

Collaborative Labs

at St. Petersburg College

Accelerate business results

The Collaborative Labs

Presents

Pinellas County Transportation Task Force Collaborative Engagement

November 15, 2010

Real-Time Record



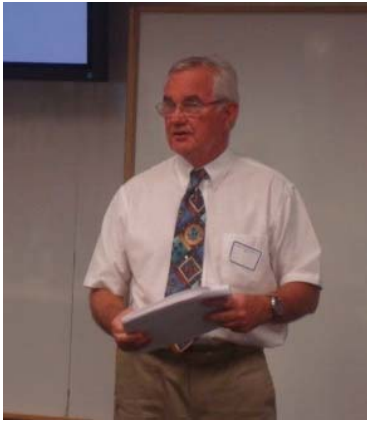
*The Collaborative Labs is a venture by St Petersburg College

Commissioner Karen Seel: Good Afternoon and thank you for spending your Monday afternoon with us. Today is the culmination of the meetings we have had in the past and we will begin setting priorities for the future. We will be doing a couple of different types of lightning rounds to look at various projects. Andrea has been a joy to work with in putting this together and we owe her and SPC and Collaborative Labs a special note of gratitude because they are hosting this at no charge which says volumes about SPC and Collaborative Labs and how important they feel this is to our community. I want to introduce Andrea Henning to kick off the morning.



Andrea Henning, Executive Director, Collaborative Labs: Welcome everyone. I want to share the objectives with you today which will be to identify the 2035 vision for Pinellas County transportation, come up with bold strategic recommendations and then set priorities. Before we get started, Brian Smith, Executive Director of MPO, has a Power Point presentation to share with you to set the stage for the afternoon's activities.





Brian Smith, Executive Director, MPO: Good afternoon. I want to briefly share with you some overall priorities and specifics to prepare you for the work you will be doing today.

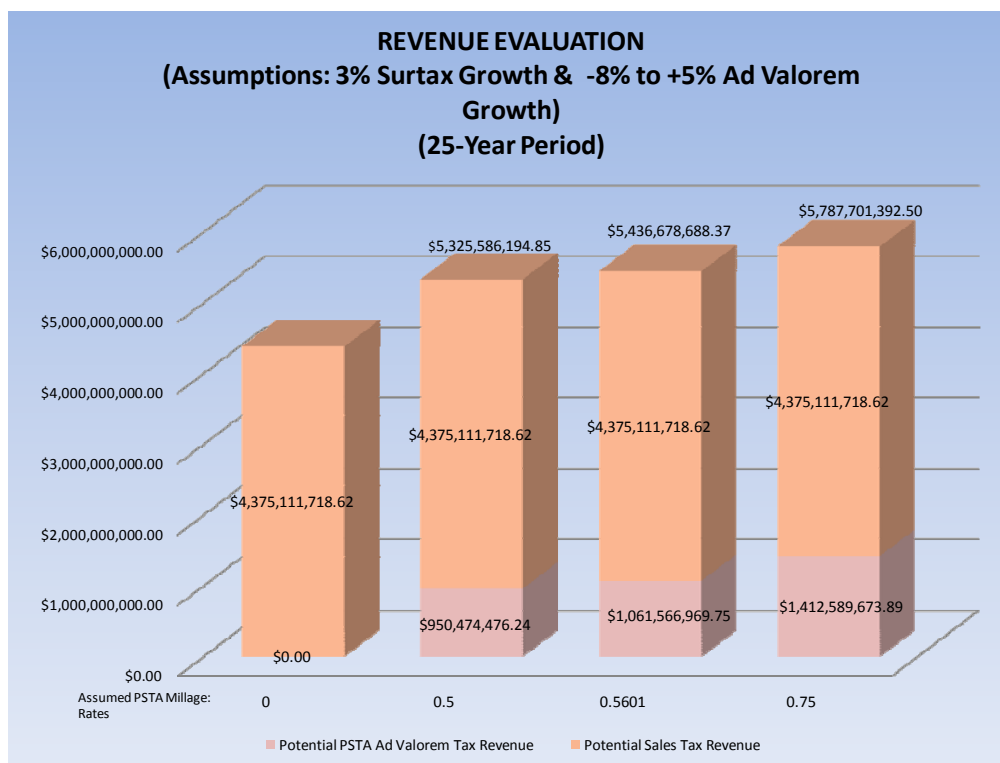
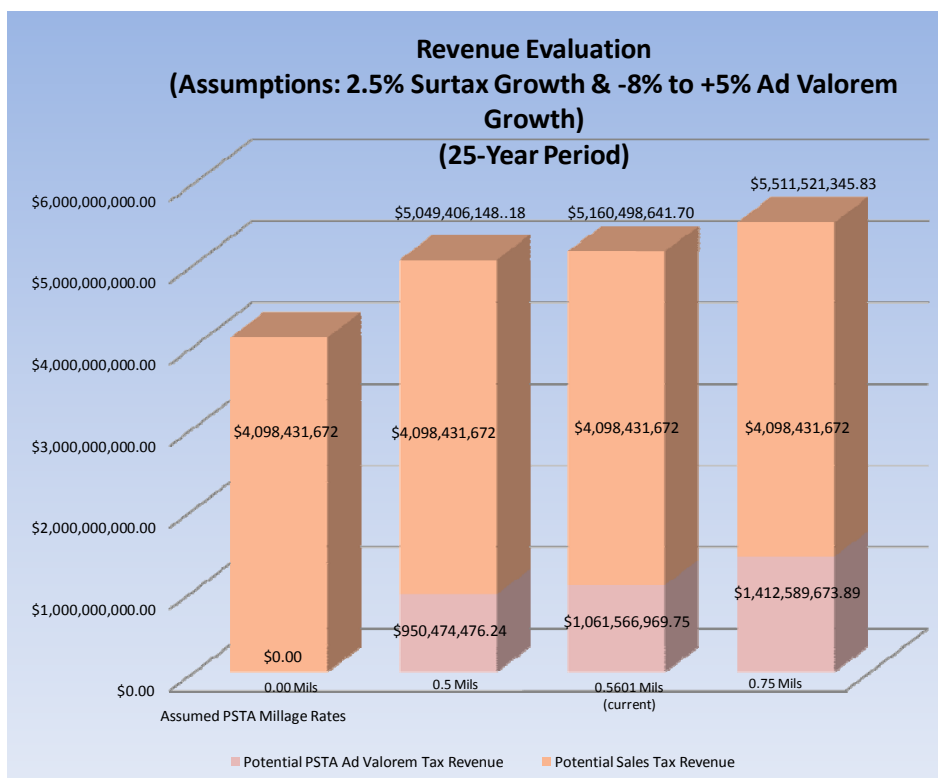
POTENTIAL PINELLAS COUNTY TRANSPORTATION REVENUE ESTIMATES

	PSTA Ad Valorem				Potential Sales Tax Revenue (2.5% Annual Increase)
Rate	0	0.5	0.5601	0.75	1% surtax
Annual Revenue	\$0	\$21,553,789	\$26,244,080.94	\$32,330,683.54	\$120,000,000
Total Revenue over 25 years**	\$0.00	\$950,474,476.24	\$1,061,566,969.75	\$1,412,589,673.89	\$4,098,931,672
Total Potential Ad Valorem Plus Sales Tax Revenue	\$4,098,931,671.95	\$5,049,406,148.18	\$5,160,498,641.70	\$5,511,521,345.83	

**Assuming that property values decrease 8% in 2012, increase 3% from 2013 through 2014, and increase 5% from 2015 through 2035. Sales tax collections are assumed to increase 2.5% annually, over a 25-year period.

	PSTA Ad Valorem				Potential Sales Tax Revenue (3% Annual Increase)
Rate	0	0.5	0.5601	0.75	1% surtax
Annual Revenue	\$0	\$21,553,789	\$26,244,080.94	\$32,330,683.54	\$120,000,000
Total Revenue over 25 years**	\$0.00	\$950,474,476.24	\$1,061,566,969.75	\$1,412,589,673.89	\$4,375,111,719
Total Potential Ad Valorem Plus Sales Tax Revenue	\$4,375,111,718.62	\$5,325,586,194.85	\$5,436,678,688.37	\$5,787,701,392.50	

**Assuming that property values decrease 8% in 2012, increase 3% from 2013 through 2014, and increase 5% from 2015 through 2035. Sales tax collections are assumed to increase 3% annually, over a 25-year period.



Summary of Potential Revenue Sources

Revenue Source	Advantages	Challenges
Transit Sales Tax	<ul style="list-style-type: none"> -Generates significant revenue at low rates -Successfully implemented by many transit agencies -Strong revenue pledge for debt issues -One-third of tax is paid by tourists -Maximizes ability to leverage State and Federal Funding 	<ul style="list-style-type: none"> -Requires voter referendum -Regressive Tax
PSTA Property Tax	<ul style="list-style-type: none"> -Broad coverage of business and individuals -Leverages existing PSTA millage rate -Existing room to increase millage to the cap amount 	<ul style="list-style-type: none"> -Increasing cap would require amendment to the Special Act and voter referendum approval
Tax Increment Financing	<ul style="list-style-type: none"> -Revenue tied to economic development -Can tie to transit development specifically -No direct new effect on taxpayers 	<ul style="list-style-type: none"> -Require negotiation with cities for their portion of assessed value -Revenue would take several years to accumulate
Special Assessment	<ul style="list-style-type: none"> -Direct beneficiaries of improvement pay -Revenue tied to development 	<ul style="list-style-type: none"> -Complex Administration
Gas Tax	<ul style="list-style-type: none"> -Possible deterrent to driving 	<ul style="list-style-type: none"> -Revenue growth relatively flat or negative due to higher mileage vehicles

SURTAX ALLOCATION EXAMPLES

ALTERNATIVE A

- Transit: 93.90%
 - Trails: 3.64%
 - Sidewalks: 0.46%
 - Roads: 2.0%
- (transit related projects)

ALTERNATIVE B

- Transit: 87.99%
 - Trails: 3.41%
 - Sidewalks: 0.43%
 - Roads: 8.17%
- (potential road projects/County)

ALTERNATIVE C

- Transit: 67.48%
 - Trails: 2.61%
 - Sidewalks: 0.33%
 - Roads: 29.58%
- (potential road projects/County and State)

ALTERNATIVE D

- Transit: ?%
- Trails: ?%
- Sidewalks: ?%
- Roads: ?%

Surtax Allocation Examples

(excludes total premium & enhanced existing bus operating of \$2,082,464,493 (2010-2035))

(excludes total rail operating of \$421,452,739 (2010-2035))

Alternative A

Trails	Sidewalks	Roads*	Rail	Transit	Total Cost
\$76,221,330.00	\$9,652,130.68	\$41,923,813.46	\$1,685,330,000.00	\$283,470,000.00	\$2,096,597,274.14
3.64%	0.46%	2.00%	80.38%	13.52%	100.00%
6.10%			93.90%		

*road projects that enhance transit service (pull out bays, bus lanes, etc.)

Alternative B

Trails	Sidewalks	Roads*	Rail	Transit	Total Cost
\$76,221,330.00	\$9,652,130.68	\$182,800,000.00	\$1,685,330,000.00	\$283,470,000.00	\$2,237,473,460.68
3.41%	0.43%	8.17%	75.32%	12.67%	100.00%
12.01%			87.99%		

*Potential Project Priorities

Alternative C

Trails	Sidewalks	Roads*	Rail	Transit	Total Cost
\$76,221,330.00	\$9,652,130.68	\$863,050,000.00	\$1,685,330,000.00	\$283,470,000.00	\$2,917,723,460.68
2.61%	0.33%	29.58%	57.76%	9.72%	100.00%
32.52%			67.48%		

*Potential Project Priorities, including State roads

POTENTIAL PROJECT PRIORITIES

ROADS – Alternative A	
1	2% of Total Revenues available to enhance roadways for transit -Examples: pull-out bays, shelters, bus lanes, ITS, etc.

POTENTIAL PROJECT PRIORITIES

ROADS – Alternative B	
1	Roads - 142nd Ave. N/16th St. SE, Seminole Blvd. to 66th St., County/City \$11.41**
2	Roads - Belcher Rd., 38th Ave. N. to 54th Ave. N., \$7.91**
3	Roads - 22nd Avenue S., 58th Street South to 34th Street South, County 2016-2020 \$7.77**
4	Roads - Belcher Road, NE Coachman Rd. to Druid Road, County 2021-2025 \$13.89**
5	Roads - 126th Ave. N., 34th St. N. to US 19 (SR 55), County, \$27.7**
6	Roads - Starkey Rd., Tyrone to East Bay Rd., County, \$78.87**
7	Roads - Sunset Point Rd., Alt US 19 to Keene Rd., County, \$11.84**
8	Roads - Forest Lakes Boulevard, SR 580 to SR 584, County, \$9.70**
9	Roads - 62nd Avenue North, 49th Street to 66th Street, County, \$13.71**
TOTAL COST FOR PRIORITIZED, UNFUNDED ROAD PROJECTS: \$182,800,000	

POTENTIAL PROJECT PRIORITIES

ROADS-Alternative C	
1	Roads - 142nd Ave. N/16th St. SE, Seminole Blvd. to 66th St., County/City \$11.41**
2	Roads - Belcher Rd., 38th Ave. N. to 54th Ave. N., County, \$7.91**
3	Roads - 22nd Avenue S., 58th Street South to 34th Street South, County, \$7.77**
4	Roads - Belcher Road, NE Coachman Rd. to Druid Road, County \$13.89**
5	Roads - 126th Ave. N., 34th St. N. to US 19 (SR 55), County, \$27.7**
6	Roads - Starkey Rd., Tyrone to East Bay Rd., County, \$78.87**
7	Roads - Sunset Point Rd., Alt US 19 to Keene Rd., County, \$11.84**
8	Roads - Forest Lakes Boulevard, SR 580 to SR 584, County, \$9.70**
9	Roads - 62nd Avenue North, 49th Street to 66th Street, County, \$13.71**
10	Roads - US 19 North of CR 95 to N of Nebraska Ave. \$178.02** & US 19 (Curlew Interchange), N of SR 580 to N of CR 95, \$102.46 State
11	Roads - Ulmerton - State - \$24.32** (unfunded portion only)
12	Roads - CR 296/118th Ave. N./Bryan Dairy Corridor, State, \$314.49**
13	Roads - SR 682, Bayway Bridge, E of SR 699 (Gulf Blvd.) to W of SR 679, State, \$60.96**
TOTAL COST FOR PRIORITIZED, UNFUNDED ROAD PROJECTS: \$863,050,000.00	

POTENTIAL PROJECT PRIORITIES

SIDEWALKS	
1	Park St/Starkey Rd. from 46th Ave. N. to East Bay Dr W&E \$1,930,918.56
2	Belcher Rd. (501) from 38th Ave. N. to 54th Ave. N. W&E \$561,979.16
3	Sunset Point Rd. (576) from Edgewater Dr. to Lombardy Dr. S&N \$821,732.95
4	Belleair Rd. (464) from Clearwater/Largo Rd. to Lake, S&N, & gap at US19 \$522,585.23
5	102nd Ave. N. (296) from Hamlin Blvd. to Seminole Blvd. N \$491,193.18
6	113th St. N. (321) from 91st Terr N. to 130th Ave. N. W&E \$829,119.32
7	Trinity Blvd (996) from East Lake Rd. to Pasco County Line S&N \$1,170,123.11
8	62nd Ave. N. (216) from 66th Ln N to 30th St. N. S&N \$1,439,109.85
9	Indian Rocks Rd (233) from Walsingham to Harbor Bluffs Dr. W&E \$1,096,875.00
10	Oakhurst Rd. (233) from 89th Ave. N. to Page Ave W&E \$788,494.32
TOTAL COST FOR POTENTIAL PRIORITY, UNFUNDED SIDEWALK PROJECTS: \$9,652,130.68	

POTENTIAL PROJECT PRIORITIES

TRAILS	
	Progress Energy B (US 19/Enterprise to SR 590) \$3,845,000.00 - Funded
1	Progress Energy A (US 19/Tampa Rd. to Enterprise) \$11,400,000.00
2	Progress Energy D (Ulmerton to I-275) \$23,600,000.00
3	Progress Energy C (Belleair Rd. to Ulmerton Rd.) \$7,400,000.00
4	Progress Energy E (I-275 to Weedon) \$7,300,000.00
5	Chesnut Park Connector \$10,700,000.00
6	North Bay Trail (San Martin Blvd. to 83rd Ave. N.) \$8,500,000.00
7	Trail Connection to Pasco County NE/Starkey Wilderness: \$887,750, NW/Elfers Trail: \$1,433,580
8	Community Connection Trails \$5,000,000
TOTAL COST FOR POTENTIAL PRIORITY, UNFUNDED TRAILS PROJECTS: \$76,221,330.00	

POTENTIAL PROJECT PRIORITIES

TRANSIT/RAIL	
1	Light Rail - Both Phases - A: Clearwater to Gateway & B: Gateway to St. Pete \$1.685.33 (capital), \$29.70 (annual operational)
2	Enhanced Trolley - Alt 19 Clearwater to Tarpon Springs (A) \$9.58(capital), \$3.96(annual operational)
3	Bus-Clearwater BRT (D) Downtown Clearwater to Clearwater Beach \$15.80 (capital), \$1.04 (annual operational)
4	Bus-Central Ave BRT (P) Medical Center to St. Pete Beach via Central Ave. Premium Service Mixed Traffic \$6.94(capital), \$2.28 (annual operational)
5	Bus - US 19 Premium \$25.26 (capital), \$8.84(annual operational)
6	Bus - Alt 19 Premium \$28.10 (capital), \$8.84 (annual operational)
7	Bus - 4th Street /Gulf to Bay Premium Mixed Traffic (K) \$14.59 (capital), \$6.53 (annual operational)
8	Bus - SR 580 Alt US 19 Hillsborough County Premium Commuter Express (C)\$4.38 (capital), \$.67 (annual operational)
9	Bus - Curlew Rd/Tampa Rd./SR 586 Premium Commuter Express(B) \$4.38 (capital), \$.67 (annual operational)
11	Bus - Pasco County/McMullen Booth/Gateway Premium Limited Stop Connector (F) \$9.38 (capital), \$2.63 (annual operational)
12	Bus - 66th St/East Bay Drive Corridor Premium Service in Mixed Traffic (G&N) \$21.07(capital), \$8.92 (annual operational)
13	Bus - Park Blvd. Premium Limited Stop Connector (L) \$8.07 (capital), \$3.80 (annual operational)
14	Bus - Ulmerton Rd/Walsingham Rd/Howard Frankland Premium Limited Stop Connectors \$7.17 (capital), \$3.96 (annual operational)
15	Bus - Downtown Tampa/Gateway Crossbay Express \$3.75 (capital), \$0.39 (annual operational)
18	Bus - Downtown Tampa to St. Pete Beach Crossbay Express \$3.75 (capital), \$1.23 (annual operational)
19	Bus - Downtown Tampa/Downtown Clearwater Crossbay Express \$3.75 (capital), \$.97 (annual operational)
20	Bus - TIA to Downtown St. Petersburg Crossbay Express \$6.25 (capital), \$1.63 (annual operational)
21	Bus - Premium Bus Support Network \$28.75 (capital), \$13.42 (annual operational)
22	Bus - Expanded Existing Bus \$82.50 (capital), \$29.84 (annual operational)
TOTAL COST FOR PRIORITIZED, UNFUNDED TRANSIT/RAIL PROJECTS: \$1,968,800,000.00 (CAPITAL)	
TOTAL ANNUAL OPERATIONAL COST: \$129,320,000.00 (Full-Build - in year 2035)	

Complete List of Road Projects Upper Pinellas County

2035 LRTP PLANNED (COST FEASIBLE) AND POLICY (UNFUNDED) PROJECTS - UPPER PINELLAS COUNTY						
Facility	From	To	Existing Lanes	2035/ Needed Lanes	Jurisdiction	Time Period
PLANNED (COST FEASIBLE) PROJECTS						
Alt US 19 (SR 595)	Anclote Boulevard	Live Oak St.	2U	2E	State	2031-2035
Huey Avenue Extension	Cypress Street	Pine Street	N/A	2U	Tarpon Springs	2016-2020
Disston Avenue Extension	Woodhill Drive	Meres Blvd.	N/A	2U	Tarpon Springs	2015
Forest Lakes Boulevard	SR 580	SR 584	2D	4D	County	2021-2025
POLICY (UNFUNDED) PROJECTS						
US 19 (SR 55)	North of CR 95	N. of Nebraska Ave.	6D+2AUX	Interchange		Future
US 19 (SR 55)	N. of Nebraska Ave.	S. of Timberlane Rd.	6D+2AUX	Interchange		Future
US 19 (SR 55)	S. of Timberlane Rd.	South of Lake Street	6D+2AUX	Interchange		Future
US 19 (SR 55)	South of Lake Street	Pinellas Trail	6D+2AUX	Interchange		Future
US 19 (SR 55)	Pinellas Trail	Pasco County Line	6D	Interchange		Future
Alt US 19 (SR 595)	Klosterman Rd.	Brevard St.	2U	2E		Future
Alt US 19 (SR 595)	Tampa Rd.	Orange Street	2U	2E		Future
U = Undivided; D = Divided; P = Partially Controlled Access; AUX = Auxiliary Lanes; E = Enhancement; NA = Not Applicable; SU = Special Use; F = Freeway						
**Project was formerly included in the Transportation Improvement Program (5-year plan) but was moved to the Cost Feasible Plan due to a reduction in available funding.						

Complete List of Road Projects Mid-Upper Pinellas County

2035 LRTP (COST FEASIBLE) AND POLICY (UNFUNDED) PROJECTS - MID-UPPER PINELLAS COUNTY						
Facility	From	To	Existing Lanes	2035/ Needed Lanes	Jurisdiction	Time Period
PLANNED (COST FEASIBLE) PROJECTS						
US 19 (SR 55)(Curlew Rd Interchange)	N. of SR 580	N. of CR 95	6D + 2AUX	6P	State	2026-2030
Sunset Point Road	Alt US 19 (SR 595)	Keene Road	2U	2E	County	2015
US 19 (SR 55)(Enterprise Rd Interchange)	N. of Sunset Point Road	S. of Countryside Blvd.	6D	6P	State	2016-2020
Belcher Road	NE Coachman Rd.	Druid Road	4U	4E	County	2021-2025
Nursery Road	Highland Avenue	Belcher Road	2U	2E	County	2016-2020
Nursery Road	Belcher Road	US 19 (SR 55)	2U	2E	County	2021-2025
Belleair Road	US 19 (SR 55)	Keene Road	2U	2E	County	2015
POLICY (UNFUNDED) PROJECTS						
SR 590/NE Coachman Rd.	McMullen-Booth Road	Drew Street	2U	4D		Future
U = Undivided; D = Divided; P = Partially Controlled Access; AUX = Auxiliary Lanes; E = Enhancement; NA = Not Applicable; SU = Special Use; F = Freeway						
**Project was formerly included in the Transportation Improvement Program (5-year plan) but was moved to the Cost Feasible Plan due to a reduction in available funding.						

Complete List of Road Projects Mid-South Pinellas County

2035 LRTP PLANNED (COST FEASIBLE) AND POLICY (UNFUNDED) PROJECTS - MID-SOUTH PINELLAS COUNTY						
Facility	From	To	Existing Lanes	2035/ Needed Lanes	Jurisdiction	Time Period
PLANNED (COST FEASIBLE) PROJECTS						
16th Avenue SE	Seminole Boulevard	Starkey Road	2U	2E	Largo/County	2016-2020
142nd Avenue North	66th Street N.	Starkey Road	2U	2E	Largo/County	2016-2020
Indian Rocks Road	Walsingham Road	West Bay Drive	2U	2E	County	2021-2025
SR 688 (Ulmerton Road)	E. of 49th Street N.	W. of 38th Street	4D/6D	6D	State	2021-2025
SR 686 (Roosevelt Blvd.) Stage 6 of 6	At 49th Street Interchange	N/A	N/A	2U Ramp	State	2026-2030
SR 686 (Roosevelt Blvd.) Stage 5 of 6	49th St. Bridge/Roosevelt Blvd	E. of 40th Street	4D	4P/6P	State	2026-2030
126th Ave North	34th St North	US 19 (SR 55)	N/A-2U	2D/4D	County	2016-2020
CR 296 (Future SR 690)	US 19 (SR 55)	E. of SR 686 (Roosevelt Blvd.) at 40th Street	6D	4P	State	2031-2035
SR 686 (Roosevelt Blvd.)	SR 688 (Ulmerton Road)	28th St. N	4D	6D	State	2016-2020
SR 686 (Roosevelt Blvd.) Stage 3 of 6	W. of I-275 Interchange	SR 686 (Roosevelt Blvd.) W. of 9th St	4D	6D	State	2016-2020
SR 688 (Ulmerton Rd) Stage 5	Lake Seminole Bypass Canal	East of Wild Acres Road	4D	6D	State	2016-2020
Starkey Road/ Park Street**	Bryan Dairy Road	84th Lane	4D	6D	County	N/A
Starkey Road	East Bay Drive	Bryan Dairy Road	4D	5D/6D	County	2015, 2016-2020
SR 694 (Gandy Blvd.)	West of 9th St. N.	East of 4th St. N.	4D	6P	State	2031-2035
SR 694 (Gandy Blvd.)	US 19 (SR 55)	West of Grand Avenue	6D	4P*	State	2026-2030
102nd Avenue North	137th Street North	113th Street North	2U	2E	County	2016-2020
102nd Avenue North	113th Street North	Seminole Blvd.	4D	4E	County	2016-2020
I-275 Replacement of Northbound Bridge	SR 687 (4th St)	Pinellas County Line	4F	4F replacement	State	2026-2030
POLICY (UNFUNDED) PROJECTS						
Tampa Bay Intermodal Center	Pinellas County	N/A				Future
I-275	Northbound I-275	Westbound Ulmerton Rd. return flyover	N/A	1-O		Future
SR 686 (Roosevelt Blvd.) Stage 4 of 6	North of SR 688 (Ulmerton Road)	E. of 40th Street	4P	6P		Future
CR 296 (Future SR 690)	US 19 (SR 55)	E. of SR 686 (Roosevelt Blvd.) at 40th Street	4P	6P		Future
SR 694 (Gandy Blvd.)	East of SR 687 (4th Street N.)	West end of Gandy Br.	4D	4P		Future
US 19 (SR 55)	N. of SR 694 (Gandy Blvd.)	South of 49th Street	6D	6P		Future
SR 694 (Gandy Blvd.)	US 19 (SR 55)	W. of 9th St.	6D	4P		Future
I-275	North of SR 688 (Ulmerton Rd.)	SR 687 (4th St)	8F	12F		Future
U = Undivided; D = Divided; P = Partially Controlled Access; AUX = Auxiliary Lanes; E = Enhancement; NA = Not Applicable; SU = Special Use; F = Freeway						
*Only the ROW portion of the project is funded. Construction portion is unfunded.						
**Project was formerly included in the Transportation Improvement Program (5-year plan) but was moved to the Cost Feasible Plan due to a reduction in available funding.						

Complete List of Road Projects

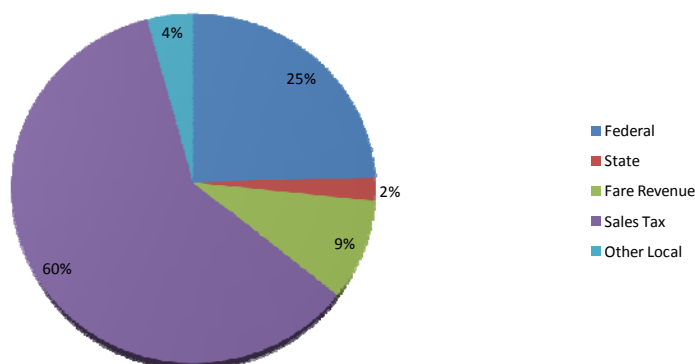
South Pinellas County

2035 LRTP PLANNED (COST FEASIBLE) AND POLICY (UNFUNDED) PROJECTS - SOUTH PINELLAS COUNTY						
Facility	From	To	Existing Lanes	2035/ Needed Lanes	Jurisdiction	Time Period
PLANNED (COST FEASIBLE) PROJECTS						
Starkey Road/Park Street**	84th Lane	Tyrone Boulevard	4D	6D	County	N/A
Belcher Road (71st Street)	38th Av N	54th Av N	2U	2D	County	2015
Haines Road	US 19 (SR 55)	I-275	2U	2E	County	2016-2020
62nd Avenue North	49th Street	66th Street	2U	2D	County	2016-2020
62nd Avenue North	49th Street North	34th Street North	2U	4D	County	2016-2020
58th Street South	11th Avenue S.	22nd Avenue S.	2U	2E	Gulfport	2016-2020
22nd Avenue South	58th Street South	34th Street South	4U	4E	County	2016-2020
SR 682, Bayway Bridge	East of SR 699 (Gulf Blvd)	West of SR 679	2D	4D	State	2015
I-275 PD&E Study	Sunshine Skyway Bridge	SR 694 (Gandy Blvd.)	4F/6F/8F	2SU	State	2021-2025
POLICY (UNFUNDED) PROJECTS						
N/A						
U = Undivided; D = Divided; P = Partially Controlled Access; AUX = Auxiliary Lanes; E = Enhancement; NA = Not Applicable; SU = Special Use; F = Freeway						
**Project was formerly included in the Transportation Improvement Program (5-year plan) but was moved to the Cost Feasible Plan due to a reduction in available funding.						

PSTA Revenue Assumptions

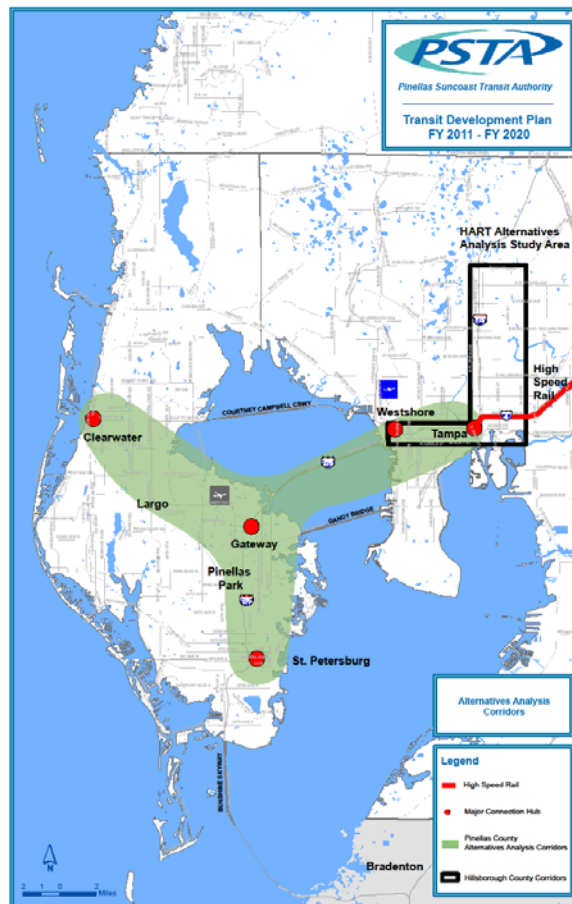
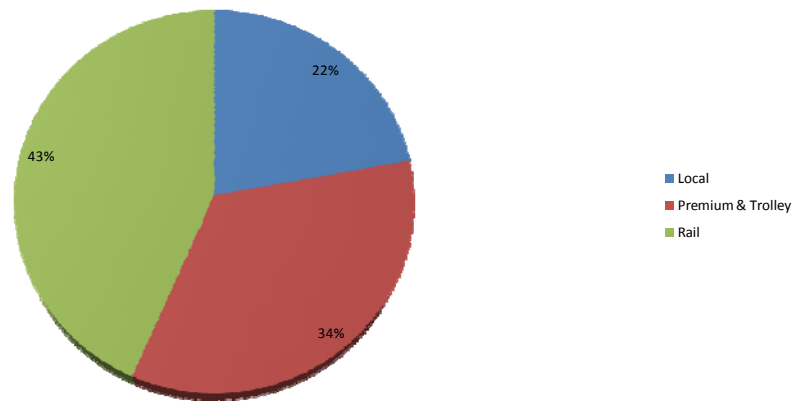
(Assumes no PSTA ad valorem)

25-Year Capital and Operating Revenues

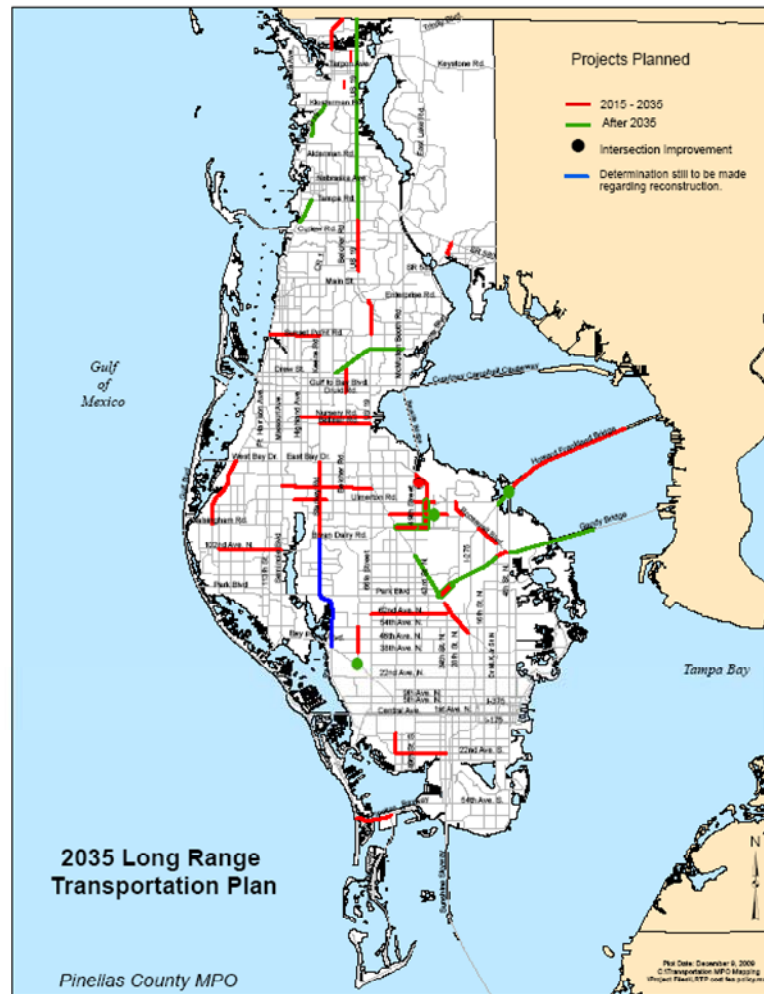


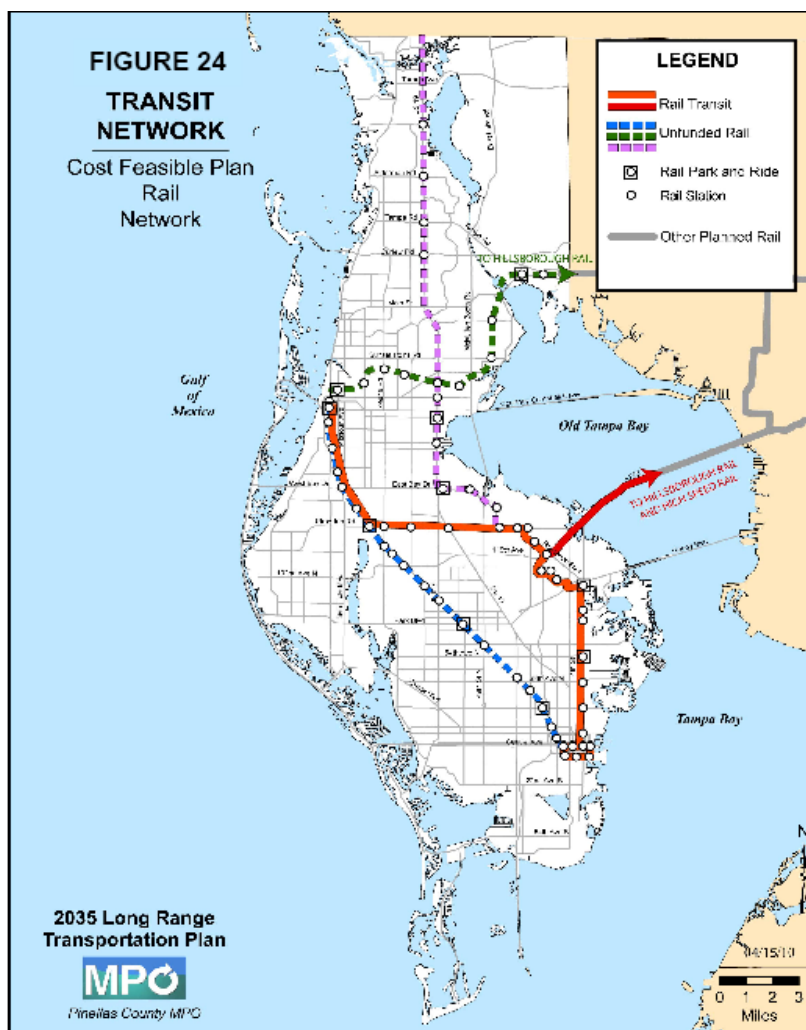
PSTA Capital and Operating Expenses

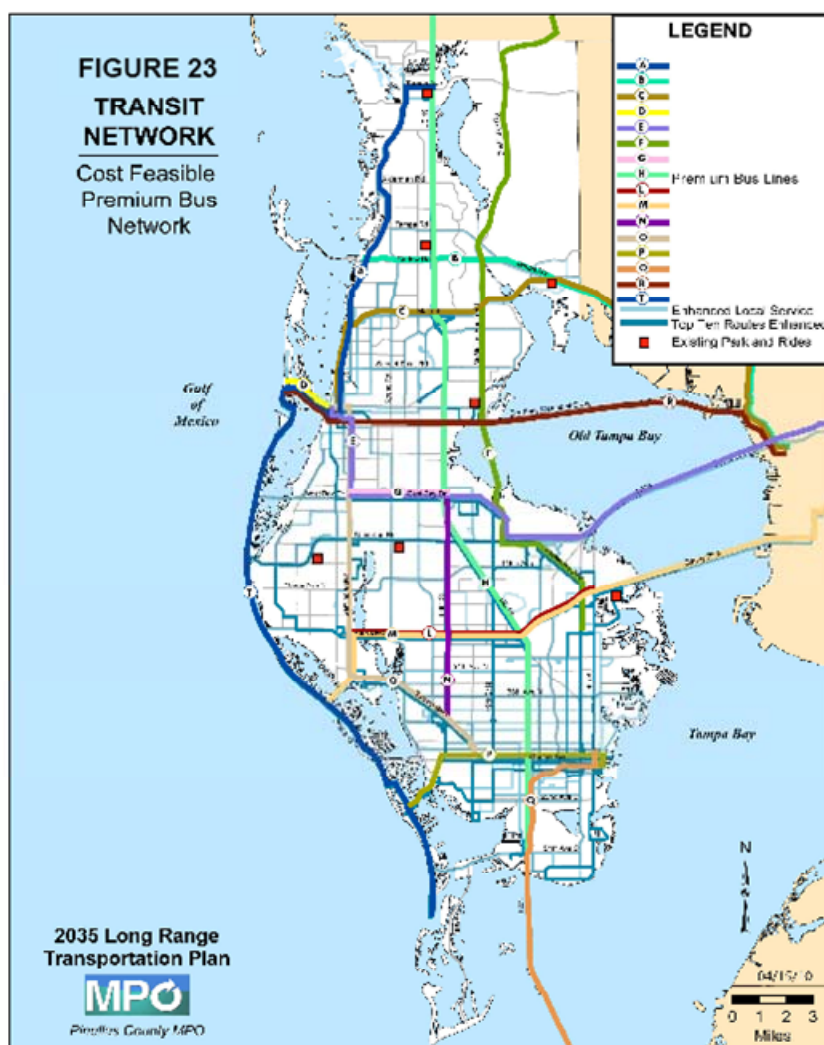
25-Year Capital and Operating Expenses











Brian: That is the picture of what we have been going over since we began meeting. Before we move on, are there any questions from the group?

Question: Should we stay focused primarily on what we have been working on?



Commissioner Seel: Yes. With the transit sales tax you can't do more than 25 % on roads, etc. 100% can be on transit. How much federal or state dollars can come from capital is an unknown right now so the assumption for now is that we are not getting any.

Activity 1: "2035 Vision for Pinellas County Transportation"

Instructions:

- Find your assigned team.
- Appoint a "keyboard savvy" team member who will capture your team's work using the laptop.

Each team will identify the 25-Year Vision for Pinellas County Transportation, including:

- Round 1: 2035 Visionary Headline: Pinellas County is recognized as...
- Overarching 25-Year Strategic Recommendations:
 - Round 2: ***Integrated Mobility Plan Recommendations***
 - Round 3: ***Transit Recommendations*** (Light Rail & Transit Bus)
 - Round 4: ***Non-Transit Recommendations*** (Trails, Sidewalks and Roads/Intersections)
 - Round 5: ***Comprehensive Funding Plan Recommendations***

Each team will work in one strategic bucket at a time. Before moving to the next round, teams will be prompted to identify their top 2 Best Recommendations and to "drag and drop" them into the "Best" bucket.

Next, teams will click on the "Best" bucket for the area in which they are working and, for each Recommendation, capture Impacts on: (1) ***Transportation/Travel Improvements & Efficiency***, (2) ***Community & Environmental***, (3) ***Economic & Regional***. Teams can "double-click" on the 2 Best Recommendations they chose and a "pop-up comment box" will allow them to document specific impacts, one at a time.

We will reconvene as a full group, between each "round" to review and poll to prioritize the full group's Top 25-Year Strategic Recommendations for Pinellas County Transportation.



Activity 1: “2035 Vision for Pinellas County Transportation” Teams

Team 1	Team 3
<p>Stephan Heimborg, PE, The Heimborg Group, Inc.</p> <p>Ben Godwin, Senior Vice President of Real Estate and Corporate Services, Tech Data Corporation</p> <p>Karen Williams Seel, Chair, Pinellas County Commission, MPO Board, TBARTA Board</p> <p>Helen Levine, Regional Vice Chancellor of External Affairs, USF St. Petersburg</p> <p>Vincent Dolan, President and CEO, Progress Energy Florida</p>	<p>Jeff Danner, Councilman, City of St. Petersburg; PSTA Board, MPO Board, TBARTA Board</p> <p>Joe DeLuca, Vice President, Times Publishing Company; Tampa Bay Partnership Board</p> <p>Peggy O'Shea, Pinellas County School Board</p> <p>Mark Carlson, Senior Vice President of Investments, Merrill Lynch</p> <p>Ted Williamson, Founding Partner, Williamson Dacar Associates</p> <p>Dan Hester, President and CEO of Special Asset Department, Florida Capital Bank</p>
Team 2	Team 4
<p>Robert Pergolizzi, Principal, Gulf Coast Consulting</p> <p>Kenneth T. Welch, Pinellas County Commissioner, PSTA Board, MPO Board</p> <p>Craig Sher, Executive Chairman, Sembler Company</p> <p>Alan Bomstein, President and CEO, Creative Contractors</p> <p>Judy Mitchell, President, Peter R. Brown Construction, Inc.</p> <p>Stan Vittetoe, Vice President of Workforce and Continuing Education, Clearwater Campus Provost, St. Petersburg College</p>	<p>R.B. Johnson, Mayor, City of Indian Rocks Beach; Chair, PSTA</p> <p>Niel Allen, Realtor, Century 21 Coast to Coast Realty</p> <p>Cathy Harrelson, Conservation and Coastal Task Force Chair, Suncoast Sierra Club</p> <p>Tim Bogott, CEO, Tradewinds Resorts</p> <p>Frank Hibbard, Mayor, City of Clearwater; Vice-Chair, TBARTA, MPO Board</p> <p>Lou Galdieri, COO, Mease Dunedin and Countryside hospitals</p> <p>Dan Mann, President and CEO, Lighthouse of Pinellas</p>



Transportation Task Force Guiding Principles - Reference

- The Pinellas County Transportation Task Force was formed to identify and develop **recommendations** from the perspective of a **25-year long term plan** recognizing that the county must stay attuned to changing needs and financial requirements and solutions that will need to be frequently reviewed, modified and applied. The principles they will follow include:
- Realize that **integrated transportation systems** including transit, trails, roads and sidewalks are critical to the sustainability of our quality of life, public safety, economic vitality and job creation. Greater access and mobility will positively impact residents, commuters and visitors, which results in more efficient movement of goods and freight within our market place.
- Focus on **public safety** as the highest concern along with congestion mitigation, air quality and energy savings which are also of great priority.
- Discuss and identify new **funding sources** as part of the solutions.
- Work together on **developing recommendations** to fund and implement projects that are identified as regional priorities.
- Look at **compatibility and regional connectivity** with neighboring counties as part of our overall transportation network.
- Integrate an **inter-modal system** with bus and eventually, light or commuter rail systems for longer term solutions, both intra-county and regionally for true mobility.
- Support a transportation system that can become more "**transit-friendly**."
- Focus on transportation needs from a **livable community** vantage in order to attract new businesses, housing, and well-paying jobs to our community and improving the quality of life for everyone.
- Determine **land use** changes that will promote transit oriented development and greater densities within activity centers in order to support additional transit services, bikeways and sidewalks in a livable community atmosphere, focusing on consistency between jurisdictions and extensive coordination efforts.
- Make recommendations that provide **tangible benefits** across the geographical diversity of needs of our County.
- Make sure that **public outreach** is optimum in order to obtain community consensus on the recommendations.

Activity 1 Report Outs

Round 1: 2035 Visionary Headline

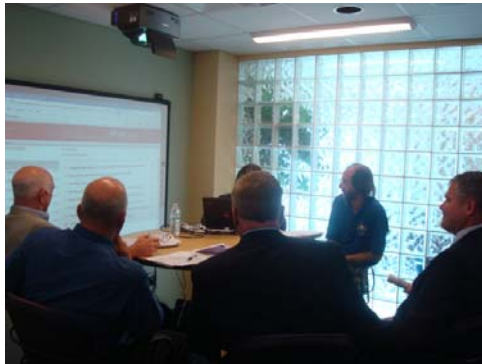


Team 1 – “Tampa Bay scorecard ranks Pinellas and Orlando” - “Book ends of the I-4 business corridor”.



Team 2 – “Rays win world series...” – “Pinellas County wins most livable community for transit.”

Team 3 – “Pinellas county best places to live”



Team 4 – “Pinellas and Orlando book ends of the i4 corridor” – “Pinellas beaches connect with Orlando tourists.”

Choose your Top Three 2035 Visionary Headlines for Pinellas County Transportation

1. Rays win world series, throngs arrive via rapid transit; at the ballpark (in Pinellas County) via multi-modes. **8%**
2. Pinellas County wins most livable community award for transit options **13%**
3. Tampa Bay Partnership Scorecard ranks our region tops in the nation! Transportation drives the results. **15%**
4. Pinellas-Where Business and Recreation Connect **10%**
5. Pinellas County leads list of "best places to live" **13%**
6. Pinellas and Orlando - Bookends of the I-4 Business Corridor **19%**
7. Pinellas County connects best tourist destinations in Florida **10%**
8. Pinellas County rated "best place to do business" boosted by transportation options **13%**

**Top 2035 Visionary Headlines for Pinellas County Transportation –
In Priority Order from the Polling Activity**

1. Pinellas and Orlando - Bookends of the I-4 Business Corridor
2. Tampa Bay Partnership Scorecard ranks our region tops in the nation! Transportation drives the results.
3. Pinellas County wins most livable community award for transit options
4. Pinellas County leads list of "best places to live"
5. Pinellas County rated "best place to do business" boosted by transportation options
6. Pinellas-Where Business and Recreation Connect
7. Pinellas County connects best tourist destinations in Florida
8. Rays win World Series, throngs arrive via rapid transit; at the ballpark (in Pinellas County) via multi-modes.

Group Systems Data

1. 2035 Visionary Headline

- 1.1. Great place to work, play and visit with efficient and cost-effective transportation systems with linkages to thriving Tampa Bay region.
- 1.2. Pinellas County recognized for best practices in redevelopment and mobility and sustainable solutions.
- 1.3. Tampa Bay rated #1 in multimodal transportation amongst regional peers - Atlanta, Charlotte, Miami, Orlando, Dallas, Jacksonville, Raleigh
- 1.4. One of the greatest places to live in the world
- 1.5. Pinellas, the gateway to Florida
- 1.6. Working in Pinellas is like being on vacation all year long.
- 1.7. Pinellas, the best in education, transit, and climate!
- 1.8. Pinellas economy boosted by improved transportation options.
- 1.9. 2035 commute times are 40% lower than 2010.
- 1.10. Pinellas Completes connection from Orlando - Uniting the best tourist sites in Florida

2. Best 2035 Headline

- 2.1. Rays win World Series, throngs arrive via rapid transit; at the ballpark (in Pinellas County) via multi-modes.
- 2.2. Pinellas County wins most livable community award for transit options
- 2.3. Tampa Bay Partnership Scorecard ranks our region tops in the nation! Transportation drives the results.
- 2.4. Pinellas-Where Business and Recreation Connect
- 2.5. Pinellas County leads list of "best places to live"
- 2.6. Pinellas and Orlando - Bookends of the I-4 Business Corridor
- 2.7. Pinellas County connects best tourist destinations in Florida
- 2.8. Pinellas County rated "best place to do business" boosted by transportation options.

Round 2: Mobility Plan Strategic

Team 1 – TBARTA 2035 plan executed and fully operational including funding – commitment to fostering new modalities and technologies with colleges and research universities.



Team 2 – plan and implement connections to Hillsborough and Pasco – developers and contractors- implement transit oriented development – encourage economic development around transit system.

Team 3 – 30 minutes to anywhere – get some where within 30 min – multimodal to spine, rib and hub connections.



Team 4 – design integrated multi modal transit – making mass transit a realistic option for all.

Choose your Top Three 25-Year Strategic Recommendations for a Integrated Mobility Plan for Pinellas County Transportation

1. TBARTA 2035 plan executed and fully operational including secure ongoing regional revenue sources to sustain long-term viability. **17%**
2. Commitment to fostering new modalities and technologies through partnerships with universities and research partners. **10%**
3. Plan and implement regional connections to Hillsborough, Pasco, and potentially Manatee and Sarasota counties. **14%**
4. Thirty minutes to anywhere! **10%**
5. Implement Transit Oriented Development to encourage strategic economic development around transit stops. **20%**
6. Design integrated multi-modal transit to create a spine, rib and artery system to unite the region by making physical boundaries disappear. **19%**
7. Making mass transit a realistic option for all. **11%**

Top Integrated Mobility Plan Recommendations for Pinellas County Transportation – In Priority Order from the Polling Activity

1. Implement Transit Oriented Development to encourage strategic economic development around transit stops.
2. Design integrated multi-modal transit to create a spine, rib and artery system to unite the region by making physical boundaries disappear.
3. TBARTA 2035 plan executed and fully operational including secure ongoing regional revenue sources to sustain long-term viability.
4. Plan and implement regional connections to Hillsborough, Pasco, and potentially Manatee and Sarasota counties.
5. Making mass transit a realistic option for all.
6. Commitment to fostering new modalities and technologies through partnerships with universities and research partners.
7. Thirty minutes to anywhere!

Group Systems Data

3. Mobility Plan Strategic Recommendations

- 3.1. Commitment of business, community, and political leadership to promote mobility and accountability.
- 3.2. Expand existing bus services - increased frequency, expanded routes, improved bus stops and passenger amenities.
- 3.3. Complete the Alternatives Analysis and gain community support for the detailed transit plan.
- 3.4. Provide a multimodal system of transit that links the workplace, residential communities, recreation & cultural venues, & educational institutions.
- 3.5. A seamless mass transit trip to the beach from anywhere in the world.
- 3.6. Giving people transportation options.

4. Best Mobility

- 4.1. TBARTA 2035 plan executed and fully operational including secure ongoing regional revenue sources to sustain long-term viability.
- 4.2. Commitment to fostering new modalities and technologies through partnerships with universities and research partners.
- 4.3. Plan and implement regional connections to Hillsborough, Pasco, and potentially Manatee and Sarasota counties.
- 4.4. Thirty minutes to anywhere!
- 4.5. Implement Transit Oriented Development to encourage strategic economic development around transit stops.
- 4.6. Design integrated multi-modal transit to create a spine, rib and artery system to unite the region by making physical boundaries disappear.
- 4.7. Making mass transit a realistic option for all.

Round 3: Transit Strategic



Choose your Top Three 25-Year Strategic Recommendations for Transit for Pinellas County Transportation

1. Promote integration of rail with new Howard Frankland span. **11%**
2. Dedicated bus lanes with bus controlling traffic lights/ Implement bus rapid transit with dedicated lanes **12%**
3. Go from higher density residential areas to where people work **3%**
4. Support rail by improving the bus system (increased frequency, routes and passenger amenities). **16%**
5. Rail provides the iconic change to the atmosphere in Pinellas County and changes the dynamic of business and development around stations. BRT, bike lanes and sidewalk design creates the connectivity with the rail system to and from homes, businesses and recreation for residents and tourists. **12%**
6. Produce the options to reduce our reliance on cars. Improved transit creates more options of where and how to live. **10%**
7. Create value for the voters and visitors - how will it work for me? **8%**
8. Link transit systems to major regional activities centers and to high speed rail network. **18%**
9. Appropriate transit systems for appropriate trips with appropriate prices and locations. **11%**
10. Implement HOV lanes **2%**

Top Transit Recommendations for Pinellas County Transportation – In Priority Order from the Polling Activity

1. Create value for the voters and visitors - how will it work for me?
2. Support rail by improving the bus system (increased frequency, routes and passenger amenities).
3. Dedicated bus lanes with bus controlling traffic lights/ Implement bus rapid transit with dedicated lanes
4. Link transit systems to major regional activities centers and to high speed rail network.
5. Rail provides the iconic change to the atmosphere in Pinellas County and changes the dynamic of business and development around stations. BRT, bike lanes and sidewalk design creates the connectivity with the rail system to and from homes, businesses and recreation for residents and tourists.
6. Promote integration of rail with new Howard Frankland span. /
7. Appropriate transit systems for appropriate trips with appropriate prices and locations.
8. Produce the options to reduce our reliance on cars. Improved transit creates more options of where and how to live.
9. Go from higher density residential areas to where people work
10. Implement HOV lanes

Group Systems Data

5. Transit Strategic Recommendations

- 5.1. Promote integration of rail with new Howard Frankland span.
- 5.2. Dedicated bus lanes with bus controlling traffic lights
- 5.3. Go from higher density residential areas to where people work
- 5.4. Support rail by improving the bus system (increased frequency, routes and passenger amenities).
- 5.5. Rail provides the iconic change to the atmosphere in Pinellas County and changes the dynamic of business and development around stations. BRT, bike lanes and sidewalk design creates the connectivity with the rail system to and from homes, businesses and recreation for residents and tourists.
- 5.6. Produce the options to reduce our reliance on cars. Improved transit creates more options of where and how to live.
- 5.7. Create value for the voters and visitors - how will it work for me?
- 5.8. Link transit systems to major regional activities centers and to high speed rail network.
- 5.9. Appropriate transit systems for appropriate trips with appropriate prices and locations.
- 5.10. Implement bus rapid transit with dedicated lanes.
- 5.11. Implement HOV lanes

Round 4 – Non-Transit Strategic



Choose your Top Three 25-Year Strategic Recommendations for Non-Transit for Pinellas County Transportation

1. Complete planned major road projects designed to improve connectivity, address congestion, and provide for public safety. 16%
2. Expand and enhance non-transit options to enhance access throughout the region while improving public health and safety. 10%
3. Transit Oriented Development creates defined business corridors, activity centers and develops energy around a targeted community space. 14%
4. Investigate using one-way (elevated) toll roads to ease congestion. eg. EastLake/McMullen corridor, Bayside Bridge to I-275, 11%
5. Develop higher density corridors and communities with mixed-use zoning with tax incentives. / transit provides coordinating with city development plans for the future of their residents... 16%
6. Update and where possible reduce traffic signalization; improve timing via ITS (Intelligent Transportation System) implementation. 4%
7. Improve strategic road intersections. 3%
8. Support access to bus stops by improving sidewalks and transit stop amenities. 8%
9. Trails, sidewalks, roads and user-friendly intersections further connect the entire community to the multi-modal system, raising the quality of life for all. 6%
10. The creation of jobs surrounding transit areas and developing t.o.d. design in the community provides a major economic catalyst for Pinellas and the entire Tampa Bay region. 18%

Top Non-Transit Recommendations for Pinellas County Transportation – In Priority Order from the Polling Activity

1. Complete planned major road projects designed to improve connectivity, address congestion, and provide for public safety.
2. Develop higher density corridors and communities with mixed-use zoning with tax incentives. / transit provides coordinating with city development plans for the future of their residents...
3. Transit Oriented Development creates defined business corridors, activity centers and develops energy around a targeted community space.
4. The creation of jobs surrounding transit areas and developing t.o.d. design in the community provides a major economic catalyst for Pinellas and the entire Tampa Bay region. /
5. Investigate using one-way (elevated) toll roads to ease congestion. e.g. East Lake/McMullen corridor, Bayside Bridge to I-275,
6. Expand and enhance non-transit options to enhance access throughout the region while improving public health and safety.
7. Support access to bus stops by improving sidewalks and transit stop amenities.
8. Trails, sidewalks, roads and user-friendly intersections further connect the entire community to the multi-modal system, raising the quality of life for all.
9. Update and where possible reduce traffic signalization; improve timing via ITS (Intelligent Transportation System) implementation
10. Improve strategic road intersections.

Group Systems Data

6. Non-Transit Strategic Recommendations

- 6.1. Complete planned major road projects designed to improve connectivity, address congestion, and provide for public safety.
- 6.2. Expand and enhance non-transit options to enhance access throughout the region while improving public health and safety.
- 6.3. Transit Oriented Development creates defined business corridors, activity centers and develops energy around a targeted community space.
- 6.4. Investigate using one-way (elevated) toll roads to ease congestion. e.g. East Lake/McMullen corridor, Bayside Bridge to I-275,
- 6.5. Develop higher density corridors and communities with mixed-use zoning with tax incentives.
- 6.6. Update and where possible reduce traffic signalization; improve timing via ITS (Intelligent Transportation System) implementation.
- 6.7. Improve strategic road intersections.
- 6.8. Support access to bus stops by improving sidewalks and transit stop amenities.
- 6.9. Trails, sidewalks, roads and user-friendly intersections further connect the entire community to the multi-modal system, raising the quality of life for all.
- 6.10. The creation of jobs surrounding transit areas and developing t.o.d. design in the community provides a major economic catalyst for Pinellas and the entire Tampa Bay region.
- 6.11. Transit plans provide coordination with city and county development plans for the future of their residents and businesses.

Round 5 – Funding Plan Strategic



Choose your Top Three 25-Year Strategic Recommendations for a Comprehensive Funding Plan for Pinellas County Transportation

1. Dedicate funding resources to the operations, maintenance, and capital requirements for a minimum initial term of twenty-five years. **13%**
2. Understand and explore additional funding sources (e.g., local, regional, state, federal, and private, etc.) to fund or enhance regional transportation solutions. **11%**
3. Enact a regional transit sales tax (Pinellas/Hillsborough/Pasco), to be administered by a regional authority such as TBARTA. **22%**
4. Implement maximum gas tax (increase by \$.05). **12%**
5. If transit sales tax is approved, reduce or eliminate the PSTA ad valorem tax. **11%**
6. Sales tax has to be included in any plan with other revenue sources **12%**
7. Use tax policy to drive behavior. eg. parking lots, vacant land, strip centers **11%**
8. Enact county wide sales tax **9%**

**Top Funding Recommendations for Pinellas County Transportation –
In Priority Order from the Polling Activity**

1. Enact a regional transit sales tax (Pinellas/Hillsborough/Pasco), to be administered by a regional authority such as TBARTA.
2. Dedicate funding resources to the operations, maintenance, and capital requirements for a minimum initial term of twenty-five years.
3. Sales tax has to be included in any plan with other revenue sources
4. Implement maximum gas tax (increase by \$.05).
5. Understand and explore additional funding sources (e.g., local, regional, state, federal, and private, etc.) to fund or enhance regional transportation solutions.
6. Use tax policy to drive behavior. e.g. parking lots, vacant land, strip centers
7. If transit sales tax is approved, reduce or eliminate the PSTA ad valorem tax.
8. Enact countywide sales tax and coordinate with connecting regions; reduce ad valorem for PSTA and lock in at maintenance rate; consider tax increment financing for rail and TOD corridors; all considering that Federal funds are variable – must vastly improve and increase the bus system to create a support system for rail.

Group Systems Data

7. Funding Plan Strategic Recommendations

- 7.1. Dedicate funding resources to the operations, maintenance, and capital requirements for a minimum initial term of twenty-five years.
- 7.2. Understand and explore additional funding sources (e.g., local, regional, state, federal, and private, etc.) to fund or enhance regional transportation solutions.
- 7.3. Enact a regional transit sales tax (Pinellas/Hillsborough/Pasco), to be administered by a regional authority such as TBARTA.
- 7.4. Implement maximum gas tax (increase by \$.05).
- 7.5. If transit sales tax is approved, reduce or eliminate the PSTA ad valorem tax.
- 7.6. Sales tax has to be included in any plan with other revenue sources
- 7.7. Use tax policy to drive behavior. e.g. parking lots, vacant land, strip centers
- 7.8. Enact countywide sales tax and coordinate with connecting regions; reduce ad valorem for PSTA and lock in at a maintenance rate; consider tax increment financing for rail and TOD corridors; all considering that Federal funds are variable - must vastly improve and increase the bus system to create a support system for rail.

Activity 2: "Identifying Transportation Project Priorities for Pinellas County"

Instructions:

- Find your new team.
- Appoint a "keyboard savvy" team member who will capture your team's work using the laptop.

With your newly identified 25-Year Vision and Strategic Recommendations in view, each team will be tasked with prioritizing countywide transportation projects.

Teams begin with a detailed review and discussion of the following (toggling back and forth between documents projected on to the team's electronic whiteboard):



- **Transit and Non-Transit Projects** (excel sheet)
- **Maps** (pdf's)
- **Revenue Sources** and **Allocation Scenarios** (Alternative A, B, C or D) – (PowerPoint)

Part 1: Each team discusses the **Revenue Sources** and **Allocation Scenarios** (Alternative A, B, C or D) and reaches consensus on which to take. Teams capture their plan in the appropriate bucket in the thinktank software (Be sure to note your team number).

Part 2: Based upon the Allocation Alternative chosen – teams review the excel sheet of **Potential Project Priorities** and their **related costs** – **by modality** (identified in the previous lab by the sub-committees, as well as filtered road priorities). Teams can also reference the full list of projects for roads (see additional tabs in the excel document) and make additional recommendations/ changes to the priority list of projects. Capture, in the **"Project Priorities"** bucket – any **agreements** or **changes/substitutions** your team has to the priority project lists (Be sure to note your team number next to each agreement, change or substitution).

We will call time and ask each team to report on their chosen Revenue Sources, Allocation Alternative (A, B, C, D) and Prioritized list of Transit and Non-Transit Projects. We will compare/contrast all three team priority recommendations and try to reach group consensus on the **best Revenue Sources**, **Allocation Alternative** and **Prioritized Projects** to present to the Community (Board of County Commissioners, MPO and PSTA).



Activity 2: "Identifying Transportation Project Priorities for Pinellas County" Teams

Team 1	Team 3
<p>Ronnie Duncan, Chair, TBARTA</p> <p>Stephan Heimborg, PE, The Heimborg Group, Inc.</p> <p>Ben Godwin, Senior Vice President of Real Estate and Corporate Services, Tech Data Corporation</p> <p>Robert Pergolizzi, Principal, Gulf Coast Consulting</p> <p>Jeff Danner, Councilman, City of St. Petersburg; PSTA Board, MPO Board, TBARTA Board</p> <p>Joe DeLuca, Vice President, Times Publishing Company; Tampa Bay Partnership Board</p> <p>Peggy O'Shea, Pinellas County School Board</p> <p>R.B. Johnson, Mayor, City of Indian Rocks Beach; Chair, PSTA</p> <p>Niel Allen, Realtor, Century 21 Coast to Coast Realty</p>	<p>Helen Levine, Regional Vice Chancellor of External Affairs, USF St. Petersburg</p> <p>Vincent Dolan, President and CEO, Progress Energy Florida</p> <p>Judy Mitchell, President, Peter R. Brown Construction, Inc.</p> <p>Stan Vittetoe, Vice President of Workforce and Continuing Education, Clearwater Campus Provost, St. Petersburg College</p> <p>Dan Hester, President and CEO of Special Asset Department, Florida Capital Bank</p> <p>Frank Hibbard, Mayor, City of Clearwater; Vice-Chair, TBARTA, MPO Board</p> <p>Lou Galdieri, COO, Mease Dunedin and Countryside hospitals</p> <p>Dan Mann, President and CEO, Lighthouse of Pinellas</p>
Team 2	
<p>Karen Williams Seel, Chair, Pinellas County Commission, MPO Board, TBARTA Board</p> <p>Kenneth T. Welch, Pinellas County Commissioner, PSTA Board, MPO Board</p> <p>Craig Sher, Executive Chairman, Sembler Company</p> <p>Alan Bomstein, President and CEO, Creative Contractors</p> <p>Mark Carlson, Senior Vice President of Investments, Merrill Lynch</p> <p>Ted Williamson, Founding Partner, Williamson Dacar Associates</p> <p>Cathy Harrelson, Conservation and Coastal Task Force Chair, Suncoast Sierra Club</p> <p>Tim Bogott, CEO, Tradewinds Resorts</p>	

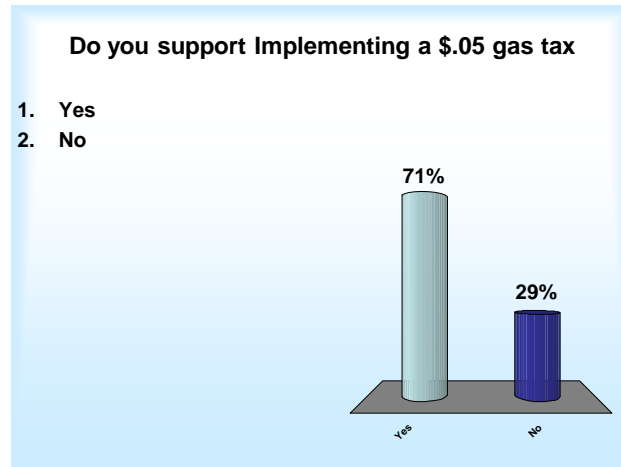
Activity Two Report Outs

Revenue Sources

Andrea: Let's all look at revenue sources first. It looks like there is a good bit of agreement around the region wide sales tax – there was an additional item specific to one team which is to implement a 5 cent gas tax.

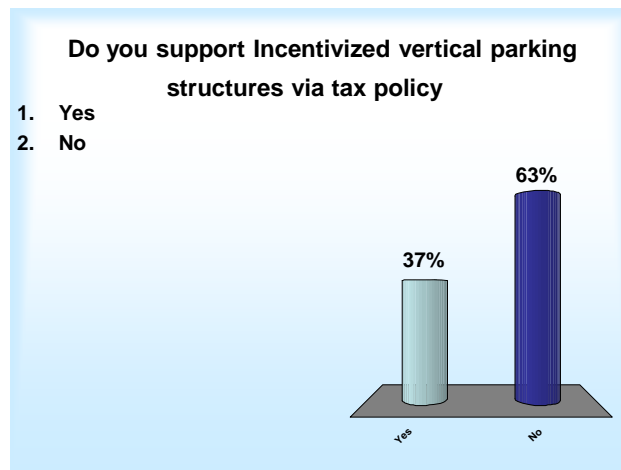
Participant: A Gas tax is not only a tax and revenue source but it is psychological – if you tax them driving, they may start using transit system. We are one of few counties that have not done it.

Andrea: Let's take a vote to see how the group feels about this concept.



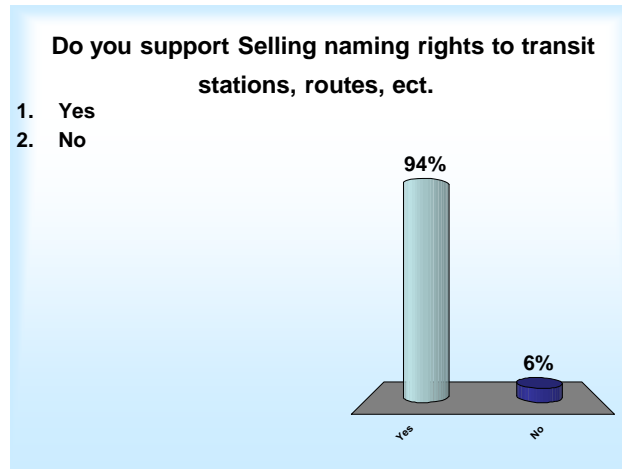
Participant: Incentivize Vertical Parking structures through tax policy. There are a lot of strip centers so we would start by adding a small tax for any flat parking area. A developer could buy a piece of property that has a high tax because of that but he could build a vertical parking structure and get rid of the taxes on the property.

Andrea: Let's take a quick poll to gauge support for this idea.



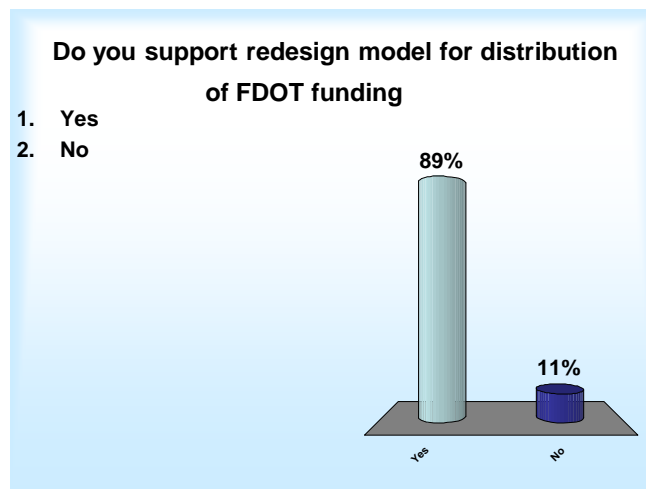
Participant: Sell naming rights to transit stations etc – there will be routes and we can sell the rights to corporations to name their companies after routes. This could be a revenue source – could also name train, bus or route.

Andrea: Let's poll the group to see where this concept lands.



Commissioner Seel : Redesign model for FDOT funding - Dot decides the work plan in the county right now and sometimes funding slips, I have always wanted to get our proportionate share and let the cities and counties build. We could do that regionally, if we do the regional sales tax would be very relevant.

Andrea: Let's take a vote to see how the group feels about this concept.



Allocation

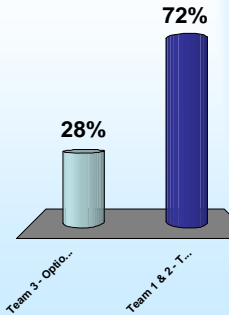
Andrea: Teams one and two have rallied around alternative B and team three around D. Let's hear from team 3 as to why they chose alternative D.

Team 3 – We wanted to make sure we had sufficient funds to finish priority road projects and deal with completion of the rail and priority sidewalk and other projects.

Andrea: Why don't we take a group poll on alternatives B and D to see where the entire group stands?

Which Allocation Alternative will you support;

1. Team 3 - Option D - Transit 75%, Roads 21% Trails & Sidewalks 4%
2. Team 1 & 2 - Transit (bus/rail) 88%, roads/intersections 8%, sidewalks/trails 4% (Alternative B)



Andrea: Would any of the alternative B supporters like to address any issues with team 3's choice of alternative D so that we can reach consensus on this issue?

Commissioner Seel: You could enhance roadways for transit purposes – managed lane, etc., it gives flexibility provides other alternatives.

**** Team 3 acknowledged that they were on board with option B.**

Project Priorities



Team 1 – operating cost of high speed rail needs to be added to the list.

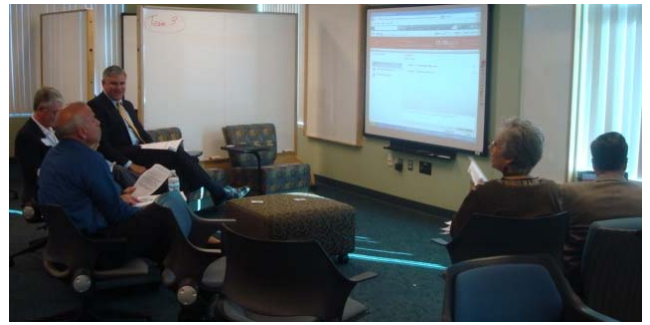


Team 2 – One of the most important things is rather than building 5 miles of light rail at a time we should just go for the big one right at the get go. It was very critical if high speed rail comes that we have immediate connections to tourist trains and buses. Eventually have rail connecting from Pinellas to Hillsborough.





Team 3 – We had sufficient funds to fund all the projects but did not sub-prioritize – I would support what Karen said about some of the connectivity. We also felt that if we had the revenue source and there were excess funds we would look at the connection across the bay.



Participant: We had big discussion about bus routes being showcased and really making it work for all parts of the county – equally important as the rail in selling it to the public.

Andrea: Well done –you completed your second and final mission! Let's reconvene for one final debrief and then we will send you on your way. Let's take a moment and have Jonathan speak to the mural he has been developing.

Jonathan: We tried to incorporate your vision of transportation networks that are local but have a regional perspective – we tried to cover everything from light rail to bus, sidewalks and trails to give it a network of connectivity. Also your major strategies are also part of the mural and are listed in purple.



Andrea: Tomorrow you will receive the Real Time Record from today's engagement and it will include all the images, voting results, group systems data as well as Jonathan's artwork.

Commissioner Seel: Thank you all very much and I hope you have found this to be as productive as we have found you to be this afternoon. For our next gathering, we can tackle regional sales tax or if you want to look at Pinellas County only. That will be a part of our next meeting along with looking at the major priorities. We talked about perhaps having a community business and elected leadership group to continue to look at this and move it forward. We will then either sunset for a time period if we don't think the time is right to talk about any additional taxes and take a look later on – but that will be your decision when it all comes down to it.

Participant: Can we have a legal opinion on the regional tax issue? Do you think it would take enabling legislation to that?

Commissioner Seel: Yes. BOCC would have to decide whether to put it on the ballot.

Participant: 3 counties could not agree on how to do it?

Participant: Statute allows transportation and regional – refers to transportation and regional authority surtax, it does allow for inter-local agreement with regional transportation authorities and counties that levy can pay to a regional authority and regional authority allocates it. That is one option- the other is the legislative fix option.

Participant: Each county would have to pass the referendum within each county?

Participant: Yes. It would have to be the same basic ballot language that would collect the sales tax and have TBARTA oversee it.

Participant: We did have legislators meet with TBARTA executive board. In Georgia a new framework that has created 12 different districts that can vote on a district wide surtax. Even if a county votes it down they are opted in, it sunsets and has to be re-voted on – but that is the mechanism they created. They are using 95% of their budget on an annual basis for taking care of their existing systems; we are only using 61%. They only have one MPO for a 10 county region and we have 5 for the TBARTA region – that is something else that would need to be considered for this.

Commissioner Seel: Thank you all very much once again.

