

**MINUTES OF THE
PINELLAS COUNTY TRANSPORTATION TASK FORCE (TTF) MEETING**

JUNE 11, 2010, 2:00 - 4:00 P.M.

EPICENTER, 13805 58th St N, Room 1-455, Clearwater, FL 33760

I. WELCOME/INTRODUCTIONS (2:00 p.m.)

Commissioner Karen Seel

Commissioner Karen Williams Seel welcomed the group to this historic opportunity that this task force represents, and recalled PSTA and transit unification and a high speed rail task force in 1983. There was much discussion but obviously high speed rail was not built. She explained that this first meeting is educational, as will be the next meeting – which will feature PSTA's 10 year plan as well as pedestrian and trail info. These first meetings will serve as a quick education into transit in our area, and the funded and un-funded needs. The TTF will review the information and develop recommendations and will make a recommendation by the end of the year, or will go on hiatus and reconvene in another year.

A Guiding Principles sheet developed by the recent Hillsborough County task force was distributed. Commissioner Seel asked the group to review and be ready to discuss it at the next meeting.

Commissioner Seel introduced the concept of the Alternatives Analysis, and explained that it will look at station locations, ridership, and a plan that would match the federal funding requirements. The AA's role is specific as relates to particular service, while the TTF's role is funding and prioritizing projects.

The members introduced themselves and the group(s) they represent:

Karen Williams Seel, Chair, Pinellas County Commission, MPO Board, TBARTA Board
Kenneth T. Welch, Pinellas County Commissioner, PSTA Board, MPO Board
Jeff Danner, Councilman, City of St. Petersburg; PSTA Board, MPO Board, TBARTA Board
Frank Hibbard, Mayor, City of Clearwater; Vice-Chair, TBARTA Board, MPO Board
Ronnie Duncan, Chair, TBARTA
R.B. Johnson, Mayor, City of Indian Rocks Beach; Chair, PSTA
Joe DeLuca, Vice President, Times Publishing Company; Tampa Bay Partnership Board
Judy Mitchell, President, Peter R. Brown Construction, Inc.
Mark Carlson, Senior Vice President of Investments, Merrill Lynch
Cathy Harrelson, Conservation and Coastal Task Force Chair, Suncoast Sierra Club
Craig Sher, Executive Chairman, Sembler Company
Niel Allen, Realtor, Century 21 Coast to Coast Realty
Alan Bomstein, President and CEO, Creative Contractors
Helen Levine, Regional Vice Chancellor of External Affairs, USF St. Petersburg
Peggy O'Shea, Pinellas County School Board
Tim Bogott, CEO, Tradewinds Resorts

Stan Vittetoe, Vice President of Workforce and Continuing Education, Clearwater Campus
Provost, St. Petersburg College
Stephan Heimborg, PE, The Heimborg Group, Inc.
Ben Godwin, Senior Vice President of Real Estate and Corporate Services, Tech Data
Corporation
Ed Smolnik attended as alternate for Lou Galdieri, COO, Mease Dunedin and Countryside
hospitals
Ted Williamson, Founding Partner, Williamson Dacar Associates
Robert Pergolizzi, Principal, Gulf Coast Consulting
Vincent Dolan, President and CEO, Progress Energy Florida
Dan Mann, Lighthouse of Pinellas
Dan Hester, President and CEO of Special Asset Department, Florida Capital Bank (absent)

II. GOVERNMENT IN THE SUNSHINE Dennis Long, Chief Assistant County Attorney

Mr. Long shared a PowerPoint presentation after which, Commissioner Seel asked how many of the membership had previously participated on a committee that is governed by Sunshine Law. Most of the members had such experience. Government in the Sunshine Laws are applicable to all meetings of any board or commission of any state agency or authority or of any agency or authority of any county, municipal corporation, or political subdivision, except as otherwise provided in the Constitution, at which official acts are to be taken are declared to be public meetings open to the public at all times, and no resolution, rule, or formal action shall be considered binding except as taken or made at such meeting. The written and audio records of all TTF activities and correspondence between members as pertains to TTF activities will be considered public record.

III. RAIL PRESENTATIONS

A. FDOT/High Speed Rail

Don Skelton, FDOT Secretary, District VII

Mr. Don Skelton shared a PowerPoint presentation with information about the state's connectivity plans. He discussed the Tampa-Orlando-Miami Corridor, and explained that the focus on high speed rail is critical.

Phase one of the high speed rail system will run from Orlando to Tampa. Florida was awarded \$2.5 billion by the federal government to jump start the project. There was no match requirement for the \$2.5 billion, so many have wondered where the rest of the funding would come from. DOT discussions with the Federal Railroad Administration and other federal agencies indicate that other federal funding may also be available in the near term.

High speed rail is planned to be hourly service with maximum speeds of 168 mph, and travel time under one hour between Orlando and Tampa. A preliminary ridership study forecasts 2.4 million riders in the first year (2015), not counting possible "captive" ridership from Disney.

The Federal Rail Administration (FRA) will be the lead agency for HSR. The Florida Rail Enterprise will have a small core of DOT staff.

Project status:

FRA issued a Record of Decision for Tampa-Orlando in Early May. FRA signed a first Grant Agreement with FDOT, May 28th which includes \$80 Million Nationwide/\$66.6million for Florida. Statement of Work #1 between FRA and FDOT includes:

- Program Management and Public Outreach
- Draft Design-Build-Operate-Maintain and Finance Contract
- Preliminary Engineering to 30% Plan and Update Cost Estimate
- Survey and Right of Way Acquisition
- Preparation of Early Works Safety project documents

Current activities:

- Aerial Mapping and ground survey
- Geotechnical explorations – establishment of seasonal high water level
- Preliminary engineering for mainline Infrastructure:
 - Data collection
 - Alignment clearance investigations
 - Track alignment layout
 - Structures concepts
 - Drainage and permitting approach
 - Station concepts
 - Maintenance Facility layout
- Early Works contract development
- Public Outreach program development
 - Coordination with stakeholders and education program
- Ridership/Connectivity Study
 - Updated investment grade study – Summer/Fall 2010
 - Focus on existing and potential transit connections
- Public Outreach Activities:
 - Three potential events being planned
 - Briefing for elected officials – July
 - Industry forum – September/October
 - Community briefings – Late 2010 (Tampa-Lakeland-Orlando)
 - Audiovisual tools
 - Revamped website
 - Visual animation

Implementation schedule: See chart in powerpoint slides

High Speed Rail Stations: See image in powerpoint

Regional Connectivity:

- TBARTA Regional Network
- HART AA (USF, Westshore, TIA)
- Pinellas AA (Gateway, beaches, St.Pete/Clearwater)
- Howard Frankland Bridge Study
- Other Corridor Studies
- Intermodal Center

Interim Connections:

- HSR revenue service starts in 2015
- Connecting to HSR thru:
 - Dedicated Shuttle Service
 - Expanded Bus Service
 - Autos and Taxi
 - Other Options
- CUTR Study
- Coordination with Partners

Mr. Sher asked about High Speed Rail traveling to Pinellas. Mr. Skelton explained that light rail would be a better option. Cathy Harrelson asked about Bus Rapid Transit the Pinellas corridor studies. Mr. Skelton explained that the Pinellas AA will consider BRT as an option. Mr. Hibbard asked about how much attention would be spent to ensure we don't short change stations. Mr. Skelton said that the AA will also look at an entire system and will address urban sprawl and land use.

Mr. Carlson mentioned that there are three stops scheduled in Orlando. Thinking globally, he stated that HSR usually serves downtown to downtown. He asked if other high speed rail systems served airports. Mr. Skelton said that it is an interesting discussion point because Orlando and Tampa are concerned about different things: Orlando asking why they aren't going to downtown Orlando, and Tampa wants to go to the airport. Mr. Carlson asked how fast the HSR would travel on the shorter legs. Mr. Skelton said that it would be quite a bit slower because HSR takes about 10 miles to reach top speed, so those speeds wouldn't be possible in-town.

Mr. Sher asked why someone would take a train from Orlando to Tampa, rather than flying. Mr. Skelton says there are many markets that could will be targeted, tourists, businesses, etc., each of whom may have different destinations and desires. Mr. Skelton also said that HSR can really change the mindset of people and move them away from relying on a car for the longer travel.

B. TBARTA

Ronnie Duncan, Chair, TBARTA

Mr. Ronnie Duncan spoke about friends, co-workers, students, workers, and all kinds of people who need to travel, saying that most don't think about crossing jurisdictional lines. He pointed out that the TBARTA master plan is about providing options for mobility for people and goods. He called it a "holistic" transportation plan that connects the region and provides options for people.

TBARTA PowerPoint presentation:

Community needs in Pinellas County

- Most densely populated county in FL
- Little vacant land to develop

In the Region

(In the past 30 years)

- Population has doubled
- Employment has tripled
- Delay in commute time has more than doubled

By 2050

- Traffic congestion is expected to triple

The Tampa Bay area competes with other cities for economic growths and jobs

TBARTA – A Regional Approach

- Seamless Travel
- Traffic congestion does not start or stop at county or city lines ...neither should our solutions.
- Leverage for federal and state dollars
- Planning our transportation system on a regional level and speaking with one voice will increase our chances for securing funding.
- Competitive advantage
- Our region's ability to maintain and expand economic competitiveness is affected by the quality of our transportation connections.

What is TBARTA?

- Created by state legislation on July 1st, 2007
 - Serves 7 counties, 56 municipalities (24 of which are in Pinellas), 5 MPOs, 6 transit systems, and 2 FDOT districts.
- Purpose: Improve mobility and expand multimodal transportation options for passengers and freight throughout the seven-county region.
- Capabilities: plan, develop, finance, construct, own, purchase, operate, maintain, relocate, equip, repair, and manage multimodal transportation systems without impeding local jurisdictions

TBARTA Legislative Mandates

- Conflict Resolution Process
 - Deadline: July 1, 2008
 - Adopted May 23, 2008
- Master Plan Creation
 - Deadline: July 1, 2009
 - Adopted May 22, 2009

TBARTA Vision

“A world class transportation network for the Tampa Bay region that will connect people and places, move goods and services, enhance the quality of life, and offer transportation options that are safe, sustainable, affordable, and efficient. We will act as a catalyst for a vibrant economic future through leadership, collaboration, and partnerships.” Adopted December 19, 2008

TBARTA Board Members

Citrus County	Commissioner John Thrumston
Hernando County	Commissioner Dave Russell
Hillsborough County	Commissioner Ken Hagan
Manatee County	Commissioner Donna Hayes
Pasco County	Commissioner Ann Hildebrand (Secretary)
Pinellas County	Commissioner Karen Seel
Sarasota County	Commissioner Nora Patterson
City of Bradenton or Sarasota	Mayor Richard Clapp
City of St. Petersburg	Councilman Jeff Danner
City of Tampa	Mayor Pam Iorio
West Central Florida MPO Chairs Coordinating Committee	Mayor Frank Hibbard (Vice Chair)
Gubernatorial Appointee	Shawn Harrison
Gubernatorial Appointee	Hugh E. McGuire (Treasurer)
Gubernatorial Appointee	Ronnie Duncan (Chairman)
Gubernatorial Appointee	Emilio "Sonny" Vergara
Florida Department of Transportation	Secretary Don Skelton (non-voting)

Creating the Master Plan

- Questions we explored in developing the Master Plan:
- Where are you going to and from?

- Which routes make the best connections for regional travel?
- What is the best type of transportation improvement?
- How do we ensure consistency and help advance local efforts? For example:
 - Hillsborough Rail Plan
 - Sarasota Bus Rapid Transit

A Balanced, Multimodal System:

Technologies Included in Regional Networks: Short-Distance Bus, Long-Distance Bus, Managed Lanes, Short-Distance Rail, Long-Distance Rail

Long-Term Network

- 135 miles Short-distance rail
- 115 miles of Long-Distance Rail
- 42 miles of BRT in Mixed Traffic
- 220 miles of Managed Lanes with Express Bus
- 217 miles of other Express Bus

Mid-Term Network

- 116 miles Short-distance rail
- 12 miles of BRT in Exclusive Lanes
- 42 miles of BRT in Mixed Traffic
- 159 miles of Managed Lanes with Express Bus
- 226 miles of other Express Bus

Supporting Networks (i.e. PSTA service) are absolutely necessary for the TBARTA plan to work.

Investment in Our Future

- Cost of improving our infrastructure is high; what is the cost of not improving it?
- Projects will be prioritized and implemented over time

Real Dividends of Transportation Infrastructure

- Boost to Economy
 - For every dollar invested in transportation, \$5.84 goes back into the national economy, of which \$4.79 stays in Tampa Bay (82%).
- Creating Jobs
 - Create an annual average of nearly 21,000 quality full-time jobs over the 40 years.
- Environmental Benefits
 - Reduce greenhouse gas emissions by 330,000 pounds per year in Mid-Term
- Economic Development
 - Transit can be a tool to influence our region's growth patterns

- Transit-oriented development – TBARTA created a TOD toolbox
- Redevelopment
- Minimizes the cost of providing utilities and other services
- Quality of Life
- Improve mobility
- More free time
- Save money
- Choices

Regional Commuter Options

Bay Area Commuter Services (BACS) est. 1992 provides these services to Citrus, Hernando, Hillsborough, Pasco, and Pinellas Counties: Carpool, Vanpool, School Pool, Bike Buddy, Emergency Ride Home (ERH), Telework Tampa Bay, Compressed Work Schedule, Commuter Tax Benefits. Their mission is very similar to TBARTA's: to provide regional connectivity, to provide transportation options to all kinds of travelers, to reduce reliance on roads and on the single-occupant vehicle (SOV), and to promote use of environmentally and economically sustainable modes of transport.

TBARTA Master Plan Milestones

May 2009: Master Plan adopted

December 2009: Group One Project Priorities approved for further detailed study, to include the balance of the Northern, Southern and Central projects and Bus and Rail.

TBARTA Next Steps

2010: Begin Alternatives Evaluation for Multiple Corridor Studies

Ongoing Items:

- Four Cornerstones of TBARTA: Convener, Collaborator, Communicator & Catalyst for the region
- Implementer of regional transportation solutions through the union of TBARTA and BACS.

Group One Recommended Studies/Projects

Alternatives Analysis:

- Clearwater to St. Petersburg (thru Carillon/Gateway)
 - Partners: Pinellas MPO, PSTA, FDOT District Seven
- USF to Wesley Chapel/Wiregrass (via Bruce B Downs Blvd.)
 - Partners: FDOT District Seven

- Sarasota BRT Extension to Palmetto/Bradenton (via US 41, SR 301, Bee Ridge Rd.)
 - Partners: FDOT District One
- Sarasota BRT/Express Bus Extension to North Port (via US 41, I-75, Fruitville Rd.)
 - Partners: FDOT District One

Conceptual Studies:

- Westshore to Pasco, Hernando, Citrus (via SR 50, US 19, SR 44, SR 54/56, Veterans/Suncoast)
 - Partners: FDOT District Seven
- SR 54/SR 56 (US 19 to Bruce B Downs Blvd.)
 - Partners: FDOT District Seven
- I-75 Regional Express Bus Downtown Tampa/SR 54
 - Partners: FDOT District Seven
- I-75 Regional Bus (Crosstown to Bradenton and Sarasota via SR 64 and Fruitville/Bee Ridge Rds.)
 - Partners: FDOT District Seven

Feasibility Study:

- Howard Frankland Bridge (in concert with new roadway span)
 - Partners: FDOT District Seven

Mr. Duncan summarized the recent TBARTA public engagement activities, which includes 112 TBARTA Events attended by more than 8700 people. He then reminded the group that TBARTA's role is to help the member areas to connect properly to other areas, and that whatever technology is selected, it will connect with others. They help coordinate the services so that the transit systems that

Mr. Carlson commented that mass transit is about moving people, but that Mr. Duncan mentioned moving services as well. Mr. Duncan replied that TBARTA is a transportation organization, and that they try to provide options for *people* first. Providing alternatives for people helps ease congestion on the roads, this in turn, makes the roads more available for the movement of goods. TBARTA has the authority to bond and to toll, so if they choose to in the future could build toll roads in the future which would facilitate the movement of goods. He stressed that TBARTA is in its infancy, and is just getting started.

IV. FUTURE MEETINGS

Commissioner Seel

Commissioner Seel asked if there were any requests for info and/or materials. Minutes and presentations will be available on www.pinellascounty.org/ttf

Commission Seel then announced that she will be forming four subcommittees by geographic area. Two elected officials in each region will convene groups in their area to look at the plans

for the specific area and discuss priorities. Subcommittees will report findings at August meeting.

Next meeting:

Monday, June 21st, 1:30 p.m.

Tampa Bay Regional Planning Council

4000 Gateway Centre Boulevard, Suite 100, Pinellas Park, FL 33782

July 19th meeting (public meeting discussion)

Bayside High School (tentative)

14405 49th St North, Clearwater

Commissioner Seel said that she is trying to schedule speaking engagements at all cities and chambers of commerce to tell them about the TTF and ask for their input, and invited the Task Force members to assist in giving presentations.

There being no other questions, concerns, or comments, the meeting was adjourned.

V. ADJOURN at 3:25 p.m.