

# Tampa Bay MPO Board Potential Apportionment Scenarios

*TPO Special Board Meeting*

*February 6, 2024*

# Purpose of establishing principles

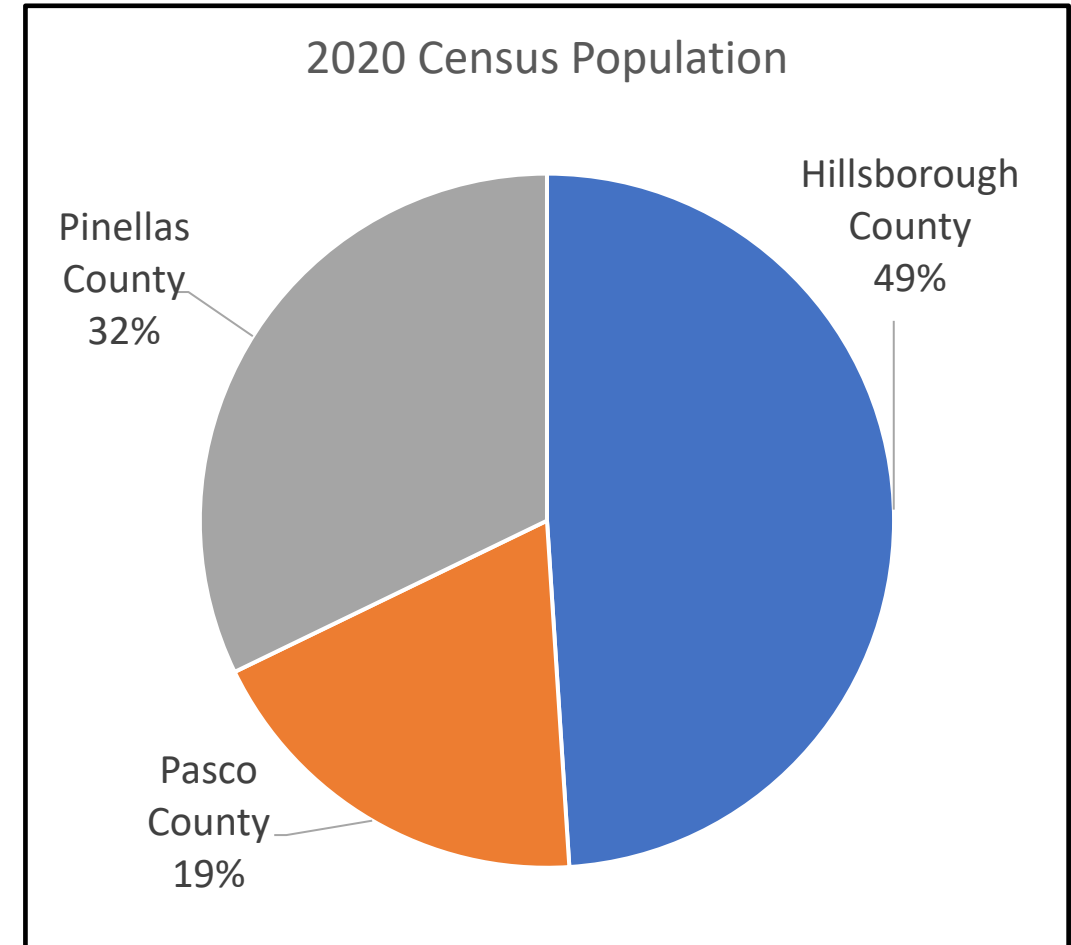
- TMA requested that Hillsborough/Pinellas/Pasco staff present options for board apportionment in early 2024
- Results of today's discussion will inform conversations at the TMA meeting on February 16

# Goals & Expectations

- Developing consensus on a final apportionment will take a year or more – this won't get resolved today!
- Clarify TPO Board's position on apportionment principles to facilitate meaningful discussion at TMA
- TPO's positions currently being led by staff, but may assign to an independent facilitator pending legislative request for funds

# MPO Board Requirements

- 5-25 voting members
- Exact number (of voting members) determined on an equitable geographic-population ratio basis
- Members shall include elected officials of general-purpose local governments
- Members may include membership of a statutorily authorized planning board, an official of an agency that operates a major mode of transportation
- FDOT must be non-voting advisor



# Topic 1: What is an appropriate board size?

While MPO Boards must have between 5-25 members, there is no legal limit to the number of non-voting advisors or advisory committees

At what point does a board become unmanageable from a logistical perspective?

Please rank your preferences of the following board sizes:

# Option 1: *Small* board of approx. 5 voting members

## **Strengths & Opportunities**

- Easy to manage logistically
- Simple allocation of voting seats
- Opportunities for robust advisory committee participation
- Others?

## **Weaknesses & Threats**

- Population ratio basis may not result in a clean distribution of seats
- Board size subject to change in future
- Would a small board adequately represent diverse perspectives across a large area?
- Challenge to meet quorum?
- Others?

# Option 2: *Medium-sized* board of approx. 10-15 voting members

## **Strengths & Opportunities**

- Consistent with current board size of Hillsborough TPO and Forward Pinellas
- Population ratio basis could result in a clean distribution of seats
- More thoroughly represent diverse perspectives
- Opportunities for robust advisory committee participation

## **Weaknesses & Threats**

- Allocation of voting seats would require more coordination among counties & City of Tampa
- Board size subject to change in future

# Option 3: *Large* board of approx. 25 voting members

## **Strengths & Opportunities**

- Population ratio basis could result in a clean distribution of seats
- Potential opportunity to add representation from other entities
- Most thoroughly represent diverse perspectives
- Board size could only increase by act of legislature

## **Weaknesses & Threats**

- Allocation of voting seats would require most coordination among counties & City of Tampa
- Advisory committee participation could be limited (subject to board desire)
- Challenging to manage logistically



# Recommended Action:

Rank your preferences (from first to third) of approximate board sizes to help inform discussions at the TMA meeting

# Topic 2: What is the appropriate role of transportation operators?

Please consider the appropriate role for both local & regional transportation operators on a Tampa Bay MPO Board

Should local & regional operators be treated the same or different?

Please rank your preferences of the following three options:

# Current Role of Transportation Operators on the Boards

County MPO	Elected Officials	Official of Transportation Operator Agency	Statutorily Authorized Planning Board
Hillsborough TPO	11	4	1
Pasco MPO	9	0	0
Forward Pinellas	13	1*	0**

Of the 3 MPOs, only Hillsborough currently has operators serving as voting members

\*St. Petersburg City Council person represents PSTA

\*\*Forward Pinellas Board serves as the Countywide Planning Authority and MPO Board

# Are our operators local or regional entities?

## Are these local operators?

### Hillsborough County City-County Planning Commission

- Local planning agency for all jurisdictions across Hillsborough County

### HART

- HART was created in 1979 to plan, finance, acquire construct, operate and maintain mass transit facilities and supply transportation assistance in Hillsborough County
- Operates several routes of regional importance

## Are these regional operators?

### THEA

- In 2014, the State of Florida passed legislation giving THEA the ability to offer services to counties surrounding Hillsborough including Hardee, Manatee, Pasco, Pinellas, and Polk

### Port Tampa Bay

- Port District comprises and includes all of the territory within Hillsborough County
- Economic impact of Port supports 85k jobs across Central Florida

### Aviation Authority

- Hillsborough County Aviation Authority is an independent special district of the State of Florida
- Enabling legislation identifies importance of the county's airports to statewide economic vitality

# Option 1: Transportation operators could have non-voting advisor status

This option could allow all operators, both local & regional, to have a voice on the Board, irrespective of Board size

Option 2: Regional transportation operators could have voting membership and come *off the top*

*Off the top* would mean that seats for regional operators would be filled first, with the remaining seats allocated by population among individual counties

This option could allow any combination of THEA, Port Tampa Bay, and Aviation Authority to have voting membership while preserving the remaining seats for a population-based allocation

If Pinellas and/or Pasco recommend additional regional transportation operators, then those seats may also come off the top

# Option 3: Regional transportation operators could have voting membership and come out of Hillsborough's allocation

This option could effectively allow all operators, both local & regional, to be treated the same

The decision about which operators to grant voting membership may be negotiated among individual counties

Operators could offer participation through advisory committees

Seats allocated to local transit agencies and/or statutorily authorized planning boards could be filled on a rotating basis

# Recommended Action:

Rank your preferences (from first to third) of the appropriate role of transportation operators to help inform discussions at the TMA meeting



# Future Apportionment Topics

- Once the role of transportation operators is determined, should remaining seats be filled by tri-county & City of Tampa consensus or should each fill their seats independent of one another?
- Small cities representation
- Specific membership strategies to consider (e.g., rotating seats, weighted voting)

# Questions & Discussion

Recommended Action is to rank your preferences (from first to third) of approximate board size AND appropriate role of transportation operators to inform discussions at the TMA meeting