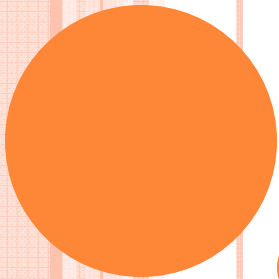




# JOINT PSTA AND PPC/MPO WORK SESSION

January 22, 2016





ROLES, RESPONSIBILITIES OF  
THE MPO / PSTA  
RELATIONSHIP

# ROLES & RESPONSIBILITIES: MPO

- Federal and state requirements
  - Coordinated transportation planning process
  - MPO responsible for setting project priorities
  - Major projects in planning documents
  - Cost Feasible Plan to advance with funding
  - Year of Expenditure (5 year windows)
  - Transit agency representative on Board
- Long-term planning (25 year planning horizon)
- Short-term programming (5-year Transportation Improvement Program)
- Congestion management process (CMP)



# ROLES & RESPONSIBILITIES: MPO

## Eight FHWA Planning Factors

### ECONOMIC VITALITY:

Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

01

### SAFETY:

Increase the safety of the transportation system for motorized and non-motorized users.

02

### SECURITY:

Increase the security of the transportation system for motorized and non-motorized users.

03

### ACCESSIBILITY:

Increase accessibility and mobility of people and freight.

04

### ENVIRONMENT:

Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local growth and economic development patterns.

05

### CONNECTIVITY:

Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

06

### EFFICIENT MANAGEMENT:

Promote efficient system management and operation.

07

### PRESERVATION:

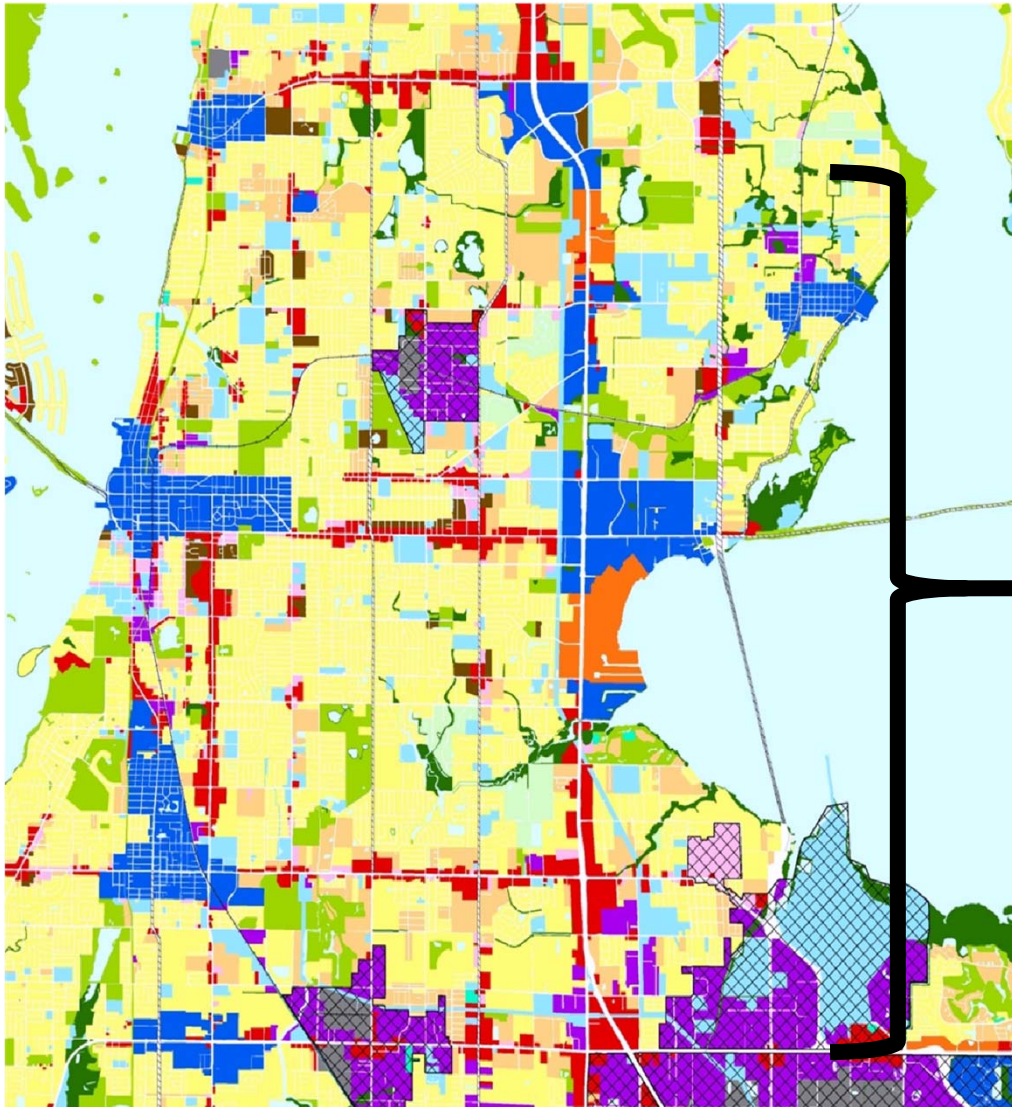
Emphasize the preservation of the existing transportation system.

08

## MAP-21 and FAST Act:

- Performance-based, outcome-driven
- Regional models of cooperation
- Ladders of Opportunity
- Tourism
- Natural Disaster Risk Reduction

# COUNTYWIDE LAND USE PLAN

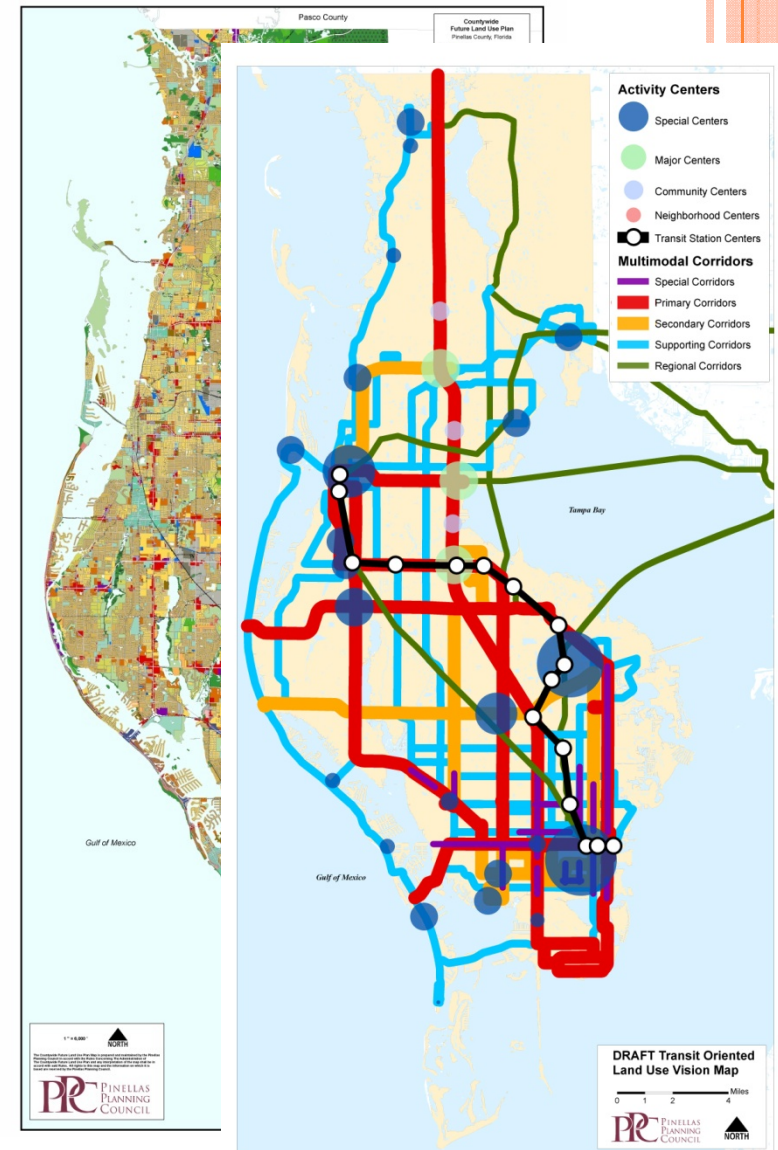


- Residential Very Low
- Residential Low
- Residential Medium
- Residential High
- Office
- Resort
- Retail & Services
- Industrial
- Employment
- Public/Semi-Public
- Recreation/Open Space
- Preservation
- Activity Center
- Multimodal Corridor
- Target Employment Center
- Scenic/Noncommercial Corridor



# TRANSIT ORIENTED LAND USE VISION MAP

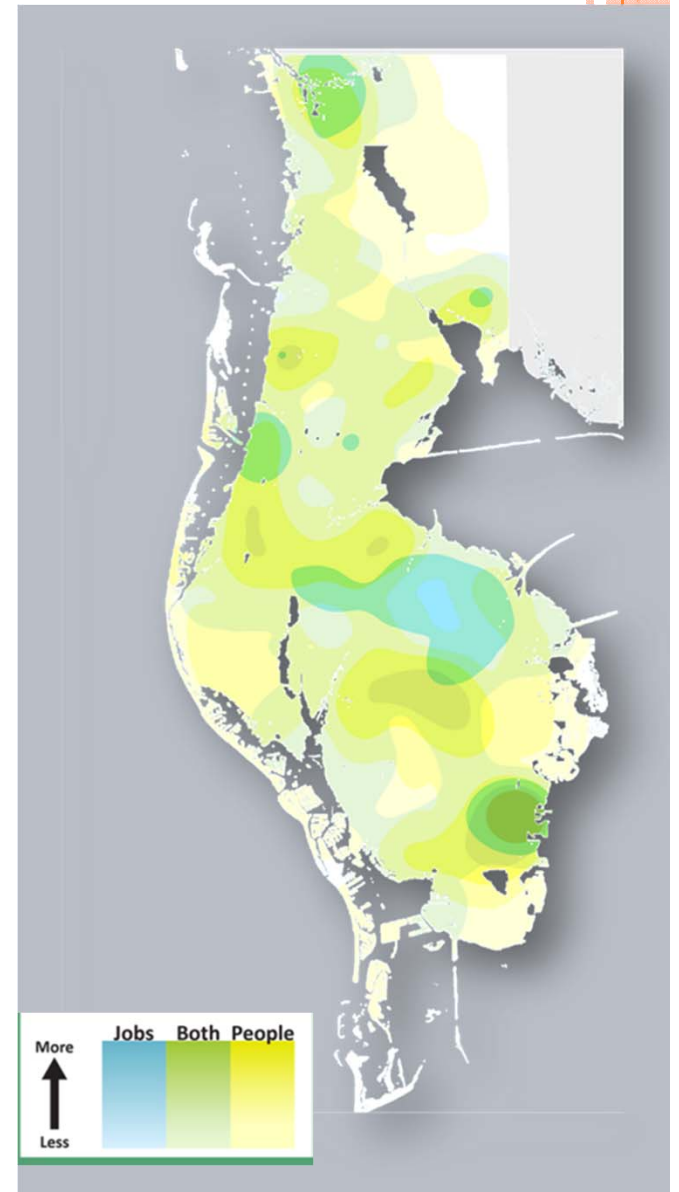
- Areas appropriate for higher densities/ intensities
- Recognizes existing centers/corridors
- Provides direction for future centers/corridors
- Enables streamlined Countywide Plan Map amendments



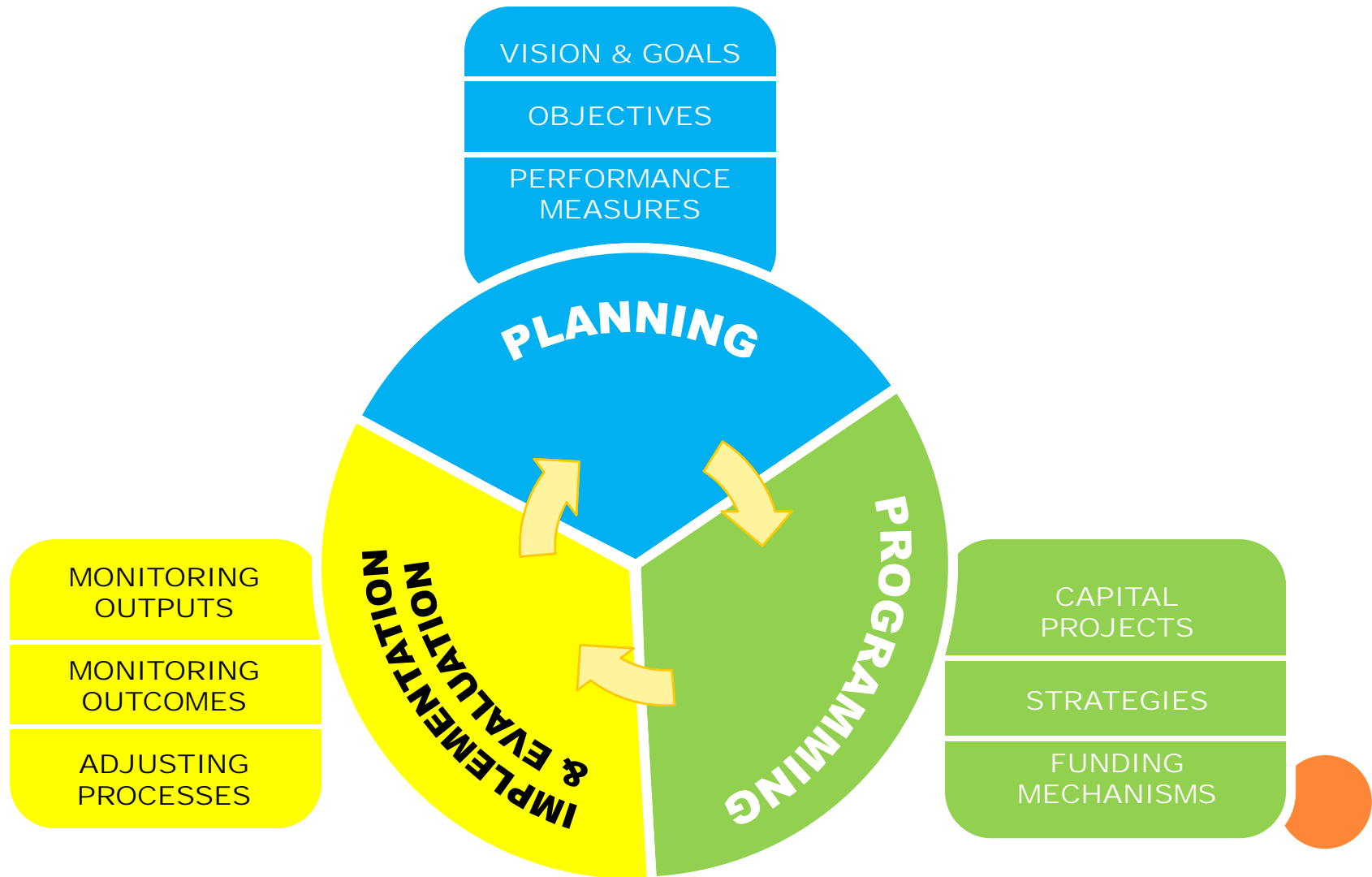
# PROJECTED GROWTH

## Socioeconomic Data Forecast

	2010	2040	Difference	Growth(%)
Population	916,500	980,448	63,948	7.1
Employment	516,900	566,366	49,466	9.6



# SET THE COURSE & TRACK PROGRESS





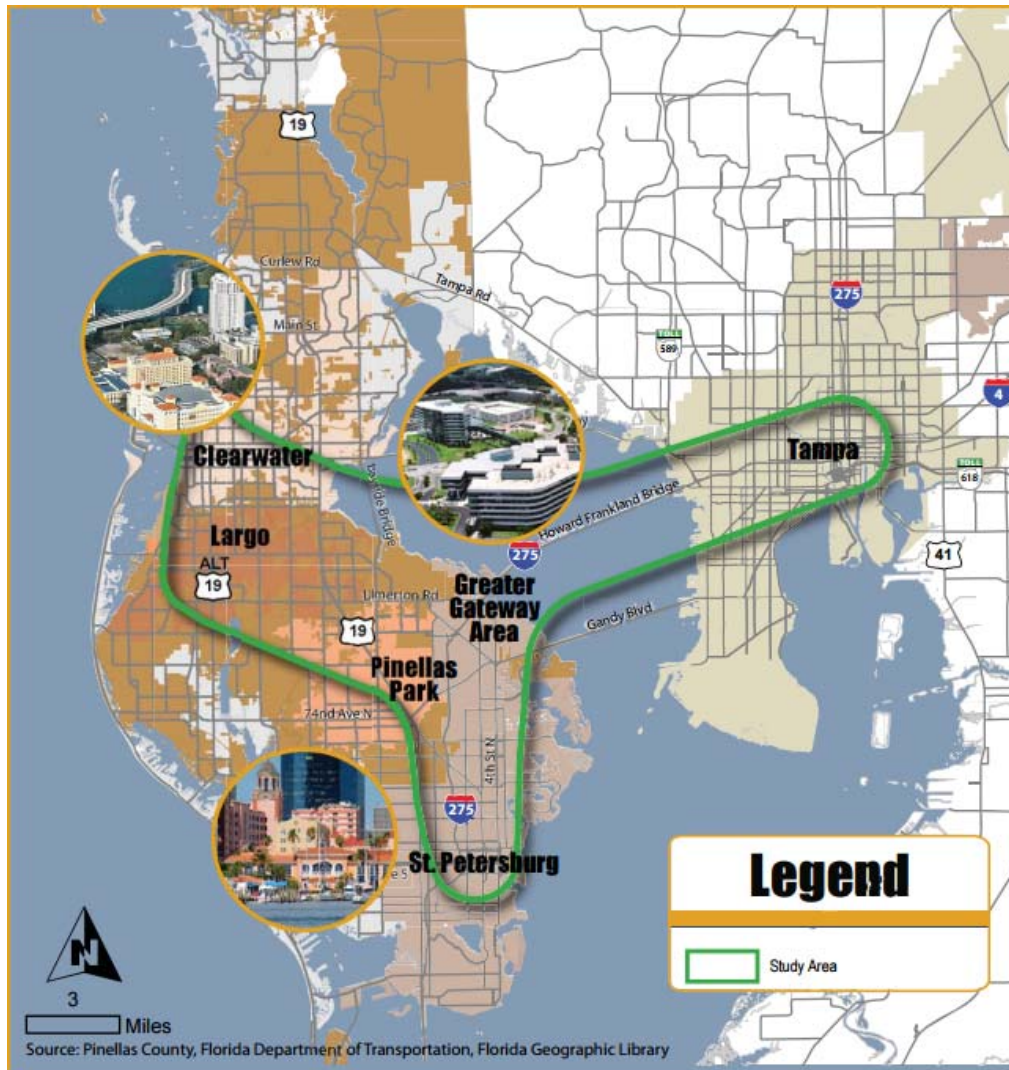
## ROLES & RESPONSIBILITIES: PSTA

“Quick, affordable transportation from where you are to where you want to go.”

- Transit operations
- Short-term transit planning (10-year vision horizon)
- Service planning
- Serves on PPC/MPO Board
  - Transportation Disadvantaged Local Coordinating Board (MPO)
  - Technical Coordinating Committee (MPO)
  - Bicycle and Pedestrian Advisory Committee (MPO)
  - Planners Advisory Committee (PPC)



# PSTA & PPC/MPO PLANNING PARTNERSHIPS



- Pinellas Alternatives Analysis
- Clearwater to Clearwater Beach Transit Alternatives
- Howard Frankland Bridge & Transit Study
- 2040 Long Range Transportation Plan (LRTP)
- MPO Funding for transit planning studies
  - FTA Section 5305 annual allocation
  - U.S. 19 Corridor Study
  - Capital Facilities
  - Market Research
- Transportation Improvement Program (TIP)
  - Central Avenue BRT (pending)

## OPPORTUNITIES

- Integrating Long Range Transportation Plan (LRTP) and Transit Development Plan (TDP)
- Aligning land use/redevelopment and transit service/operations
- Strengthening transit facility transfer points (hubs)
- Planning corridor development and multimodal integration
- Jointly developing and supporting priority projects
- Achieving increased coordination between FDOT, PSTA and MPO



PPC/MPO MISSION AND  
ACTIVITIES

# PPC/MPO MISSION AND ACTIVITIES

- Align resources with a compelling vision to improve our community and the Tampa Bay region
- Strengthen understanding of issues and strategies important to an economically thriving, livable and sustainable Pinellas County
- Pinellas Strategic Planning & Operations Topics SPOTlight
  - Enhancing Beach Access
  - Gateway/Mid-County Area Master Plan
  - A Vision for the US 19 Corridor



## REGIONAL COORDINATION

- Tampa Bay Transportation Management Area (TMA)
  - Project priority lists: Major Transportation Projects and Transportation Alternatives
  - Premium transit study
- Tampa Bay Area Regional Transportation Authority



- Technical Review Team - tools for project evaluation and prioritization



# CONGESTION MANAGEMENT PROCESS

- Lower cost, short timeframe projects to address safety, operations and access
- Transportation Systems Management and Operations Projects added to STP priority list
- LRTP includes \$1- \$5 million set aside for these type of projects
- List of state and non-state road projects, annual priority list approved by MPO
  - Intersection improvements
  - Signal timing
  - Pedestrian/transit access improvements
  - Corridor studies
  - Turn lanes



# CONGESTION MANAGEMENT PROCESS TRANSIT INITIATIVES

- Ulmerton Road Bus Preferential Treatment Study
- McMullen-Booth Road Bus Preferential Treatment Study
- Congestion Management Implementation Plan
- Miscellaneous Corridor Studies (e.g. Alt. US 19)



Final Report  
McMullen-Booth Corridor  
Bus Preferential  
Treatment Study



Pinellas County  
Metropolitan Planning Organization  
August 2003





# MPO'S PRIORITIZATION PROCESS

- L RTP Prioritization Criteria
  - Project included in last L RTP
  - Project included in MPO Priority List
  - Completes a gap in the Network
  - Design funded
  - Improves access to intermodal facilities
  - Serves existing or future employment center
  - Part of Strategic Intermodal System (SIS)
  - CMP SWEEP Score of 100 or greater
  - Corridor contains at least one of top 25 crash intersections
  - Corridor includes planned premium transit service
- Transportation Improvement Program (TIP) based on L RTP prioritized projects





# CASE STUDIES

Strategies to Align Transportation Priorities

# CASE STUDY: METROPLAN ORLANDO & LYNX

- Currently updating priority process
- STP funding priorities determined before call for projects
- Funding is allocated to and prioritized for 4 topic areas
  - Highway
  - Transportation Systems Management & Operations
  - Bicycle & Pedestrian
  - Transit
- Each topic area is prioritized individually
  - Prioritization criteria based on LRTP objectives

## Goal 3: Integrated Regional System

- a) *Integrated Transportation System* - Plan a network of integrated transportation systems to safely and efficiently move people and goods by auto, truck, aviation, rail, bus, bicycle, and pedestrian modes.
- b) *Intermodal System* - Provide effective connections between intermodal stations and terminals.
- c) *Freight & Goods Movement* - Enhance appropriate facilities to support efficient freight and goods movement.
- d) *International Airports* - Provide high-quality transportation service to and between international airports and major economic centers.
- e) *Reliever Airports* - Provide transportation facilities that enable reliever airports to attract growth in passengers, freight, goods, and services that relieve air traffic at the international airports.

Evaluation Criteria	Performance Measure
System resources designated for freight, goods, and services movement	Designated system lane miles/total system lane miles
Transit system access	Percent of population within ¼ mile of transit service
Transit access to employment	Percent of employment within ¼ mile of transit service
Access to intermodal stations	Percent of population within five minute commute of intermodal stations
Access to activity centers	Percent of population within 10-minute travel time of activity centers
Access to international airports	Percent of total employment within 30-minute commute from international airports

*Excerpt from MetroPlan Orlando's 2040 Long Range Transportation Plan*

# CASE STUDY: METROPLAN ORLANDO & LYNX



## History of MetroPlan Orlando's Policy for Dividing SU Funds by Transportation Mode

<u>Year Adopted by MetroPlan Orlando Board</u>	<u>Effective Fiscal Year</u>	<u>Highway</u>	<u>Bike &amp; Ped</u>	<u>Transit</u>	<u>M&amp;O</u>	<u>Road Rangers</u>
1992	FY 1997/98	70%	10%	20%	NA	NA
1997	FY 2002/03	60%	12%	28%	\$2 million/year	NA
2001	FY 2006/07	58%	12%	30%	\$2 million/year	NA
2004	FY 2009/10	58%	12%	30%	\$2 million/year	\$500,000/year
2007	FY 2012/13	55%	12%	33%	\$2 million/year	\$500,000/year
2008	FY 2013/14	55%	12%	33%	\$4 million/year	\$500,000/year
2010	FY 2015/16	53%	12%	35%	\$4 million/year	\$500,000/year
2011	FY 2016/17	34%	15%	31%	20%	\$500,000/year
2015	FY 2020/21	32%	17%	30%	21%	NA <sup>Ⓞ</sup>

Ⓞ The Road Rangers program on I-4 is now being funded by the concessionaire for the I-4 ultimate project from Kirkman Road to SR 434 within the limits of that project. As a result, the \$500,000 a year in SU funds formerly set aside by MetroPlan Orlando for the Road Rangers program will be used to fund Management & Operations projects from FY 2015/16 through FY 2019/20. Beginning in FY 2020/21, the \$500,000 a year will be included in the total SU funding allocation and will no longer be set aside.

May 2015

- Priority list is re-assessed every year
- Project readiness is significant factor
- Projects stay on list until fully funded
- Strong coordination between MetroPlan Orlando, LYNX and FDOT
  - Bi-monthly meetings
  - Priority projects
  - Project status



# CASE STUDY: CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION (AUSTIN, TEXAS)

- Call for projects every few years
- Anticipated funding for five years, set asides and targets
- Separates regional and local projects
- LRTP-based set asides
  - Mixed-use activity centers - within or connecting multiple (50%)
  - Bicycle and pedestrian projects - capital, plans, programs, studies (15%)

Regional/Local Project Determination		
Use the table below to determine if your project qualifies as a regional or a local project. Each project must choose regional <u>or</u> local, it cannot be considered as both.		
Regional Projects Definition		
Roadway Projects*		
<ul style="list-style-type: none"> <li>● Freeways and toll facilities</li> <li>● Grade-separated interchange projects on regionally significant roadways where no access existed previously</li> <li>● Regionally Significant Arterials, as defined by the following criteria:</li> </ul>		
	Criteria	Explanation
	FFCS Principal	Roadways identified as principal arterials in the Federal Functional Classification System (FFCS)
	NHS/Intermodal	Roadways and intermodal connectors included in the federally-adopted National Highway System (NHS)
Public Transportation Projects**		
<ul style="list-style-type: none"> <li>● Rail transit lines and facilities</li> <li>● Fixed guideway bus rapid transit and bus rapid transit utilizing managed lanes</li> <li>● Express Bus</li> <li>● Transit centers and park and ride facilities, located in CAMPO Centers</li> </ul>		
Others Types of Projects		
<ul style="list-style-type: none"> <li>● Multi-county projects (projects that are taking place in more than one county)</li> </ul>		
Local Projects Definition		
Roadways Projects*		
<ul style="list-style-type: none"> <li>● Regionally Significant Arterials, as defined by the following criteria:</li> </ul>		
	Criteria	Explanation
	Community Connection	On-System (TxDOT) roadways that provide direct, continuously-signed connections between nearby or adjacent census-defined urbanized areas, urban clusters, and population centers with more than 5,000 people.
	Activity Center	Roadways that serve as primary regional connector to an otherwise unserved regional activity center.
	Staged Facilities	Roadways built to serve as the frontage roads for proposed limited access facilities
	Gap Completion	Extension of Regionally Significant Arterials with non-connecting termini to a nearby junction with a Regionally Significant Roadway



# CASE STUDY: CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION (AUSTIN, TEXAS)

## ○ Criteria

- Based on LRTP
- Primarily quantitative measures, reviewed with technical staff through advisory committee process
- Board input on weighting

- Clear application & process that reflects MPO's goals and allows time for project progress between project cycles



Project Evaluation Total Points per Criteria, Regional Projects							
	Criteria	Capital Projects			Plans, Programs and Studies		
		Base Points	Weight	Total Available Points	Base Points	Weight	Total Available Points
1	Congestion, Current	10	3	30	9	3	27
2	TDM/TSM	10	2	20	9	2	18
3	Crash Frequency	10	3	30	9	3	27
4	Strategic Highway Safety	10	2	20	9	2	18
5	Connectivity	10	3	30	9	3	27
6	System Preservation	10	1	10	9	1	9
7	Freight Mobility	10	1	10	9	1	9
8	Centers Mobility	10	2	20	9	2	18
9	Environmental Sensitivity	10	1	10	9	1	9
10	Environmental Justice	10	2	20	9	2	18
	<b>TOTALS</b>	100		200	90		180

Project Evaluation Total Points per Criteria, Local Projects							
	Criteria	Local: Capital Projects			Local: Plans, Programs and Studies		
		Base Points	Weight	Total Available Points	Base Points	Weight	Total Available Points
1	Congestion, Current	10	3	30	9	3	27
2	TDM/TSM	10	1	10	9	1	9
3	Crash Frequency	10	3	30	9	3	27
4	Strategic Highway Safety	10	1	10	9	1	9
5	Connectivity	10	3	30	9	3	27
6	System Preservation	10	1	10	9	1	9
7	Local Project Priority	10	3	30	9	3	27
	<b>TOTALS</b>	70		150	63		135



# OPEN DISCUSSION - OPPORTUNITIES FOR COLLABORATION

Strategies to Align Transportation Priorities