodal center opens in Westshore.
- Super region connected by high-speed rail.
- Tampa Bay ranks Number 1 in new job creation with (because of) seamless transportation network, supported by P3s.

Participants were asked to review the list of “headlines” and identify key themes for potential long-range goals. They identified the following key themes:

- Connectivity
- Choice
- Connected region
- Strong teaming
- Reliable
- Leadership, Number 1
- Affordable
- Coordinated
- Major event location

- What can happen if...
- Multimodal
- Vision and planning
- Leveraging investment
- Partnerships
- Results
- Consensus

The result of this discussion will be offered for further refinement at future meetings and may serve as ongoing guidance for a future TMA group in completing its task.

V. Potential Tasks and Respective Roles in Regional Transportation Planning

During a short break, staff from the three MPOs drafted the following starter list of potential tasks that would need to be performed to move the region towards the vision of the future outlined in the “headlines” and key themes identified by participants in the previous exercise

Starter List of Tasks:

- * Identification and development of consensus on priorities
- * What is the transit plan for the 3 counties? How do the transit plans of the three counties connect?
 - With a focus on commuter-sheds/ major cross-county movements
- * Develop funding strategy for transit services that cross county lines and also those that go beyond the region
- * Identify operating entity/ entities
- * Development of intermodal centers for connections with local systems

Following the break, participants were asked to review the starter list of tasks and offer comments and suggestions for refining and adding to the list. Participants’ suggestions and comments included:

- Need to broaden it beyond transit to transportation no matter the mode
- Private public partnerships
- Develop strategy of how to get there including identifying possible obstacles
- Look for strategy to connect the super region - how we do it - plan for linking to other regions
- Inventory of the barriers to transportation and inventory of the modes to line them up
- Find the best opportunities for spine connections - then connect to them - one pass that works for all three bus systems
- Keep our eye on the public pulse and perception to get their buy in
- Need funding mechanism that allows for PPP and other unique strategies for funding projects
- Recognize, analyze and emphasize the relationship between economic development and transportation
- Team and study from top three other regional areas that are growing - work with other models to shorten development time

- Involve economic dev. staff
- Roads are not free - perception that transit costs money - help public understand the relevant costs
- Pull together statistics for the TMA - to establish its identity and sense of what it is
- Need to commit to taking ownership of the plan
- No more new plans - we have plenty of plans
- Define what the roles are for county, cities, state -
- Need some bounding with travel behavior reality - also bound by fiscal reality - some point needs to be real - transportation is necessary part of economic development
- Planning for our issues today or what the travel patterns are for the future
- Transportation drives land use and economic development - investment follows capital expenditure

Next, participants were given an opportunity to review the lists above in order to identify and discuss potential options and clarify respective roles in regional transportation planning. In moving towards the future goals identified in the previous exercise, participants were asked to consider and respond to the following questions:

What tasks are our MPOs best suited to take on?

Participant responses:

- Two things - take public input and provide staff resources for analysis and planning
- Local street by street plan and priorities
- Strong educational role
- Coordination and expansion of transit
- Meet the federal and state requirements
- Demographics at local level
- Coordinate the forms of different modes

Are there some tasks that might be better addressed by CCC or TBARTA?

Participant responses:

- There only needs to be one entity
- Anything that deals with the super region
- Agree on one entity - also prioritization of regional projects to be funded
- More clarification on what is included in the TMA including a map to understand the area to be addressed
- Do not have to follow federal and state process - more flexibility
- Agree on one entity but need to develop consensus (one entity between CCC and TBARTA)
- TBARTA may play role identifying operating entities
- TBARTA can educate on the latest technology
- Regional transportation info resources
- Role with legislative delegation
- Broker the growth trends in the area - develop a consensus growth model
- TBRT A could bring together developers and identify major corridors for investment

- Need to coordinate growth - also the issue of appropriate level of government in revenue stream - where geographically we collect and plan - determine where we will be most successful - regional tax or local tax
- Collect data from private sector on their needs
- The region is bigger than the TMA - keeper of the regional transportation vision
- Transportation fee and concurrency consensus and consistency

Are some tasks better handled by other organizations?

Participant responses:

- FDOT - they have the money
- They have a statewide plan - need to be consistent with it
- Ensure the system is balanced - also the whole freight side of the system
- Airports and port authorities and expressway authority
- FDOT and Feds are looked at as having the money - we need to bring our own tools to the job if we want to move the needle - example is the user fees generated - what is our place in the state and national system and what tools can be bring to the table
- Envisioned D-7 would be an urban district - needs a different charter of its role
- Roles have to be defined - funding shortfalls means everyone turns to FDOT
- FDOT asked us to allocate among the three counties - this is different
- What are the regional priorities
- Public does not understand beyond the need for getting to work, etc.

What tasks is a TMA group best suited to take on?

Participant responses:

- The items identified by staff above
- How are the three going to come up with the priorities and how to spend the money
- One regional voice - do we need a TMA and TBRTA?
- FDOT wanted MPOs to think regionally and were not doing that - this TMA could get our act together to compete on the hottest area for startups - collectively connect and compete
- Focus on who does what
- Local govt. knows where the density is and where the priorities are for alleviating congestion - multiple groups but not sure roles are clear - need one voice in the region
- Is this the time given the opportunity from legislative leadership?
- Clearly define the regional priorities and leverage funds for the TMA region - other regions succeed by being on the same page - need to engage business leaders in prioritizing and supporting projects - TMA could help develop that focus
- Multi jurisdictional projects (bridge connections for example)
- Need a bigger political club? Federal and state allocation process - we need to understand that process - understand how the game is played and process for accessing resources - what size and what region is needed - what do we need to do differently to succeed
- We work in a political process - need one voice - not just a technical process - eight counties is too watered down - need an urban entity

- Have to have technical support to identify problems to be addressed - need to recognize a project in one county can benefit and address issue in adjacent county
- Avoid the tyranny of the "top three" priorities - consensus on primary and develop one voice
- TMA funds? Federal funds for the TMA - in the past FDOT broke it down into individual counties - now asking to address the funds collectively as TMA - \$35-40 million per year
- TA funds will be addressed regionally too
- Develop agreement on projects of the most value to the region

VI. Discussion of Possible Process Moving Forward

Workshop participants were given an opportunity to explore options and opportunities for a TMA group for the coming year. They were asked what topics (transit, trails, roads, etc.) they would like to address in the short term as potential future agenda items. In response, participants identified the following topics:

- Establish a process and criteria for selecting priorities
- Multi modal transit since we are all developing our LRTPs
- Focus on one demonstration project as a project to get us started down the path
- Establish one voice on one project
- Need to be focused on action, moving forward
- Need to determine how to address the TMA funding allocation
- Port of Tampa – economic development opportunity - also connecting bus system and spines
- Support developing a spine - a demonstration project such as a bus line through all three counties to the beaches
- Separated managed lane strategy - unified voice on PPP too
- Managed lane strategy - short term priority followed by development of a demonstration project

VII. Potential Formation of a TMA Group

Facilitators asked a series of questions to help participants explore with each other potential options for the three Tampa Bay Area MPOs and District 7 to consider in forming a Tampa Bay TMA group. This was an initial discussion of ideas. Staff would be tasked with bringing back to each respective MPO Board a proposal or a range of options based on the following discussion.

Who should be part of this group on an on-going basis, for it to be effective?

- TBARTA
- FDOT
- All three MPOs
- (At table, not necessarily voting)
- Fundamental challenge is to keep it small enough so as not be unwieldy, but making sure everyone who is needed is at that table.

How do you achieve fair representation of the various populations and interests, in this metro-wide group?

- Stay away from proportionality and use this group as a forum for articulating and clarifying issues.
- Don't have to do proportionality right away, but have to do it. Hard to maintain Hillsborough's interest if a smaller entity with an equal voice has more time and ability to engage.
- Maybe an equal number of members, but with proportional voting when it comes to projects. But definitely with the idea that we are in this together, and doing this as a region. I originally wanted to stick with three, three and three (from each MPO), but we may need to recognize population numbers.
- At 400,000 per representative, you would have 4 for Hillsborough, 3 for Pinellas, 2 for Pasco. Hillsborough alone could not overwhelm the others.
- However you choose to set up representation, what is important from the TBARTA model is that there is one from every area. Regional entities make people take off their local hats and look at the big picture.
- This conversation shows that we are not quite regional yet. I have always been for proportional representation, but we need to build consensus. We should drop the voting stuff. If we can't build consensus in this group, then we have bigger problems. If we leave the room divided, it will not be a good outcome. We have to have a unified voice. Orlando couldn't carry away all the money available to them -- had to hire trucks. We need a unified voice.
- I think that suggestion feeds back into the relationship to the MPOs. If the TMA is advisory, or wholly empowered, it makes a real difference. And the relationship between the MPOs and their representatives is also important. If this is real money, the sensitivity about representation is critical and needs to be thought through.
- This region did a good job on the water issue. We need to find a way to build consensus. We need to find projects that benefit the region. A project may connect two counties now, another two later. Public will look and say, this is a good decision.
- This may be a good way to start, but need to make sure Hillsborough fully participates.

How often should this group meet?

- We can't wait six months. Maybe once every other month. Minimum of quarterly.
- Maybe not more than quarterly -- we all have a lot of meetings.
- Frequently is better. If quarterly, you are out of the loop if you miss one meeting.
- Maybe bring MPOs together at some of our regular MPO meetings.
- Basically open to anything we can do to make this move the first year. We may have to meet more frequently the first year. We may need to meet every other month.
- Every other month, then reevaluate after first year.
- There are mechanisms you could use to ensure equity over time in governance. For example, if there is not agreement needs to go back to the MPOs or look for equity over a five-year cycle.
- One way to save time would be to merge the CCC with TBARTA. That would save four meetings a year.

- CCC -- I don't feel they are effective. We have to find a way to make it effective. This group replaces more meaningfully the CCC. It would make sense to merge the CCC with TBARTA. It would need to be done legislatively.
- The CCC is state statute driven. TBARTA set up under state legislation as well. Merging would set up a regional forum to have regional discussions.
- TBARTA would assume a stronger regional role.
- Would have to convince other agencies that under TBARTA you would still have 7-county coordination.

What are you called?

- Tampa Bay TMA!

IX. Closing Comments

Ray Chiamonte, Staff Director, Hillsborough MPO, announced the upcoming Tampa Bay Regional Transportation Summit to be held on October 10, 2013 in the Marriott Ballroom, Tampa International Airport. The Summit will bring together the regional MPOs and transit leaders to provide a better understanding of major transportation developments in Central Florida and the Tampa Bay Region, and how emerging plans for connectivity and transit in Tampa Bay may affect the areas ability to connect and develop as a Super Region

The facilitators will provide a summary report of the workshop discussions that can be used by each MPO to inform their full boards of the key issues and suggestions. Participants were asked to complete a meeting evaluation form (see Appendix C).

The workshop was adjourned about 12:20.

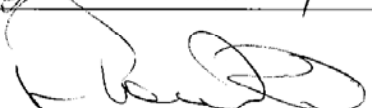
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HILLSBOROUGH, PASCO AND PINELLAS COUNTIES
FRIDAY, SEPTEMBER 13, 2013
SIGN IN SHEET**

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Rick McAWAY	" "		
Roger Roscoe	FDOT		
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AL BARTOLOTTA	Pinellas MPO		
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NAME	ADDRESS	E-MAIL/PHONE	ORGANIZATION
Adam Gormly	Hills. mPO		
Com Sandra Murman	" "		
Beth A Iden	" "		
Linda Ferraro	" "		
Councilman Harry Cohen	" " "		
Com. Karen Seel	Pinellas mPO		
William Roll			
GINA EVANS	HCAA		
Lee Royal	FDOT		
Raphael Cantalero	facilitator		

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NAME	ADDRESS	E-MAIL/PHONE	ORGANIZATION
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Comm. Mark Sharpe			Hills MPO
Be Waggoner	THEA		"
Jim Edwards	Pasco MPO	-	"