

PINELLAS ASSEMBLY TRANSPORTATION INTEGRATION TASK FORCE

AGENDA

October 1, 2003
4:00 P.M.

Raymond James
800 Carillon Parkway
Tower 3 – 3rd Floor
St. Petersburg, FL

- I. **Call to Order**
- II. **Review of Minutes of September 3rd.**
A copy of the minutes are attached.
- III. **Report on meeting with Pinellas Assembly leadership**
Frank Murphy and other committee Chairmen made reports at the August 14th meeting. This agenda item will be a brief review of the results of that meeting.
- IV. **Gas Tax Proposal**
Pinellas County has under consideration a proposal to do up to 6 cents of the Local Option Gas Tax. This agenda item will be a review of the status of that proposal and the decisions related to it, such as the amount of the tax, the projects to be considered, and the financial split between the county and the cities. Frank Murphy has set this agenda item to see if the committee, would like to take a position, or make any recommendations. (The Schedule Options Chart the committee has reviewed has been updated and is attached).
- V. **Intergovernmental Relations Concerning Traffic Jurisdictions**
The committee has earlier reviewed the various jurisdictional responsibilities between the county and the cities for traffic control. A copy of the chart the committee reviewed is attached. Frank Murphy has put this on the committee agenda for positions and recommendations from the committee
- V. **Identify Contents of a White Paper to be Drafted**
It is expected that the committee will be producing a White Paper on transportation in November. It would therefore be appropriate to have a committee discussion as to the contents of this paper. The committee's work sheet on this subject to date is attached.
- VI. **Other Business**
The current committee schedule of subjects is attached.

Pinellas Assembly Transportation Integration Task Force
Raymond James & Associates, 880 Carillon Parkway, St. Petersburg
Third Floor, Tower 3
Wednesday, September 3, 2003, 4:05 p.m.

Present: Vice Chairman Kevin Schuyler and Task Force Members Don Crane, Julio Maggi, Brian Smith, Pete Pensa, Ed Hawkes, Joel Giles, and Joe Kubicki (non-voting member).

Also: Pinellas County Utilities Executive Assistant Director of Utilities Chris Staubus, City of Pinellas Park Planning Director Robert G. Bray, Jr., Center for Urban Transportation Research (CUTR) Director Ed Mierzejewski and City of St. Petersburg City Clerk Eva Andujar.

Vice Chairman Schuyler called the meeting to order. The Committee accepted the August 20, 2003 minutes as amended. Vice Chairman Schuyler reviewed the Vision Statement and after some discussion concurrence was reached on a revised Statement.

Mr. Smith introduced Mr. Ed Mierzejewski, CUTR Director, who made a presentation to the Task Force. He provided historic information concerning CUTR's establishment in 1988 by the Florida Legislature and stated their main focus is applied research in addition to technology transfer/training, education, multi-disciplinary focus, and real world experience. Research areas include public transportation, transportation policy, transportation planning, and the following recent projects:

- Feasibility of Open Road Tolling in Florida - to determine obstacles and opportunities for a totally cashless toll system.
- Potential for Exclusive Truck Lanes/Truckways - looked at all roadway segments in Florida and identified those that based on various criteria appear to have promise in terms of more detailed analysis for the possibility of an exclusive truck lane or truck roadway. There are currently 4-5 in existence in the U.S. As a result of this project, it prompted the Tampa Hillsborough County Expressway Authority to include in the design of the connection of the Crosstown Expressway and the Interstate a reserve truck lane to the Port of Tampa.
- Comprehensive Assessment of 25 MPO Long-Range Plans - recommendations resulted in significant improvements to MPO planning process. The difference between the 20 year needs plans and 20 year cost feasible plans for all 25 MPOs was estimated to be \$22.3 billion in 1997 and \$37.7 billion five years later.
- Intelligent Transportation Systems (ITS) and Traffic Operations - working with DOT District 7 to develop effective traffic incident management teams specifically to clear roads more rapidly after an incident/traffic accident.
- Clean Fuels Florida Advisory Board - recommend policy to Governor on alternate fuels policies, long-range transition to hydrogen fuel cells, trust fund impacts of alternative fuel vehicles. In the long run, to develop a new system of taxing the public for use of roads.
- NCTR (National Center for Transit Research, a partnership with FDOT - has the largest concentration of public transportation researchers and was designated by the Federal Transit Administration to be the National Bus Rapid Transit Institute. This is a collaborative effort with the University of California in Berkeley. The focus is to improve bus service to make it more competitive with the automobile by increasing the speed, efficiency, etc. A recent project for Miami Metro Dade involved an overhaul of their heavy rail system with their County Commission approving a \$140 million bond issue to undertake this project. Another creative project is the Florida Vehicle Procurement Program where we work with smaller transit providers around the

State to agree on common sets of specifications that allow us collectively to go out to the market place and purchase vehicles at a more favorable price.

- TDM Program (Transportation Demand Management) - strategies to foster increased efficiency/capacity of the transportation system.
- Expert Evaluation and Review Peer Panels - we were asked by the Florida High Speed Authority to coordinate a Peer Panel to focus on the ridership forecasts that were done for the Florida High Speed Rail Project.
- Community Impact Assessment - historically, we have developed methods related to the natural environment. We've not done nearly as good a job in terms of our analytical capabilities and methods in dealing with impacts to people and communities.
- Recent Safety Related Projects - related to motorcycle characteristics, ways to improve pedestrian safety at crosswalks, etc.

Mr. Mierzejewski stated CUTR has not specifically been involved in ongoing efforts concerning light rail in Pinellas County. In transit there is a wide range of alternatives from the low end small vehicles, to the high end Miami Metro Rail and in between there is BRT and light rail of various configurations. The key is tying the anticipated demand to the characteristics of the system. In general a bus system has fairly low capital costs, but higher operating costs. Whereas something that has a more intensive capital front-end investment generally can accommodate more riders at a lower marginal cost. In Florida, with the exception of Miami which has a strong central downtown area, it is critical for anyone looking at a fixed guideway systems to also look at land use actions that will be supportive of that. You need to look at land use and transportation together. Mr. Giles stated that on the political spectrum the people most supportive of fixed guideway transportation systems are also the people who are most opposed to high density urban redevelopment at least that has been his observation of south Pinellas County. Mr. Kubicki indicated that the City of St. Petersburg is looking at changing its Comprehensive Plan in the downtown area to provide zoning districts that would provide for 100 units per acre. Mr. Mierzejewski stated that what makes transit systems work in Boston, Chicago, is that they have incredibly strong downtowns. Washington DC Metro System is a good study of contrast. Arlington County in Virginia adopted a strategy of high intense land use around their stations and as a result each station is like a mini central business district/nodes of development surround their stations. In Fairfax County which adopted a strategy of park and ride to capture people from the far out suburbs has acres of parking around the station and makes use of their station(s) as a pedestrian environment. Mr. Smith indicated that during the development of the Pinellas Mobility Initiative, they realized development/regulations around the stations would be different and they looked at other areas and did additional research. All agreed that land use has to be looked at the same time as transportation.

Mr. Mierzejewski shared with the Task Force what other areas are doing to address transportation issues such as Vancouver's system which utilizes reversible lanes on arterial highways which works well with directional peaking characteristics. Seattle has built into limited access facilities, like the interstate, bus pull outs and mini bus pickup areas on the side of the Interstate where the bus pulls off onto a slip ramp or overpass where people can board the bus. Mr. Mierzejewski stated that any type of fixed guideway system needs land use integration, can be a focus of development, change the character of your community and will not necessarily reduce traffic.

Mr. Crane expressed his concern with highway capacity on County/State roads and wants to see a simple chart/explanation of the projected shortfall, listing all prioritized projects with beginning and end dates, estimated cost, etc. We need a document that will show regionally significant projects by priority, where the funds are and list those critical projects which are unfunded. Mr. Smith stated this information is available and will provide a list to the Task Force at their next meeting.

Mr. Schuyler stated we have a five year plan and asked what can we do to accelerate the projects to improve transportation, to enhance transportation? If we approve the gas tax/sales tax/state funding, we can move projects up. He suggested concentrating on the immediate needs for the next five years - what we can do and how we can fund the projects and recognize that land use changes are needed to improve transportation. The Task Force 's recommendations should include needed land use changes to support/improve transportation.

The meeting was adjourned at 5:50 p.m.

PINELLAS ASSEMBLY TRANSPORTATION COMMITTEE SCHEDULE
Subjects to be Considered

July 2

High Speed Rail Program
Pinellas Mobility Initiative
Transit Initiatives for St. Pete & Clearwater
GIS Maps

July 16

Liveable Community Review, including Trail & Bikeway provisions
Transportation Funding Sources discussion
GIS Maps
PSTA Presentation

August 6

Vision Statement – Define Tasks
Presentation of Airport Programs
Review of Subjects related to transportation
Pedestrian Provisions

August 20

Review US 19
Review specific funding sources; existing and future
Landscape & Beautification Initiatives along Hwy corridors
Map of Transportation Work Program indicating projects
and their locations, and when they will be done.

*** August 14**

Chairman Frank Murphy to meet
with the other Committee
Chairmen, Karen Seel & others
to report on the progress of the
program.

SEPTEMBER 3

CUTR Presentation
Vision Statement
Gulf Blvd. Beautification

SEPTEMBER 17 –* Cancelled *

OCTOBER 1

Report on Meeting with the Pinellas Assembly Leadership
Gas Tax Proposal
Intergovernmental Relations concerning Traffic Jurisdictions
Identify contents of a White Paper to be drafted.

OCTOBER 15

Continued work on White Paper
Richard Gehring Presentation - Confirmed

NOVEMBER 5

Continued work on White Paper
Ken Hartman Presentation - Confirmed
Finalize White Paper

NOVEMBER 19

Finalize White Paper