

Pinellas County Transportation Task Force Report

December 13, 2010

TASK FORCE MEMBERS

Karen Williams Seel, Chair

Pinellas County Commission; MPO Board;
TBARTA Board

Niel Allen

Realtor, Century 21 Coast to Coast Realty

Tim Bogott

CEO, Tradewinds Resorts

Alan Bomstein

President and CEO, Creative Contractors

Mark Carlson

Senior Vice President of Investments, Merrill
Lynch

Jeff Danner

Councilman, City of St. Petersburg; PSTA Board;
MPO Board; TBARTA Board

Joe DeLuca

Vice President, Times Publishing Company;
Tampa Bay Partnership Board

Vincent Dolan

President and CEO, Progress Energy Florida

Ronnie Duncan

Chair, TBARTA

Lou Galdieri

COO, Mease Dunedin and Countryside
hospitals
- Alternate: Ed Smolik, Dir of Facilities Mgmt

Ben Godwin

Senior Vice President of Real Estate and
Corporate Services, Tech Data Corp.

Cathy Harrelson

Conservation and Coastal Task Force Chair;
Suncoast Sierra Club

Stephan Heimborg, PE

The Heimborg Group, Inc.

Dan Hester

President and CEO of Special Asset
Department, Florida Capital Bank

Frank Hibbard

Mayor, City of Clearwater; Vice-Chair, TBARTA;
MPO Board

R.B. Johnson

Mayor, City of Indian Rocks Beach; Chair, PSTA

Helen Levine

Regional Vice Chancellor of External Affairs,
USF St. Petersburg

Dan Mann

President and CEO, Lighthouse of Pinellas

Judy Mitchell

President, Peter R. Brown Construction, Inc.
- Alternate: John Brandvik, Senior VP

Peggy O'Shea

Pinellas County School Board

Robert Pergolizzi

Principal, Gulf Coast Consulting

Craig Sher

Executive Chairman, Sembler Company

Stan Vittetoe

Vice President of Workforce and Continuing
Education, Clearwater Campus Provost, St.
Petersburg College

Kenneth T. Welch

Pinellas County Commissioner; PSTA Board;
MPO Board

Ted Williamson

Founding Partner, Williamson Dacar Associates

LETTER FROM THE CHAIR

The Transportation Task Force represents an historic opportunity to assess the future of transportation in Pinellas County. The recommendations and decisions made by this task force will help to shape the policy framework for the Board of County Commissioners, and the community as a whole, to address the transportation needs in the County, extending beyond its borders into the surrounding region.

We have worked diligently to provide recommendations for a robust and multimodal transportation system in Pinellas County and have also examined the difficult issue of how to fund such a system. All facets of transportation have been taken into account, including roads, sidewalks, trails, busses, and rail systems. The priorities you have set for the future will serve as an excellent foundation from which the public and elected officials can work to further analyze the transportation needs of the County and to determine how best to meet those needs.

I look forward to open and lively public debate on the work we have done thus far, and I am hopeful that the rest of the community will recognize the significance of the issue of transportation. The future of transportation in Pinellas County will have an exceptional impact on the quality of life for those who live, work and play in the County and I am proud to have been a part of this process.



Karen Seel
Pinellas County Commissioner, District 5
Chair, Transportation Task Force

EXECUTIVE SUMMARY

The Pinellas County Transportation Task Force first met in June 2010 and had their final meeting in December of 2010. The goal of the Task Force was to focus on ways to capitalize on transportation investments and opportunities. Cities around the globe have proven that investing in transit-friendly corridors strengthens local economies, creates jobs and improves mobility, all of which would make Pinellas County a better community to live, work, and play. Task Force members worked with representatives from area planning and transit agencies to formulate practical and fiscally sound transportation recommendations.

The Task Force Members met with Cities and Chambers of Commerce to discuss and gain their feedback of transportation priorities. Specifically, based on 100 points, rankings were requested for light rail, bus transit, roads/intersections, trails and sidewalks, the individual and collective prioritized rankings were provided to the Task Force to reflect municipal, business and citizen input. A Transportation subcommittee was also convened for a half day collaborative lab workshop to gather geographically diverse citizen input.

The Task Force held a Public Workshop at Bayside High School on July 19, 2010. Following a brief overview of the Task Force's mission, the participants were provided the opportunity to include comments.

The Task Force established a website, www.pinellascounty.org/ttf, to provide the public access to meeting information, presentations, videos of all meetings, and other information used by the Task Force. In addition, the website included a public comment section. All public comments received relevant to the Task Force were posted on the site. Citizens were encouraged to attend all meetings and offer their suggestions on how to meet the transportation needs for the future.

Over the course of seven months, the Transportation Task Force reviewed potential transportation project priorities, funding/revenue options and cost distribution alternatives to come up with a comprehensive list of recommendations for local leaders to consider as they move forward with planning for the future of transportation in Pinellas County.

On December 13, 2010, the Task Force held its final meeting and approved the recommendations in this report. The Transportation Task Force will convene in six to nine months.

**Pinellas County
Transportation Task Force**

**Policy Recommendation Summary
December 13, 2010**

PINELLAS COUNTY TRANSPORTATION TASK FORCE
POLICY RECOMMENDATION SUMMARY
(Approved December 13, 2010)

In 2009, the Florida Legislature passed legislation renaming and expanding the ability of certain counties to levy a Charter County Transit System Surtax of up to 1%. Pinellas County is among the counties authorized to levy such a surtax. This surtax must be approved by a majority of the local electorate in order to become established.

Recommendation to hold Transportation Surtax Referendum

The Transportation Task Force recommended that Pinellas County pursue a transportation surtax. The potential scope of the transportation improvements that could be completed with the revenue generated from this surtax, coupled with the fact that as much as 1/3 of the tax will be paid for by tourists, was deemed significant enough for the Task Force to recommend the Board of County Commissioners put the decision before the voters.

The Pinellas County Referendum would be an individual County effort but coordinated with Hillsborough and Pasco Counties on timing and referendum details.

In addition, the Task Force recommended that the Referendum be held no sooner than Spring of 2012 and no later than Spring of 2013.

Recommendation on Funding Allocations

The Task Force recommended approximately 88% of the surtax be used for Transit projects, 8% to Roads and 4% Sidewalks/Trails.

Recommendation to delay decision on changing/eliminating PSTA Ad Valorem Tax

The Task Force was in favor of decreasing or eliminating the PSTA Ad Valorem tax. The Task Force agreed to not make a final recommendation to the Board of County Commissioners on the Ad Valorem tax until such time the full plan with routes and cost estimates is completed.

Recommendation Not to Proceed with Local Option Gas Tax

The Task Force recommended that the Pinellas Board of County Commissioners not initiate a \$0.05 increase to the Local Option Gas Tax.

Recommendation to Reconvene in 6 to 9 months

The Task Force recommended reconvening when definitive information is available from the Alternative Analysis.

Pinellas County Transportation Task Force

Guiding Principles Approved September 20, 2010

TASK FORCE GUIDING PRINCIPLES

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 Task Force approved these Guiding Principles at the September 20, 2010 meeting. The principles they will follow include:

1. 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.
2. Focus on public safety as the highest concern along with congestion mitigation, air quality, and energy savings, which are also of great priority.
3. Discuss and identify new funding sources as part of the solutions.
4. Work together on developing recommendations to fund and implement projects that are identified as regional priorities.
5. Look at compatibility and regional connectivity with neighboring counties as part of our overall transportation network.
6. Integrate and inter-modal system with bus and eventually, light or commuter rail systems for longer term solutions, both intra-county and regionally for true mobility.
7. Support a transportation system that can become more “transit-friendly.”
8. Focus on transportation needs from a livable community vantage in order to attract more businesses, housing, and well-paying jobs to our community and improving the quality of life for everyone.
9. Determine land use changes that will promote transit oriented development and great 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.
10. Make recommendations that provide tangible benefits across the geographical diversity of needs of our County.
11. Make sure that public outreach is optimum in order to obtain community consensus on the recommendations.

Pinellas County Transportation Task Force

Activity Summary

TRANSPORTATION TASK FORCE ACTIVITY SUMMARY

The Task Force met from June to December in 2010. A summary of the meetings and presentations is listed below. The meeting minutes, records and materials are attached.

June 11, 2010 – The first meeting of the Transportation Task Force. Commissioner Seel handed out a copy of the Hillsborough County Task Force's Guiding Principles for their review before the next meeting and briefed the group on the Alternatives Analysis. Dennis Long, County Attorney's Office, briefed the Task Force on the Sunshine Law and explained that Government Sunshine Laws were applicable to the committee. Presentations were given by Don Skelton, FDOT Secretary, District 7, on the Florida High Speed Rail project and by Ronnie Duncan on TBARTA.

(Meeting minutes are included)

June 21, 2010 – This was another educational meeting for the task force, with presentations by Brian Smith, Pinellas County MPO, on the MPO Long Range Transportation Plan and by Tim Garling, PSTA, on Transit Modes and Alternatives Analysis. The Guiding Principles for the Task Force were also discussed.

(Meeting minutes are included)

July 1, 2010 – A Transit Oriented Development Seminar was put on by the Pinellas Realtor Association. All Task Force members were informed and invited to attend.

(The invitation to the TOD Seminar is attached)

July 19, 2010 – A Public Workshop was held at Bayside High School to invite citizen comments/suggestions on transportation in Pinellas County. Attendees were given a brief overview of the Transportation Task Force members and mission by Commissioner Seel and then the floor was opened for citizen comments.

(A summary of public comments is included)

August 30, 2010 – A Regional Subcommittee Collaborative Engagement Workshop held at the EpiCenter. Commissioner Seel provided opening remarks, followed by Andrea Henning, Director of the Collaborative Labs, providing an overview of what the group was going to be doing that day. After the attendees were asked to provide any comments or questions they may have had, Commissioner Seel gave a presentation on the Alternatives Analysis and transportation in Pinellas County. Attendees were divided into groups and prioritized projects in their respective areas of the County and on a countywide basis. Attendees also allocated points across the 5 transportation types (light rail, transit bus, roads, trails and sidewalks) to determine what the transportation priorities were.

(Real Time Record is included)

September 20, 2010 – At this regular Transportation Task Force meeting, the Guiding Principles were approved by the group and an update was given on the results of the Collaborative Labs and presentations to cities and chambers. Presentations were given by Mike Meidel, Pinellas County Economic Development, on Pinellas By Design and by James Moore, HDR Engineering, Inc. on Transit Oriented Design. Unfunded transportation needs were presented to members by Tim Garling, PSTA, Brian Smith, Pinellas County MPO, and Bob Clifford, TBARTA.

(Meeting minutes are included along with the approved Guiding Principles)

October 18, 2010 – At this regular meeting of the Transportation Task Force, the group was given an update on the status of Task Force presentations to the local cities and chambers. John Woodruff, Office of Management and Budget, gave an overview of general revenue funding sources that may be available to help fund transportation initiatives, followed by a presentation by Brian Smith, Pinellas County MPO, on Tax Increment Financing. Unfunded transportation priorities were presented by Brian Smith and by Denise Skinner, PSTA.
(Meeting minutes are included)

November 15, 2010 – The Transportation Task Force met at the EpiCenter Collaborative Labs to review revenue sources and prioritize projects. Commissioner Seel welcomed the Task Force members. Andrea Henning, Director of the Collaborative Labs, provided an overview of what was to take place that day. Brian Smith, Pinellas County MPO, gave a presentation on revenue projections, potential revenue allocation alternatives, and potential project priorities. Andrea Henning then explained the process for what was to take place and directed the Task Force members to break out into smaller groups to begin working. Once in smaller groups, the Force Members came up with vision, transit, non-transit, and funding strategies. Each member voted on which strategies they thought would best guide the decision-making of the Task Force. After the prioritization of strategies, Task Force members prioritized revenue sources, allocation alternatives, and potential projects, again voting to decide which ones were most favored amongst the group. A final report was developed by the staff of the Collaborative Labs and made available for group members and on the Task Force website.

(Real Time Record is included along with the strategic recommendations and priorities by mode)

December 13, 2010 – The Task Force met at the EpiCenter and heard a presentation by the Pinellas Realtor Organization and the Chambers of Commerce on the polling results of the Hillsborough Referendum. The Task Force discussed the options and alternatives provided and finalized the recommendations to be presented to the Pinellas Board of County Commissioners. These recommendations included proceeding with the Transit Surtax Referendum between Spring of 2012 and Spring of 2013, Funding Allocations (88%transit, 8% roads, 4% trails and sidewalks), delayed a decision on the PSTA AD Valorem Tax until the Plan is complete and recommended not to initiate a \$0.05 increase to the Local Option Gas Tax.

(Meeting minutes are included along with the Task Force's policy recommendations)

Pinellas County Transportation Task Force

Meeting Minutes of June 11, 2010

**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 Heimbarg, PE, The Heimbarg 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.

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.

Pinellas County Transportation Task Force

Meeting Minutes of June 21, 2010

Pinellas Park, Florida, June 21, 2010

The Pinellas County Transportation Task Force was held on June 21, 2010 at 1:33 P.M. at the Tampa Bay Regional Planning Council, Suite 100, 4000 Gateway Centre Boulevard, Pinellas Park, Florida with the following participants present:

Karen Williams Seel, Chairman, Pinellas County Commissioner (BCC and MPO)
Niel Allen, Realtor, Century 21 Coast to Coast Realty
Tim Bogott, CEO, Tradewinds Resort
Alan Bomstein, President and CEO, Creative Contractors
John Brandvick, representing Judy Mitchell, Peter R. Brown Construction, Inc.
Mark Carlson, Senior Vice-President of Investments, Merrill Lynch
Jeff Danner, City of St. Petersburg Councilmember (PSTA and MPO)
Vincent Dolan, President and CEO, Progress Energy Florida
Ronnie Duncan, TBARTA Chair
Lou Galdieri, COO, Mease Dunedin and Countryside Hospitals
Ben Godwin, Senior Vice-President of Real Estate and Corporate Services, Tech Data Corporation
Cathy Harrelson, Conservation and Coastal Task Force Chair, Suncoast Sierra Club
Stephan Heimbarg, PE, The Heimbarg Group, Inc.
Dan Hester, President and CEO of Special Asset Department, Florida Capital Bank
R.B. Johnson, City of Indian Rocks Beach Mayor, PSTA Chair
Helen Levine, Regional Vice-Chancellor of External Affairs, USF St. Petersburg
Dan Mann, Lighthouse of Pinellas
Robert Pergolizzi, Principal, Gulf Coast Consulting
Ed Smolik, representing Lou Galdieri, Mease Dunedin and Countryside Hospitals
Kenneth T. Welch, Pinellas County Commissioner (PSTA and MPO)
Ted Williamson, Founding Partner, Williamson Dacar Associates

Not Present

Joe DeLuca, Vice-President, Times Publishing Company, Tampa Bay Partnership Board
Frank Hibbard, City of Clearwater Mayor, TBARTA Vice-Chair, (MPO)
Judy Mitchell, President, Peter R. Brown Construction, Inc.
Craig Sher, Executive Chairman, Sembler Company
Stan Vittetoe, Vice-President of Workforce and Continuing Education and St. Petersburg College Clearwater Campus Provost

Also Present

Brian K. Smith, MPO Executive Director
Tim Garling, Executive Director, PSTA
Other interested individuals
Tammy L. Burgess, Deputy Clerk

AGENDA

- I. Welcome/Introductions – Karen Williams Seel
- II. Approval of Minutes
- III. MPO Long Range Plan – Brian Smith
- IV. Transit Modes and Alternatives Analysis – Tim Garling
- V. Guiding Principles
- VI. Transportation Task Force Public Meeting
July 19, 5:30 – 8:00 P.M.
Bayside High School Gymnasium
14405 49th Street N.
Clearwater, FL

Next Transportation Task Force Meeting
August 16, 2010, 1:30 P.M.
TBRPC Office
- VII. Adjourn

WELCOME/INTRODUCTIONS

Chairman Seel called the meeting to order at 1:33 P.M. and welcomed the attendees. A sign-in sheet has been filed and made a part of the record.

MINUTES OF THE JUNE 11, 2010 MEETING – APPROVED

Upon presentation by Chairman Seel of the minutes of the June 11, 2010, Transportation Task Force meeting, Councilmember Danner moved, seconded by Commissioner Welch and carried, that the minutes be approved as submitted.

MPO LONG RANGE PLAN

Referring to a PowerPoint Presentation, a copy of which has been filed and made a part of the record, Mr. Smith provided background information regarding the Metropolitan Planning Organization (MPO) and an overview of the MPO responsibilities and membership. He related that the MPO Long-Range Plan is required to have a 25-year perspective; that the Plan was adopted last year with a target year of 2035; and that the MPO is required to base its Plan on the local Comprehensive Plans, noting that the MPO works with local governments on the projections for the 25-year period.

He discussed the key transportation issues and the 2025 forecasts for local and regional population and employment growth and density; whereupon, he indicated that the elements of the

Long-Range Transportation Plan are transit, highways, bicycle and pedestrian travel, regional transportation, intelligent transportation systems, and livable communities.

Mr. Smith provided additional detailed information regarding the Long-Range Transportation Plan elements, including the proposed implementation timeframes, the annual capital and operations costs, and the estimated revenues from the various revenue sources, noting that they will be revisited and delved into further. He pointed out that livable communities is a key part of the Plan; and that creating a sense of space is a key policy that has been evolving over time; whereupon, he indicated that designing livable communities involves aesthetics, as well as density/intensity.

Mr. Smith discussed transit-oriented development and the Alternatives Analysis. He indicated that while all of the local governments in the County are looking at policies to change their Comprehensive Plans, primarily the County and the Cities of St. Petersburg and Clearwater are working on putting transit-oriented development policies in place by October, noting that the Alternatives Analysis would rely on the adopted Plan.

During discussion and in response to comments and queries by Commissioner Welch, Mr. Smith agreed to provide the calculation he used to determine the Pinellas Suncoast Transit Authority (PSTA) ad valorem revenue figure; and Chairman Seel stated that additional information regarding revenue sources will be provided in the future; and reiterated that all of the revenue sources will be delved into further; whereupon, she indicated that a complete acronym list with definitions will be provided prior to the next meeting.

TRANSIT MODES AND ALTERNATIVES ANALYSIS

Mr. Garling related that his portion of the PowerPoint presentation will focus on various rail modes, more details regarding the Alternatives Analysis, and the PSTA Ten-Year Bus Plan.

Mr. Garling outlined the various rail modes, noting that he has managed or implemented all of the modes with the exception of high speed rail. He pointed out that high speed rail is regulated by the Federal Railroad Administration while most of the other modes are regulated by the Federal Transportation Administration; and that there is a significant difference in the regulatory authority and flexibility for each of the agencies; whereupon, he discussed the various rail modes and indicated the following:

- ▶ High Speed Rail
 - Provides intercity transportation
- ▶ Heavy Rail
 - Includes subways and elevated rail systems
 - Provides service to large numbers of people in major urban environments
 - Not a mode for Pinellas County
- ▶ Commuter Rail
 - A variety of styles of commuter rail technology exist

- Provides service to a small, specific market of commuters for longer trips (20 to 50 miles from central business district) with fewer station stops, which means fewer opportunities for transit-oriented development
- Rail cars are designed for comfort due to longer trips
- Uses existing freight railroad tracks either by co-existing with freight railroads or by taking over the tracks
- General operation is during peak times (mornings and afternoons) with very little service during weekdays and evenings and little to no service on weekends
- Is a user-dominated market, typically with 80 to 90 percent work trip ridership
- May be relevant in Pinellas County
- ▶ Light Rail
 - Successful light rail systems are based on the marriage of land use, public transit, and pedestrian access
 - Provides service throughout the day, not just at peak times
 - Integrates well with the community and is clean running, quiet, modern, and flexible
 - Requires only space to build; can be put in the ground anywhere
 - Typical U.S. light rail systems are eight to 15 miles from the central business district and serve one corridor at a high capacity
- ▶ Urban Streetcar
 - Operated on regular streets, co-existing with cars
 - Streetcars are short, very slow, and serve a very specific purpose
 - Typical target market is a relatively dense downtown area with mixed use development

Mr. Garling reviewed a comparison of the bus, light rail, commuter rail, and streetcar modes in Portland, Oregon based on a case study, provided detailed information regarding the fare recovery, cost per vehicle hour and per ride, average vehicle speed, and weekday and annual ridership for each mode, and discussed Portland's TriMet system.

Referring to the Alternatives Analysis, Mr. Garling related that PSTA, the MPO, the Florida Department of Transportation, and the Tampa Bay Area Regional Transportation Authority have partnered with Pinellas County to cooperatively work toward determining the appropriate mode of transit to be built in Pinellas County that will balance local and regional needs and unify and bring the region together. He indicated that the intent of the Alternatives Analysis is to prevent the decision from being solely political by bringing rationality to the process to make detailed tradeoffs, noting that the information developed in the Alternatives Analysis is used to determine the exact routing, level of service, and the mode of choice, known as the *Locally Preferred Alternative*; whereupon, Mr. Garling discussed the Federal Transportation Administration New Starts Program, the funding criteria, and the funding process for Locally Preferred Alternatives, noting that the funding timeline can take between six and 12 years; that it is a competitive process; and that the future of transit funding is speculative.

Referring to the PSTA Ten-Year Bus Plan, Mr. Garling indicated that PSTA has an aggressive plan to put together a system that doubles the ridership over a ten-year period. He

discussed the need for a premium bus network and indicated that ridership is the key to transit; and that in order to have speedier routes, there is a need for an underlying network of transit services, such as trolleys, neighborhood buses, and other kinds of buses. Mr. Garling discussed the Pinellas County Trails System and the transit network vision; indicated that public transit is a pedestrian experience, not an auto-oriented endeavor; and that transit, when married to land use, creates jobs and creates economic development; whereupon, he outlined the next steps in the process.

During discussion and in response to comments and queries by the participants, Mr. Garling provided input regarding PSTA's current average travel speed, fare, and time between buses; the current average commuting distance within the County; and consideration of blueways, or waterways, as an alternative. Mr. Garling stated that frequency and the transfer penalty are the biggest problems with the existing PSTA bus system; that the primary funding source for transit in Portland, Oregon is an employment tax, as many people use the system for work; and that the typical funding source across the country is a sales tax, but that Florida uses a property tax; whereupon, Mayor Johnson provided input regarding the decline in PSTA revenue, noting that improving the transportation system will take more money than is currently available; that an expanded funding source is needed; and that the general public as well as the cities will have to be convinced to pay for the benefits of an improved transportation system.

GUIDING PRINCIPLES

Chairman Seel indicated that an updated Guiding Principles list, a copy of which has been filed and made a part of the record, has been provided as part of the backup documentation; and requested that the participants notify her of any omissions from the updated list or if there is other information needed prior to the next meeting; whereupon, in response to query by Mr. Bomstein, Chairman Seel indicated that the PowerPoint presentations from the Transportation Task Force meetings are available on the Transportation Task Force website (www.pinellascounty.org/ttf); that the PSTA Ten-Year Bus Plan is available on the PSTA website (www.PSTA.net); and that the MPO 2035 Plan is available on the MPO website (www.pinellascounty.org/mpo).

MISCELLANEOUS

Chairman Seel indicated that a flyer for an upcoming transit-oriented development seminar has been included in the backup documentation, a copy of which has been filed and made a part of the record; and that efforts are being made to invite James A. Moore or another expert in transit-oriented development to a future Transportation Task Force meeting.

Chairman Seel related that she is attempting to organize Transportation Task Force presentations to the coalition of beach communities, the Cities, and the Chambers of Commerce to educate and engage, solicit feedback, and ensure community input in the process; and that PSTA has agreed to put together a presentation; whereupon, she requested that participants interested in making presentations contact her or her assistant, Cyndi Meinck.

SCHEDULE

Transportation Task Force Public Meeting and Next Regular Meeting

Chairman Seel indicated that a public meeting will be held on July 19, 2010 at the Bayside High School Gymnasium; that attendance is optional; that public comment will be taken beginning at 6:00 P.M.; and that the comments from the public meeting will be brought back for those who are unable to attend; whereupon, she related that the next regular meeting will be held on August 16, 2010 at the TBRPC Office; that it will be an informational meeting regarding livable communities and Pinellas By Design; and that the September meeting will be where the "shovel hits the ground," noting that the funded and unfunded lists and revenue sources will be discussed at length.

ADJOURNMENT

The meeting was adjourned at 3:15 P.M.

**Pinellas County
Transportation Task Force
Transit Oriented Development
Seminar
Pinellas Realtor Association**

TRANSIT ORIENTED DEVELOPMENT SEMINAR

Thursday, July 1, 2010

3:30 p.m. to 5:00 p.m.

Pinellas Realtor Organization
4590 Ulmerton Road, Clearwater

3:30 p.m. [Welcome / Introductions / Opening Remarks](#)
Brian Shuford, Director of Governmental Affairs, Pinellas Realtor Organization

3:40 p.m. [James Moore](#)
Senior Vice President and National Director of Community Planning and Urban Design
HDR Engineering, Inc.



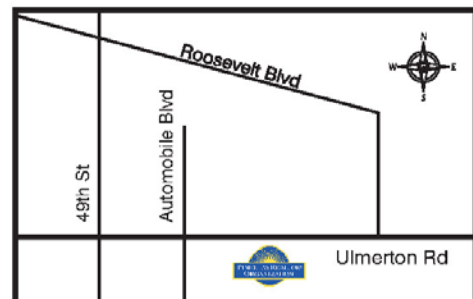
James A. Moore has over 20 years of experience in all aspects of architecture, urban design and community planning. He joined HDR in 2000, as the company's National Community Design Principal, dividing his time among national projects, marketing, and helping develop initiatives in the areas of real estate consulting, transit-oriented development, and sustainability. Since 2004, he has been the National Director of HDR's Community Planning & Urban Design business practice.

Mr. Moore was the principal on the City of Albuquerque Transit-Oriented Development Study, Albuquerque, New Mexico. He also worked with the City of Largo and a local developer on the City of Largo Town Center Urban Design Guidelines project, in which HDR devised a set of regulations addressing the design and development of a 60-acre mixed-use "center" on the site of a former shopping mall, which included the feasibility of incorporating an effective multi-modal bus transit facility within the overall master plan. On the North Downtown Redevelopment Master Plan in Omaha, Nebraska, Moore was the Project Principal for the project, which analyzed 80-square blocks of former industrial land and recommended creative and effective strategies for redevelopment. This project was done in parallel with another HDR study which analyzed the potential to develop a streetcar system in and around downtown Omaha.

4:30 p.m. [Question & Answer Session](#)

4:55 p.m. [Concluding Remarks](#)

For questions or more information, please contact
Brian Shuford at bshuford@tampabayrealtor.com.



Presented by



Pinellas County Transportation Task Force

Public Workshop notice, overview and public comment summary

July 19, 2010



Bring Your Ideas

Transportation Task Force Public Workshop

Come to the meeting and let us know
what you think about the future of
transit in Pinellas County.

Monday, July 19, 2010

5:30pm to 8:00pm

Brief Presentation and Public Comment Begins at 6:00pm

Bayside High School

14405 49th St. N.
Clearwater, Florida
(PSTA Route 52 Serves Bayside High School)

For More Information Call (727) 464-8200
www.pinellascounty.org/ttf



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Clearwater, Florida, July 19, 2010

The Pinellas County Transportation Task Force held a Public Workshop on July 19, 2010 at 5:58 P.M. at the Bayside High School, 14405 49th Street North, Clearwater, Florida.

Chairman Karen Williams Seel welcomed those in attendance and introduced task force members and elected officials; whereupon, she provided a brief overview of the task force membership and mission and invited comments and suggestions from the public.

The following individuals stated their opinions and concerns:

Wilfred Sergeant, Pinellas Citizen Advisory Committee
Paul Ziegler, Seminole Chamber of Commerce, Metropolitan
Planning Organization Citizen Advisory Committee
Curtis Holmes, Largo City Commission
Ron Weaver, Stearns Weaver Law Firm
Verrita Walters, CASA Domestic Violence Organization
Ed Stillo, HDR Engineering, Pinellas Park
Jeff Moakley
Linda McKenna, Largo
Norm Roche, Candidate/Citizen

At this time, 6:25 P.M., Chairman Seel thanked those present for their time and participation and invited them to remain in the room to view the story boards and speak with task force members on an individual basis.

Sign-in sheets and two written comment forms have been filed and made a part of the record.

Minutes prepared by Arlene Smitke, Deputy Clerk.

DATE: July 19, 2010	
REPORTER: Arlene Smitke	
5:36	People coming in. No announcement yet. People are talking at the stations.
Seel 5:55 pm	Going to front. Good evening; welcome. So glad you're here. If I could ask you to take a seat, that would be very helpful.
Seel 5:58	To start this off, I'd like to introduce the task force members that are here. If they would stand and wave their hand that would be wonderful. Neil Allen; Councilmember Jeff Danner; Ed Smolik; Mayor Frank Hibbard, Clw; Mayor RB Johnson, IRB; Robert Pergolizzi, Stan Vettetoe. Other Elected Officials: Largo Gigi Arntzen and Curtis Holmes; City of St P, Leslie Curran and Steve (Kornell). I think that's it. Sorry, Councilmember Bill Jonson, Clw.
Seel	Sorry, Comm Ken Welch. Comm Welch is vice chair of TTF. We have 25 civic, business, and elected leaders that will be meeting over the next six months to have a full-blown discussion about what the transportation options are, what the funding sources are, and – but to kind of kick it off, we've only had two meetings thus far, which were all informational to give overviews of the TBARTA and the PSTA plans, the MPO's 2035 unfunded plan, etc. So we wanted to reach out. I did this years ago when we did the US19 Task Force, and some of the very best common-sense ideas came from the audience. And we really did use those ideas in the drafting of our recommendations for US19. So we thought this would be an awesome way to get started, and we have a microphone here. If you would like to come up and share your thoughts about any aspect of transit or transportation, please come up to the mic and share your thoughts for – hopefully, we'd ask you to keep it to 3 mins or less. You can identify yourself if you'd like to by name and city or part of the county. Also, for those who don't want to speak at the front desk, we do have sheets where you can share your thoughts. Don't be shy.
Wilfred Sergeant	I've been following many of these developments that are taking place. I'm very interested in all the drawings we see over there, the plans for the routes and so on. One thing that worries me is I don't know how you can compete with the automobile if you don't offer an average speed better than the automobile. It's got to be competitive with that, and the only way I see of doing that is with exclusive rights of way. I keep looking to see on these plans how you're going to create the speeds that you need that I think will require exclusive rights of way. I'd like to see some indications along those lines. Thank you.
Paul Ziegler	Past President of Seminole Chamber. I was recently appointed to the Citizens Advisory Committee of the MPO. I don't have a lot of technical advice to give you, but I do have a book that I would recommend that you read. It will be probably the best argument you could find for a better transportation system. It's called Bond of Union, about the building of the Erie Canal, Published 2008. Gerald Kopco (?) is the author. I grew up in Palmira NY, better known as Canal Town on the Erie Canal. It profoundly changed not only NY state, but our entire country and may be the reason why we are the USA today, when you read the book.
Curtis Holmes	Largo City Commission. Karen, you and I had a conversation almost 15 years ago about transportation in Pinellas County, and I said for 20 yrs now we've paid to have the traffic lights timed. I'm still waiting for them. They're not there. I don't know why we can't get traffic lights timed. If we got the lights timed, you could

	<p>handle the traffic flow without getting into elaborate plans of mass transit that we're looking at. The problem we have with mass transit, every area of the country where mass transit works, it's because the cities are vertical. Here, we are all horizontal. I had a conversation with Chris Arbutine about this, and I said, Chris, the problem you have with mass transit is, you have to visualize a bicycle wheel. The bicycle wheel, at the rim, is your alpha, and at the rim is your omega. This is where you are, this is where you want to go. Mass transit is the axle of the bicycle wheel. I don't care if it is a high-speed train from Orlando to Tampa, Miami to Orlando. It doesn't matter if it's TBARTA from Tampa to St Pete; doesn't make any difference. That's the axle. Even an airplane, that's the axle.</p> <p>The problem in our area, we have no spokes. So you take a high-speed train from Orlando to Tampa and you want to go to downtown St. Pete, how are you going to get there? These are the issues we need to address. Or if you're going to go catch the light rail from downtown St Pete to Largo, for example, and you want to go two miles from there, how are you going to get there? Are you going to walk? We had this discussion in the City Commission chamber already, and I brought this up. I said well, let's say you wanted to go to the Goodyear dealer on Clw-Largo Rd and the light rail brings you to downtown Largo. How are you going to get there? No one had an answer to that. I said, you can't use the bicycles that Tampa tried. Remember when Tampa did that? They put the funny-colored bicycles downtown. And I was talking to the lawyer for the Tampa City Commission, and I said I'll give you a month and they'll all be gone. They didn't quite last a month.</p> <p>But that's the problem. Until you can address the spoke problem of once you get to where you wanted to go in a general sense, how are you going to get to your specific destination. We realistically, from what I have seen, we have no plans to address that whatsoever. That's really the problem here, unless you decide to redo your urban plan totally and go nothing but vertical. If you go all vertical, you don't have the problem at all; if you go horizontal, you have a great problem. Thank you.</p>
Ron Weaver	<p>Stearns Weaver law firm. I'm glad Curt went first, because the spokes are easier than we think if we ever get the spine. With a billion-and-a-quarter spine which can prompt another half a billion or billion for the rest of the spine, and a 52-minute trip from downtown Tampa to the Orlando airport with two or three or four other stops, including Lakeland – with a billion-and-a-quarter-head start, we can do what we're doing in a lot of jurisdictions in FL, which is, we can have the flex bus go to each subdivision. Pick them up at 8:00, bring them home at 5, 5:30 or 6. It is part of the system, part of the funding. It enables us to take those communities that think they're off of the main system and connect them, in a very efficient way, with that billion-and-a-quarter head start of the bullet train.</p> <p>The feds have another \$50 billion in the next total package. We can avoid having 3,000 miles of failed roads by 2060 between here and Orlando if we will but take what we would have spent by way of \$270 billion on roads and instead spending it on being in the same car together, using our Blackberry, relaxed, air conditioned with a cup of coffee – 52 minutes to the Orlando airport and 5 minutes or 18 minutes or 52 minutes to wherever it takes for us to distribute those bullet train billion and a quarter dollars worth of spine. The spokes will come. We have the axle, we have the spine. It's a billion and a quarter of our dollars. Why should we let Charlotte and Phoenix and</p>

	<p>everybody take those hard-won dollars that we've spent on federal taxes for the last 30 years and get those when we can get 50% federal matching for finally getting into the game. We're 60th as a region as far as the commuters' choices. We've got to go from 60th to 50th to 40th, 30th, 20th, and then 18th in 5 or 10 or 8 years, and we've got a speed-up by the federal govt, and I think that we can put the wheels on this axle, Curt.</p>
Verrita Walters	<p>I work for CASA Domestic Violence Org. I'm here representing the women and children that have to catch the transit system in St Petersburg, FL. I understand what the gentleman back here is saying about the mass transit system, but we also have to think about the little people who can't get on the high-speed trains with the Blackberries and the cup of coffee. We have to think about the women that have been struggling to get away from their abusers, to try to get their children to day care, try to get to work, to get to school.</p> <p>Where I am employed, I run the transitional housing program. And the women that come to us, they have to either be employed or they have to go to school. And they have children, because we take women with children. Those women, sometimes, don't have a car. Sometimes they don't even have the money to buy bus passes. We provide the bus passes for them, so we need to think about the little people that need the system also, the people who need to get from Point A to Point B or who need to get from their homes to the day care center, then catch the bus from the day care center to their job or school. So we should not – think about the little people that need to have your system also, so while planning anything for the better community, we need to also think about the little people; don't forget them.</p>
Ed Stillo	<p>Pinellas Park. I'd like to follow up on some of the earlier comments. As a user of transit in many other places across the country and overseas, I've witnessed first hand the development that transit does bring, and I think it takes care of both problems. Your point is well taken, Ma'am, about the bus service needs to be expanded. And if we look across the bridge in Hillsborough County and what their transit plan looks like, most of that money, if their referendum passes, will be spent on expanding the bus service – circulators in the neighborhoods, things like you're talking about for better access. And I'm sure, with Karen and Tim Garling and people like that involved in this process, we'll see that same kind of approach to the Pinellas plan. It can't just be roads by itself; it can't just be transit by itself. And that includes buses and light rail and all of those components. They all feed in, like Ron said, to the spine. So you need a healthy circulatory system to support that spine. A healthier bus service is better for the transit system as well. I'm just encouraged to see that we are taking the initiative here in Pinellas County, and I think it's very important, as we move forward, to involve both the residents of Pinellas County, but the businesses also. I'm real encouraged by things like the Rays talking about the stadium being a stop on the line. That kind of thinking is the type of thinking we need to make this successful. Thank you.</p>
Jeff Moakley	<p>Call it Reality Check 101. The plan is good, but the reality is, it's not here. We've got some developers or political organizations that are taking models from other communities across the US and trying to apply it to Pinellas County, which is so spread out and so built up that we aren't going to have the opportunity to go ahead and do this. The best case I've heard for light rail in Pinellas County is from an elected official. His answer was We're one of the top 25 regional areas, or maybe counties, in the nation that do not have a light rail system. Because 24 other counties nationwide – or heavily trafficked</p>

	<p>urban areas have light rail; therefore, Pinellas County should have light rail. That just doesn't fly. Americans, we are on our own schedule. We don't want to be on a bus schedule. If we want to go someplace, we want to go there direct; we're going to go by bus, go by rail, we're going to be on somebody else's schedule. Hillsborough County may or may not approve their one percent sales tax. I-4 corridor – maybe you need light rail there – maybe. We just spent \$100 million on US 19 on overpasses. Perhaps we're going to spend \$50 million on Ulmerton Rd. It's been said Americans are in love with their cars. The federal govt -- \$13, 14 billion in debt – trillion dollars. And you want two or three more billion out of them to go build this system. Property taxes, maybe I pay \$45-60 for PSTA – something I don't use. I've used it a couple times. Once I wanted to go to the airport --- took 4 hrs to get to the airport by bus, and that was only because the fed govt had given PSTA a subsidy so they could go across from Pinellas to Hillsborough.</p> <p>Reality is, we use the airport shuttle if we want to get to the airport. I don't want to have to get on a bus, go downtown to Tampa, get on another bus and have to go out to the airport. We don't have a ridership and buses to support the system you want. Maybe in 2050 we will have it. Govt stimulus – billions to construct it. What's that mean? Just you and I paying more taxes to the fed govt that the govt can say, well we gave it back to you. We're laundering it through Washington at 10 or 15%. We're going to be paying off the construction debt for centuries. You think \$45 or \$60 a yr in property taxes to fund PSTA is a lot; once you get this system in, the operating costs are going to cost you double, triple, quadruple. \$200 a yr just to support this thing operating-wise.</p> <p>Currently PSTA is looking at raising fares and reducing service. It doesn't have the money. We're doing more bicycle riding than riding the bus because they can't afford the bus fares. If I want to go shopping, I've got to have a car. Go shopping once a week, I've got a half dozen grocery bags. I'm not going to put those on a bus or on rapid rail and haul them home, then have to walk 300-400 yards from the drop-off point. If I'm in a retirement home, I've generally got buses to transport me to the local shopping centers. I'm not going to use PSTA, light rail. If I'm in a wheel chair, we've got the wheel chair transport system going on. But the buses aren't going to help me get from where I live to where the bus stop itself is, and then you've got the inconvenience of interconnections and all this type of thing. It took me three buses, really four, to get from Pinellas County over to Tampa Int'l Airport. I just wanted to see if it could be done. Yeah, it can be done, but it took me three or four hours to do it. And we're just not going to spend the time to do it.</p> <p>Energy – in the future, we may use natural gas or some other kind of gas like we like have some of our buses in right now, but that's in the future.</p> <p>Reality is, it's just not here. Seattle, WA – My recollection is they spent about \$500 million to build a system for a mile and a half or two miles. It may or may not have been underground. But Pinellas County is not like the other 24 top urban areas in the country that may have light rail. Just because 24 other counties, major metro areas have light rail or some kind of a rail transportation system doesn't mean that it's a system that we need here for Pinellas County. You get bus ridership up to where it's breaking even, then maybe we'll come back and talk about it. Thank you, folks.</p>
Linda McKenna	<p>Largo. Most of my adult life has been spent intertwined with transportation systems. I grew up in New England, Fairfield, CT, and my first summer job was</p>

	<p>riding the New Haven railroad into NY City. It was quite easy to do. It was very common for people to do that in that area. I have to admit, the NE is a smaller area and it has been set up for transportation usage, but it works very well. There are many different trains coming in from various areas into the city. I also lived in the city, used the subway and walked getting back and forth to work. It worked well, even though the subways are not the highest quality. I then moved to the Northern VA area out of Washington DC when I was married. And we were there and watched the subway system grow – the Metro system. We lived in Arlington County, and our experience was watching the development of the Metro system along the corridor in Arlington, and it made quite a difference. That whole corridor had been run down and was not utilized, and as the Metro moved out, a wonderful change took place. Each of the metro areas became developed. They developed into multi-use centers. It became very active for living, working, and shopping. People could use the Metro, take a bus to the Metro. It worked out very well. We moved further out to Centerville, and we took the Metro bus to the rail, then took the Metro into the city, where I walked a few blocks to my office. The system was not initially set up for this, but it grew to be very easy to use. There were many buses; they left very frequently; it was not a problem to get the bus to the Metro. They had ride and park locations, or you could drive and park at the Metro, take the Metro in. You could buy tickets that were monthly ridership that would provide a discount. The Metro was efficient and fast, and frankly most people didn't want to drive in. It was too long, took too much time. It was too time consuming; whereas, they could sit on the Metro and read the paper or do other work. And it's great for tourists and for other people in the area to use. So it's been quite a change for me living in this area where there is no transportation, and I find it very odd because I'm so used to that. So I know there are concerns about whether there is the ridership, but once you start building it, it will be there. Maybe now it takes three hours to get to the airport, but it won't once you put the system in place, because there will be many choices and opportunities.</p> <p>I should also add, Pinellas County is almost built to capacity, it is very congested. And multimodal types of transportation are really the only option now. You can't deny it; it's there. And I would hesitate to claim it is too expensive, because I think, in the long run, you will find that your revenue, in terms of the development that comes about, will more than pay for it. I am very much aware that in the past – I think it was Hillsborough, had the opportunity for funds to have a transit system and they turned it down, and the funds went to Charlotte NC and they developed a wonderful rail system. So I don't think we should turn away from it this time. I should also point out that there's a very good article in Time magazine that discusses the proposed Orlando to Tampa rail project and all the benefits it can offer. Thank you very much.</p>
Norm Roche	<p>What I'm hoping to see as a citizen out of the task force and actions is real, substantive, unquestionable data that supports these efforts. I have been attending a lot of the meetings – I was in Tampa this morning at the high speed rail meeting. Wonderful fluff, great photos, great excitement, lots of pie-in-the-sky stuff, but desperately void of data. Terms like hundreds of thousands of job, economic growth and development. But where's the beef? I've talked about mass transit for years. I'm along with Curtis in that we should actually demonstrate that we can operate, manage, and fund a usable, functional</p>

	<p>mass transit busing system first. Then where the data supports it, put in the rail where needed. That's along the lines I'm talking about. But real substantive data on ridership and costs. It's not just the cost of building the rail, and when we talk about federal, state dollars and things of that nature, they are nifty euphemisms to get away from the reality. They're tax dollars. So we're not just talking about the cost construction of the rail, but the acquisition of the property and the land through raw buying or eminent domain. Then we're talking about in perpetuity. Tax dollar subsidizing of these systems. Not one of them is self supporting in the country. Down in south FL, the tri-rail, which is heralded as a success, it really isn't. I've studied quite a few of them and gone around to study them. We're subsidizing that to the tune of 70 cents on the dollar. So again, if the taxpayers say let's spend our money that way, problem solved. But what I'm hoping to see from the task force is not just pie-in-the-sky great grass (?) but real, substantive data in terms of what it will return to the taxpayer on that investment and what it will bring and ultimately cost us in the long run, not just in the short term. So thank you for your efforts.</p>
Seel	Anyone else?
Wilfred Sergeant – from audience	May I speak again?
Seel	<p>I'd be happy to talk with you, Wilfred. We will still have the story boards up for a while longer. I will be around, and I'm sure members of the task force will be as well, if you want to talk with each of us individually. But I certainly want to thank you all for coming out and spending your time with us this evening. Again, we're willing to walk through any of the information here and to talk with you personally. One more chance for the microphone. Thank you.</p>
6:25	Walks off.

Pinellas County Transportation Task Force

Real Time Record of August 30, 2010

Collaborative Labs

at St. Petersburg College

Accelerate business results

presents

Pinellas County Transportation Task Force Regional Sub-Committees Collaborative Engagement



Introductions



Karen Seel, County Commissioner and Chair of the Transportation Task Force: Good morning and welcome. I'm excited to have you here. Thank you for taking your Monday morning to join us in this discussion of the most critical problem in the County—transportation. I reached out to elected officials and asked them to reach out to you and get your involvement in this event. We want to engage more and more people in this discussion. I thank these elected officials for their efforts in reaching out to all of you. We ended up with a very diverse group which is great.

I also want to thank the Collaborative Labs of St. Petersburg College who is hosting us today free of charge because we have no budget. I'd also like to thank my two assistants who have helped me organize this event.

I'd like to turn it over to Andrea Henning.



Andrea Henning, Executive Director of the Collaborative Labs: Good morning and welcome. What a great group of stakeholders from Pinellas County. It's an honor to support you today. Our key to success is to get the right stakeholders in the room and we feel we've done that today because you are here! We are part of St. Petersburg College and we've helped thousands of stakeholders and hundreds of organizations accelerate results. In a few moments we'll deploy you into teams. You are each from a region within the county: South, Mid-South, Mid-Upper and Upper. You'll work in those regional groups in the first activity.

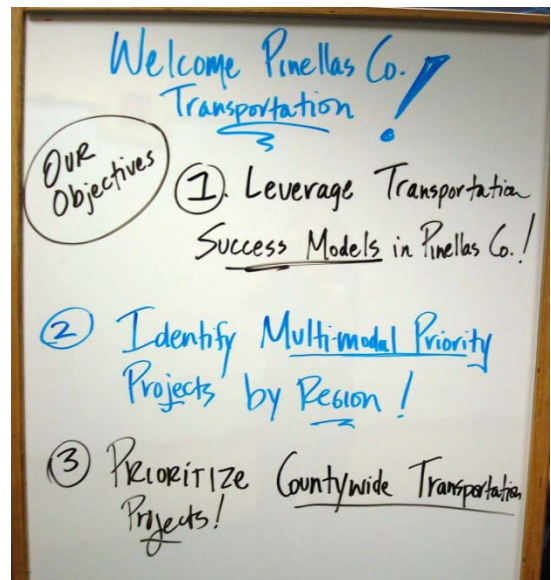
You started this morning with what is already considered model examples of transportation within the County. We'll review that in a few moments.

Let me first review the objectives for the day.

Today's Objectives:

- Leverage the transportation success models in Pinellas County
- Identify multi-modal priority projects by region
- Prioritize countywide transportation projects

Andrea: We'll need your best thinking today as you discuss what's important for transportation in this county. Let's take a moment to celebrate what's good in transportation so far. As you entered this morning, you were asked to contribute to our Model Transportation Walls. I'd like to ask a few of you to elaborate on entries you made to the whiteboards. Let's look at our first board.



the

Activity 1: “The Best Transportation Examples of Pinellas County”

Welcome to the Collaborative Labs! As you’re getting coffee, “walk about” and consider a **model transportation example** that you’ve experienced as a Pinellas County stakeholder.

There are five **Model Transportation Walls** on which your example might fit, in **5-to-8 words**:

Wall #1:	Wall #2:	Wall #3:	Wall #4:	Wall #5:
Public Transit	Roads	Trails	Sidewalks	Other

Each participant, please **contribute at least one best transportation experience** to any one of the walls.

At 9am we’ll ask for a few volunteers to share their model transportation experiences.

All of your contributions to the Model Transportation Experience Walls will be captured for the real-time record.



Collaborative Labs
at St. Petersburg College
Accelerate business results

Activity 1: “Model Transportation Examples in P.C.”

Model Transportation Walls Transcription

Public Transit

Bus: When RT 52 went to ½ Hr headway
Express bus to downtown Tampa
Jolley Trolley / Suncoast Trolley—Gulf Blvd; US 19 to Mall
Trolley from Indian Shores to Pass-a-Grille & back



Comments from audience:



Eric Carlson: I'm the Director of the St Pete downtown partnership who administers the trolley system. We have two fixed route services and we handle 250,000 passengers. We are pretty proud of that.

Tony Collins: I live in Pinellas and work in Tampa. I've taken the express bus across the bay. It's easy and fun. We would like Wi-Fi on the bus if possible.

Roads

1st Ave North and 1st Ave S from downtown St. Pete to beaches
Potholes
Roads in city St. Pete (no traffic jams)
118th Ave exit ramp from I275
Seminole Blvd. (South of West Bay Dr.)
Bryan Dairy between US 19 & 66th
US 19 South of East Bay Dr.
Gulf Blvd with new bike lanes
West Bay Drive from Seminole West to Beach (Gulf Blvd)



Comments from audience:



Paul Renker: I live in St. Pete. I was thinking about our roads on my way here and I realized that I rarely end up in traffic jams. It's a good grid system with a lot of alternatives.

Steve Nadel: I'm with the baseball commission. We bring in teams from all over the world. We use various fields and getting people around works well with what we do.

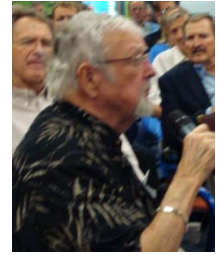
Funding:

Public/private
Bonds
Referendum



Comments from audience:

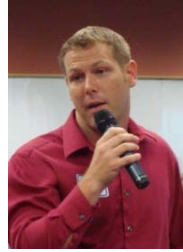
Al Plunkett: I'm retired from St. Petersburg College. Our local busses go to many malls. Has there been thought given to private people who want to use the facilities we have for promotional endeavors and we could extract money for that? Why not take some profit from the malls that we are transporting the public to?



Julie: Public/private partnership is something that we are already working on for some areas. South County has the trolley, North county does not. The businesses would support the trolley by advertising and maybe contributing to the base service. Some areas have smaller businesses as opposed to larger businesses. The partnership is exciting and we hope to get it off the ground soon.

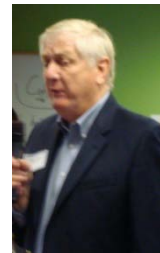
Trails:

Pinellas Trail
Pinellas Rail to Trail (bike)
Clearwater East/West Trail
Dunedin Trail connection to Main Street
Pinellas Trail—bike and walk
Pinellas trail
Seamless connection Hillsborough/Pinellas trail through Oldsmar
Dunedin connection to trail
Pinellas Trail with spurs to Gulfport St. Pete—Tarpon Springs Docks



Comments from audience:

Carol Crumrine: I'm from Largo and use the Pinellas trail bike lanes. We consider the rather small. You can take the trail to so many parts of the county. It's wonderful. Pinellas trails are beautiful.

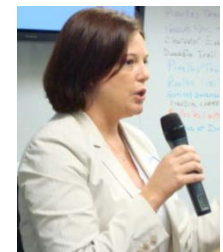


county
county



Tom Shelly: We like the way Dunedin has connected the trails to so many surrounding areas.

Michael Welsh: I learned that the bike trails are the second biggest tourist attraction in Pinellas county only second to the beaches. That's pretty amazing.



Sidewalks:

Downtown St. Pete
Old NE St. Pete
Beach Walk—Clearwater Beach
Clwtr/Largo Rd (North of West Bay Dr.)
Wider sidewalks in Gulf Blvd—beaches area
Broken
Beach walk around Pier GO



Comments from audience:

David Bredahl: Beach walk is an incredible draw to the area. For our tourists it's an engaging area. The trolley gives you access to it.

Duane Schultz: I'd like to add a comment to the bike trails. I like Roadies for breakfast myself. I was interested in coming to this meeting. I got on Ulmerton road which is now very nice to use. CW Bill Young and Commissioner Seel are the real positives in Transportation in Pinellas County

Addie Romanowski: It's easy to take my vehicle but I like the sidewalks and the aesthetics. We feel safe and it's very clean. It's a great model.

Other:

Expansion of Belcher Rd. to Tarpon Springs
Skyway Bridge
Bayside Bridge
Tarpon Trolley
Clearwater Trolley to Dunedin "Jolley Trolley"
Land Use—transit oriented, not transit adjacent
Trolley
Rail (all)
Rays
Trolley from downtown to St. Pete to Trop
Bellair Bridge



Comments from audience:

Carol Crumrine: My mother lives in a senior residential community which has transportation and that is so great. Many senior organizations have that. It's so important.

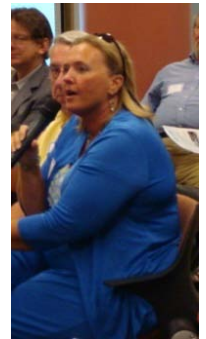


Comment: Dunedin is doing quarter studies in our city. We are redoing zoning and site planning. We'll be bringing those buildings closer to the street. We are trying to promote multi-model transportation. Parking will be at the back of the street. We are looking at more bus access, more trails and maybe rail. We are planning to support multi-modal transportation. We'll be ready when the economy picks up.

Comment: I want to elaborate about the Clearwater-Largo road. It's been greatly transformed. They've achieved a balance between pedestrians and vehicles. The traffic has slowed down and makes people feel comfortable walking that way.

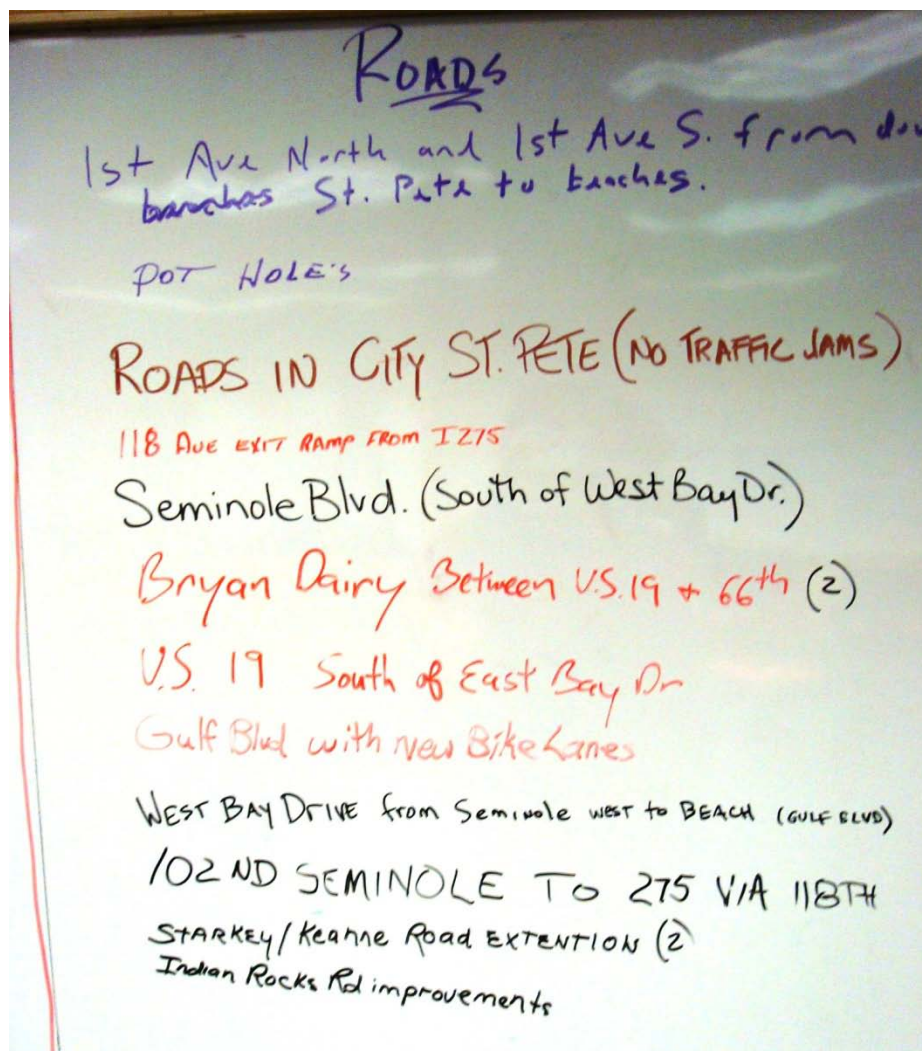
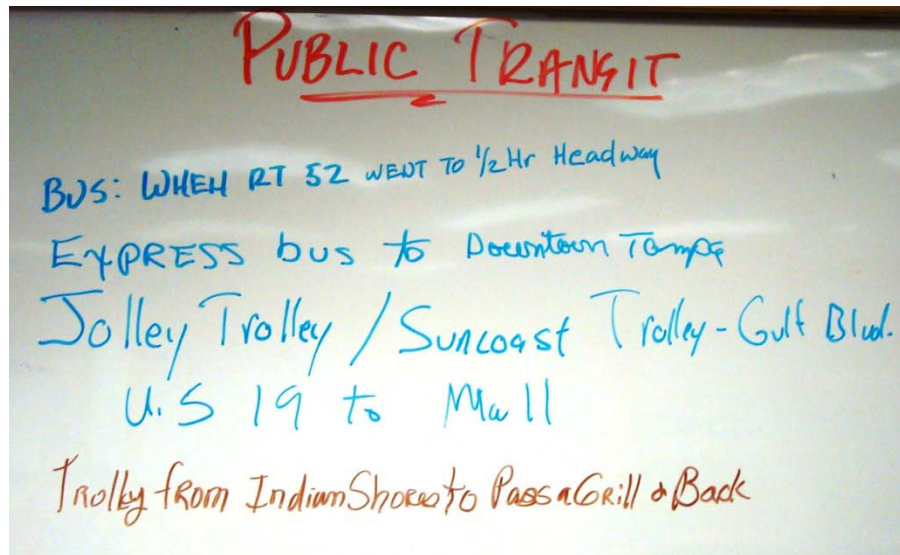
Deborah Schechner: It's important to know that we have wheel chair transportation that is relatively cheap.

Greg Johnson with the urban league: So often, disadvantaged people are not included. This event can create a potential for jobs. Inclusion is so important. The disadvantaged are usually the recipients on the back end.



Kris Self: We have free beach rides on the beach. His business is exploding and people are itching to get their business advertising on his cart.

Model Transportation Walls



FUNDING

1. PUBLIC / PRIVATE
2. BONDS
3. REFERENDUM

TRAILS

Pinellas Trail

PINELLAS RAIL TO TRAIL (BIKE)

Clearwater East / West Trail

Dunedin Trail Connection to Main Street

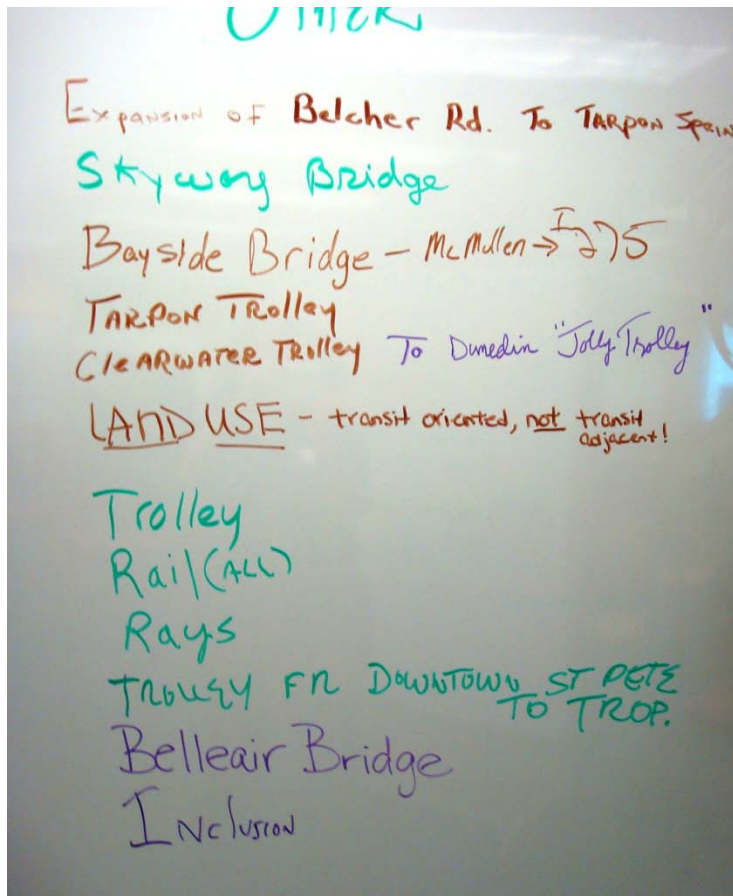
Pinellas Trail - Bike and Walk

Pinellas Trail

SEAMLESS CONNECTION HILLSBOROUGH / PINELLAS TRAILS THROUGH DUNEDIN CONNECTION TO TRAIL

Pinellas Trail with spurs to Gulfport - St. Pete - Tarpon Springs

Pinellas at Dunedin



Andrea: Thank you so much for each of your contributions and for sharing those highlights. Let me describe the process that we use here at the Collaborative Labs. We use appreciative inquiry. It's a strength-based focus as opposed to a deficit-based process. That's why we started with a report of "what's right" within the county. You can mobilize and leverage strengths better than the traditional starting focus on "what's wrong." Let me take a moment to introduce you to our Collaborative Labs' team and then I'll turn it back over to Karen to set up your day.

Today's Collaborative Labs Team:

- Andrea Henning, Executive Director/Facilitator
- Alan Martinez, Business Development Officer/Co-Facilitator
- Jonathan Massie, Business Illustrator
- PJ Petrick, Technologist
- Josee Richmond, Documenter



County Commissioner Karen Seel: Thank you for your thoughtful comments. It's nice to start on a positive note like we did. The transportation task force goes out into the community and asks for input. I was on the US

19 task force--we engaged people, found solutions and got funding. It's time to broaden the discussion in every single category. The force has 24 community citizens involved. They will look at all ideas and marry them together by end of Dec. and make recommendations the commissioner. The members have been visiting cities and chamber of commerce and I have that information pulled together into this slide presentation.

Pinellas County Transportation Task Force

Karen Seel, Chair
Transportation Task Force

Agenda

- Challenges Facing Pinellas County
- Public Transit and Land Use
- Current and Future Transit Studies and Plans
- Pinellas County Transportation Task Force
- Next Steps

2

Challenges Facing Pinellas County:

Livability – the legacy of sprawl



Challenges Facing Pinellas County:

Economic Development and Jobs



Karen: Pinellas County was built on transit. The city of St. Petersburg exploded after the arrival of the Orange Belt RR in 1888. It then grew based on the streetcar lines that extended from the bay to Gulfport. However, after WWII, the county's evolution was centered around the automobile and cheap gasoline and thus we arrived at the sprawl we have today. It's no secret that Pinellas County needs to build a more diverse economy and lure high-paying jobs. Unfortunately, top companies nowadays usually select cities and regions with robust transit and transportation options for their headquarters or relocation. An example of this can be seen by the number of high-tech companies that have chosen to relocate to Charlotte, NC over the Tampa Bay area because of Charlotte's outstanding transit system.

Challenges Facing Pinellas County:

Sustainability



Challenges Facing Pinellas County:

Protecting Our Environment



Karen: Officials from the Department of Energy say that swiftly rising fuel prices will return as the economy heats up or if there is a major oil supply disruption such as a major hurricane in the Gulf of Mexico. Rising fuel prices are only one negative manifestation of America's dependence on oil, there are the issues associated with offshore drilling and the tremendous negative economic impacts that our region suffers when fuel prices skyrocket. Through the years, millions of people have uprooted their lives to live in our wonderful environment, but the demands of that migration are taking their toll.

Challenges Facing Pinellas County:

Traffic Congestion

Five Worst Cities for Commuting:

56. Dallas-Fort Worth-Arlington, Texas
57. Orlando-Kissimmee
58. Atlanta-Sandy Springs-Marietta, Ga.
59. Detroit-Warren-Livonia, Mich.

60. Tampa-St. Petersburg-Clearwater

Forbes

February, 2010

"In these areas, urban sprawl and solo drivers are the difference between a hassle-free and a harrowing trek to work."



Challenges Facing Pinellas County:

Improving Public Transit



Karen: Forbes.com measured travel time, road congestion and travel delays for the 60 largest metropolitan statistical areas. It factored in how many commuters in each city had an average commute of an hour or more, which communities utilized public transportation and which were most likely to have delays. With Detroit set to open its first rail line in October, the Tampa region is now the only major US city to not have robust mass transit. (Our transit service is less than that of the world's epicenter for automobile manufacturing!) Our population size demands higher levels of transit service.

How do we get from this...



To This?



Karen: How do we get from our automobile centric existence to one that embraces public transit and transportation options?

Transit Oriented Development Creates Great Places to Live



Transit Oriented Development Features

- Community Livability
- Mixed Land Use
- Pedestrian Friendly
- Creates a Sense of Place
- Open, Inviting Spaces



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Commissioner Seel: Providing better transit service is not enough, it must be accompanied by supporting, transit oriented land use. Developing our key transportation corridors so that they accommodate and encourage the use of mass transit is a time-proven key to economic success. History shows that people are far more likely to take advantage of public transit when then live in places that make transit convenient and accessible.

81% of Pinellas Residents *Want* Improved Transit



Local Businesses Also Want Improved Transit

St. Petersburg Times

Pinellas Bay News Service tampabay.com Sunday, February 26, 2006

Asked 141 Tampa Bay area business executives:

"If you could do one thing to improve the Tampa Bay Economy?"

1. Mass Transit: **27%**
2. Lower Unemployment: **15%**
3. Improve Education: **12%**
4. Attract New Business: **11%**
5. Regional Collaboration: **8%**

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Commissioner Seel: Based on the results of a phone survey of 500 Pinellas County residents in Sept. 2009

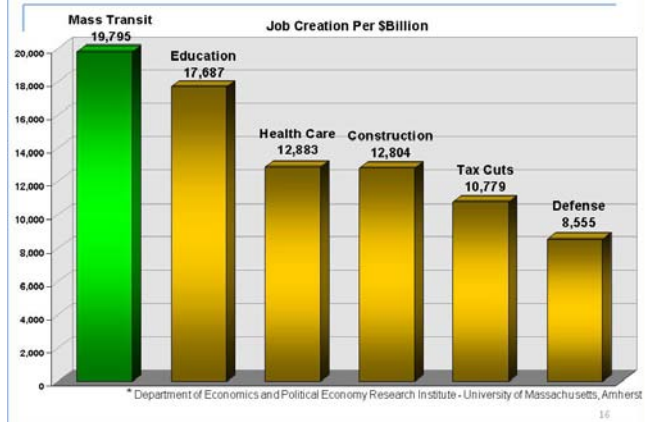
Tourism Needs Improved Transit

Nearly 20% of our visitors are international and they appreciate reliable, clean, safe and low cost public transportation and actually *prefer* that means of transportation over a rental car.

DT Minich, Executive Director, Visit St. Petersburg/Clearwater



Mass Transit Creates Jobs*



Commissioner Seel: Enhanced Public Transportation will also boost our county's number one industry. Transit jobs tend to be long term and while huge amounts are spent on the nation's defense industry, much of those dollars are going to extremely high salaries.

The Game has Changed

"We are going to start building a new high-speed rail line right here in Tampa, building for the future, putting people to work."

President Obama, January 28, 2010



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High Speed Rail

Scheduled to begin operations in 2015



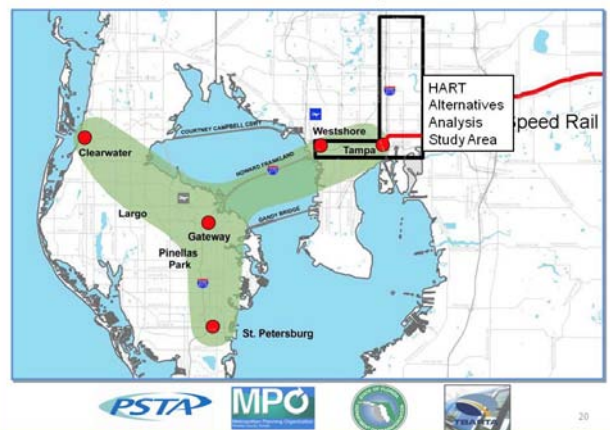
Commissioner Seel: Our region now has transportation opportunities like never before and like no other metropolitan region in the country. 50 million people a year visit Orlando and they'll be a short train ride away from Pinellas County's award winning beaches! We can't let this opportunity slip away.

TBARTA Master Plan

The vision of the future for our region



Pinellas County Alternatives Analysis



Commissioner Seel: The Tampa Bay Area Regional Transportation Authority has mapped out the future of transportation and is partnering with transit operators, planners and elected officials throughout a seven county region.

That partnership includes building substantial transit service in Pinellas County and across Tampa Bay. The current Alternative Analysis project will determine exactly where potential rail would run as well as the type of rail and stations/stops, etc. FDOT has also moved the planning and engineering of the Howard Franklin bridge rebuild from 2013 to 2010.

Intent of Alternatives Analysis

- Gain public input and identify the benefits, costs and impacts of various transit options to address the transportation needs for a designated corridor.
- Information developed in the Alternatives Analysis is then used to select the exact routing, level of service and mode of choice, which is known as the **Locally Preferred Alternative**.

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FTA New Starts Program

- Provides Federal Funding for up to 50% of capital costs for the construction of new fixed guideway projects.
- The awarding of these grants is discretionary and determined by the overall merits of each project.



Commissioner Seel: Once the Locally Preferred Alternative is identified it will then be pitted against other similar sized transit projects across the country to compete for the \$2 Billion dollars in Federal New Starts funding allocated every year for transit projects.

FTA New Starts Funding Timeline



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Local Bus Service Needs Immediate Improvement

“Upgrade your local transit systems to support your regional network, because the strength of the regional system is equal only to the strength of the local systems.”

Richard J. Simonetta, CEO, Valley Metro Rail, Phoenix to the TBARTA Board of Directors - April 25, 2008



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Commissioner Seel: Even though it may seem like a long time, but PSTA will use the time preceding rail operations to significantly enhance bus service to ensure the success of new rail projects. Enhancing bus service may not be sexy, but every major, successful rail system operator has told area leaders that they can't have a successful rail system without a strong supporting bus network.

Light Rail Weekday Ridership - 2009

Rank	System	City	Weekday Ridership	Route Miles	Boardings per Mile
1	Green Line, A-M Speed	Boston	231,200	28	8,257
2	Muni, F/Market, Cable	San Francisco	151,300	80.3	1,884
3	Blue, Green, Gold	Los Angeles	143,000	61.7	2,318
4	MAX Line	Portland-Max	119,300	53	2,251
5	Subway, Surface,	Philadelphia	108,000	60	1,800
6	Trolley	San Diego	86,100	53.5	1,609
7	The Ride	Denver	63,100	35	1,803
8	Red, Green, Blue &	Dallas	57,700	48.6	1,187
9	SRTD Light Rail	Sacramento	54,900	36.9	1,488
10	MetroLink	St. Louis	48,000	46	1,043

PSTA Bus Ridership



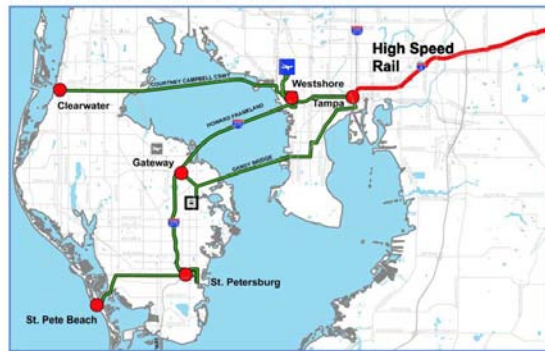
46,200

11	TRAX	Salt Lake City	43,100	19	2,268
12	Metro	Phoenix	40,500	20	2,025
13	Hudson-Bergen	Jersey City	40,090	27.2	1,474

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Proposed Cross-Bay Express Bus Service

- Express Service From Every High Speed Train in 2015
- Connections to Major Destinations



Commissioner Seel: Many transit opponents and those who aren't well informed about the benefits of transit, claim that no one will ride a rail system - just as they claimed in Phoenix. But since completion, the Phoenix light rail system has been carrying more riders on weekends, 50,000/day, than the entire PSTA bus system on a weekday.

Robust service from Tampa to the Beaches has been too long in coming, mostly due to the lack of transit funding in Pinellas and Hillsborough Counties.



Commissioner Seel: I'm sharing this information with you today so that you can be familiar with our plan as you begin your work here.

Proposed PSTA Premium Bus Network

- Top Corridors, 15 Minute or Better Frequency
- Reduce Travel Time
- Supported by Local Bus Circulators and Trolleys



27

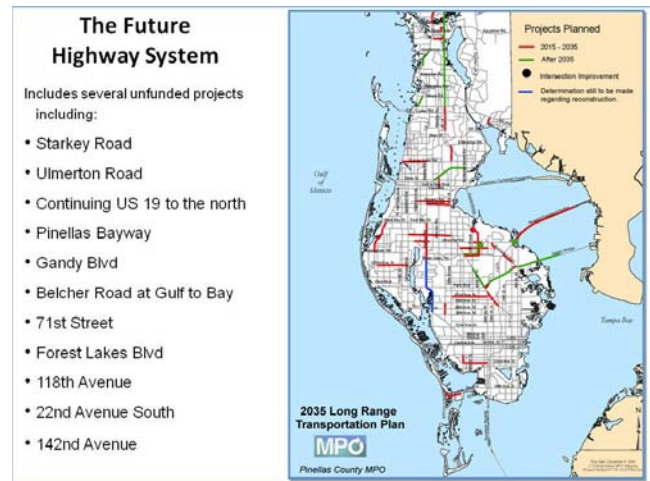
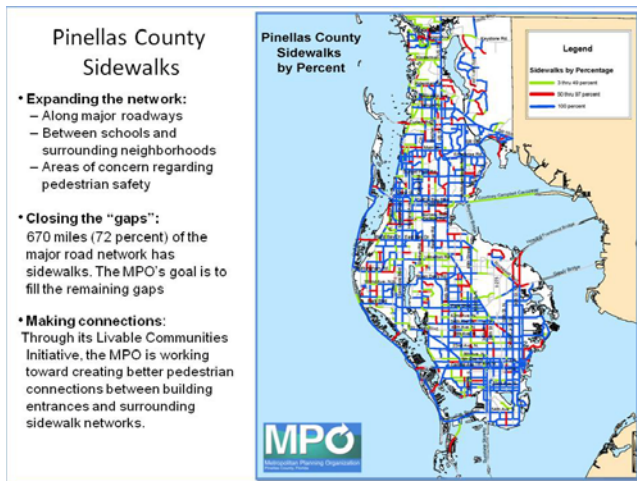
Pinellas County Trails System

- 82 Miles of trails
- 26 miles of planned trails (in red)
- Next project - a 2.5 mile stretch between SR 590 and Enterprise Road in FY 2013
- Pedestrian Improvements are integral to Public transit growth



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Commissioner Seel: This will be the foundation of a new, more robust and convenient transit system in Pinellas County. Featuring express or high frequency bus service along the county's major transportation corridors. Public transit is a pedestrian activity. Whether transporting commuters or cyclists to and from our extensive and highly lauded trail system.



Pinellas County Transportation Task Force Mission

- Focus on solving critical transportation problems throughout Pinellas County
- Discuss effective and responsible transportation plans to make Pinellas County more livable and economically diverse
- Select high-priority projects, which provide solutions for our future transportation needs
- Define a long term, sustainable funding source to implement an enhanced public transit network and improve community mobility

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Task Force Timeline

The Transportation Task Force is scheduled to meet the 3rd Monday of every month until December.

At:

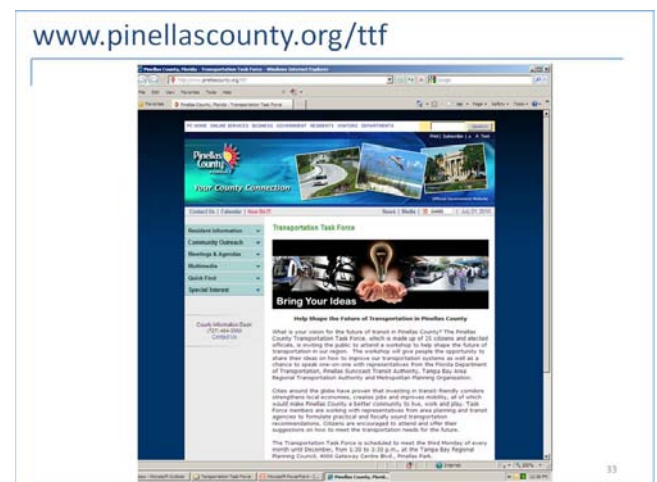
Tampa Bay Regional Planning Council
4000 Gateway Centre Blvd.
Pinellas Park.
1:30 to 3:30 p.m.

Tampa Bay Regional Planning Council

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Keep up with the TTF at their website and e-mail the TTF your ideas and input (bottom of the page). Encourage friends and anyone interested in improving transportation in Pinellas County to provide feedback on this site.

Commissioner Seel: I appreciate you all being here today. I look forward to an interactive experience. I'll turn it over to Andrea to set up the day.



Andrea: I'm going to take a few moments to review our Collaborative Labs process and your instructions for our first activity.



Transportation Task Force Final Report

Today's Process:

- You'll work in mixed teams
- Music means movement
- You're in charge—take breaks as needed
- Think big—have fun!!

Question: Are we to assume that there will not be a high speed rail connection into Pinellas County?



Commissioner Seel: Although there is interest in having that, there is no funding to bring high speed rail into Pinellas County. As you proceed with your group work today I want to emphasis that I don't want you to pay attention to the costs associated with those projects. We really just want you to focus on what is most important to you and don't consider costs at this time.



Activity 2: “Identifying Regional Transportation Priorities for Pinellas County”

Instructions:

- Find your **assigned regional team** on the back of this sheet.
- Appoint a **“savvy keyboarder”** who will capture the team’s ideas using our collaborative thinktank software on the lap top computer.
- Your team’s task is to use our collaborative groupware to ***brainstorm* priority projects for your region:**
- First, take a few minutes to access your team’s regional folder and review the **maps** in pdf’s showing multimodal transportation projects for your region.
- Next, click on the thinktank internet tab to maximize it on your team’s electronic whiteboard. Take a few minutes to discuss and **rate the overall priority for each mode of transportation** (Light Rail; Transit Bus; Trails; Sidewalks; Roads/Intersections) as ***low, medium or high*** based on the following criteria: **(1) Transportation/Travel Improvements & Efficiency; (2) Community & Environmental Impact; (3) Economic & Regional Impact.** After your team has rated each mode of transportation against the 3 criteria, click “cast vote.” Your team can then view the graphs for each criteria as well as the “total” tab – illustrating the ***overall impact of each mode of transportation.***

Ballot Items	Voting Method=>	Criteria=>		
		Transportation/Travel	Community & Environmental	Economic & Regional
1. Light Rail	0 (0)	L M H	L M H	L M H
2. Transit Bus	0 (0)	L M H	L M H	L M H
3. Trails	0 (0)	L M H	L M H	L M H

- Then, we will activate a new activity in the thinktank software that will list the specific **transportation projects** for your region in detail, including: ***Light Rail; Transit Bus; Trails; Sidewalks;***

CATEGORIES	IDEAS
1. Light Rail 0 (0)	1. Central Ave Downtown St. Petersburg St. Pete Beach Pre Mixed Traffic
2. Transit Bus 9 (0)	2. US 19 54th Ave S Central Ave Limited Stop Connector
3. Trails 2 (0)	3. US 19 Central Ave Park Blvd Limited Stop Connector

Roads/Intersections. After your team has had the opportunity to review the projects in each of the 5 transportation buckets, we will prompt you to **select your team’s Top 5 Priority Projects** (across all modes of transportation), and ***drag and drop each one in your team’s “Top 5 Priority Project Bucket.”*** Once you have moved your Top 5, click on each and select the pencil edit tool in the upper right and at the beginning of the item indicate which mode of transportation that project represents by adding a letter (**L** = Light Rail, **B** = Bus, **T** = Trails, **S** = Sidewalks, **R** = Roads).

- Finally, we will activate a new activity in the thinktank software that will show each **Region’s total “Top 10 Priority Projects”** (5 per regional team). Your team will focus on the Top 5 Priority Projects you chose. For each of your Top 5 Priority Projects rate them as ***low, medium or high*** based on the following criteria: **(1)**

Transportation/Travel Improvements & Efficiency; (2) Community & Environmental Impact; (3) Economic & Regional Impact. Additionally, for each of your 5 Priority Projects, capture detailed **justification statements** related to each of the three criteria. Simply double-click on the priority project and a “comments pop up box” will enable you to capture justifications (one at a time) by entering them in the comments’ box and hitting “send.”

Ballot Items	Voting Method=>	Criteria=>		
		Transportation/Travel	Community & Environmental	Economic & Regional
1. Priority 1	3 (0)	L M H	L M H	L M H
2. Priority 2	1 (0)	L M H	L M H	L M H

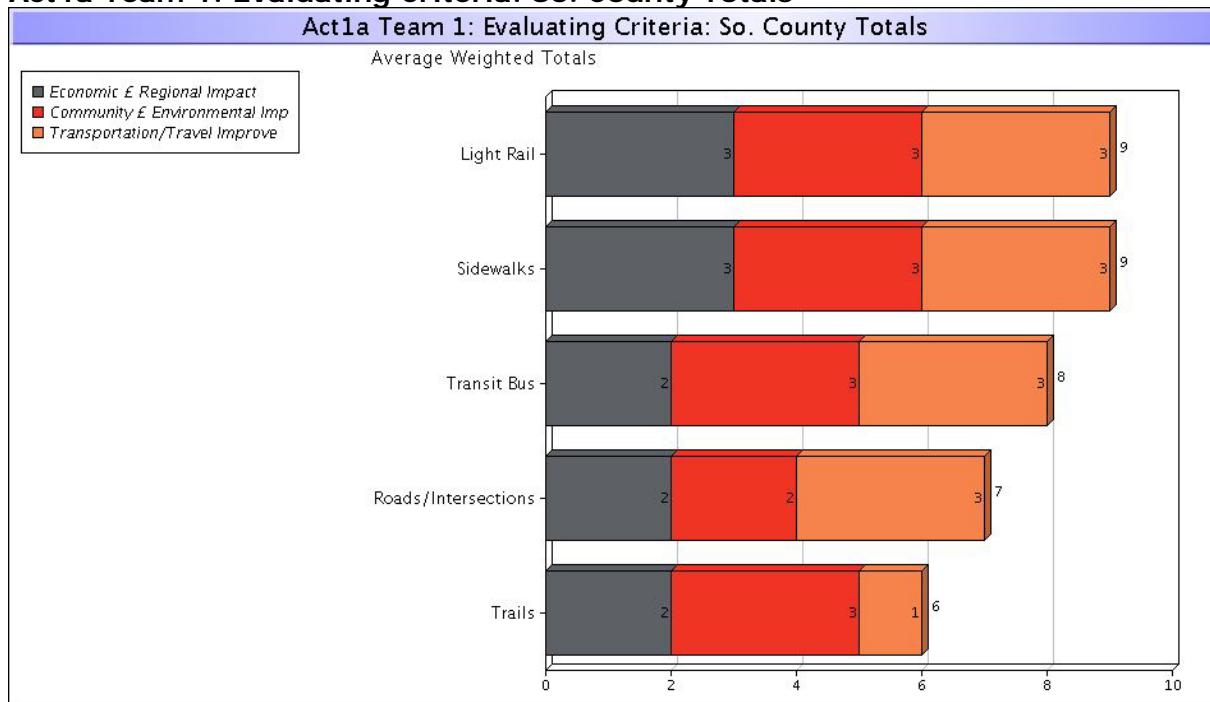
“Identifying Regional Transportation Priorities for Pinellas County”

Team Assignments

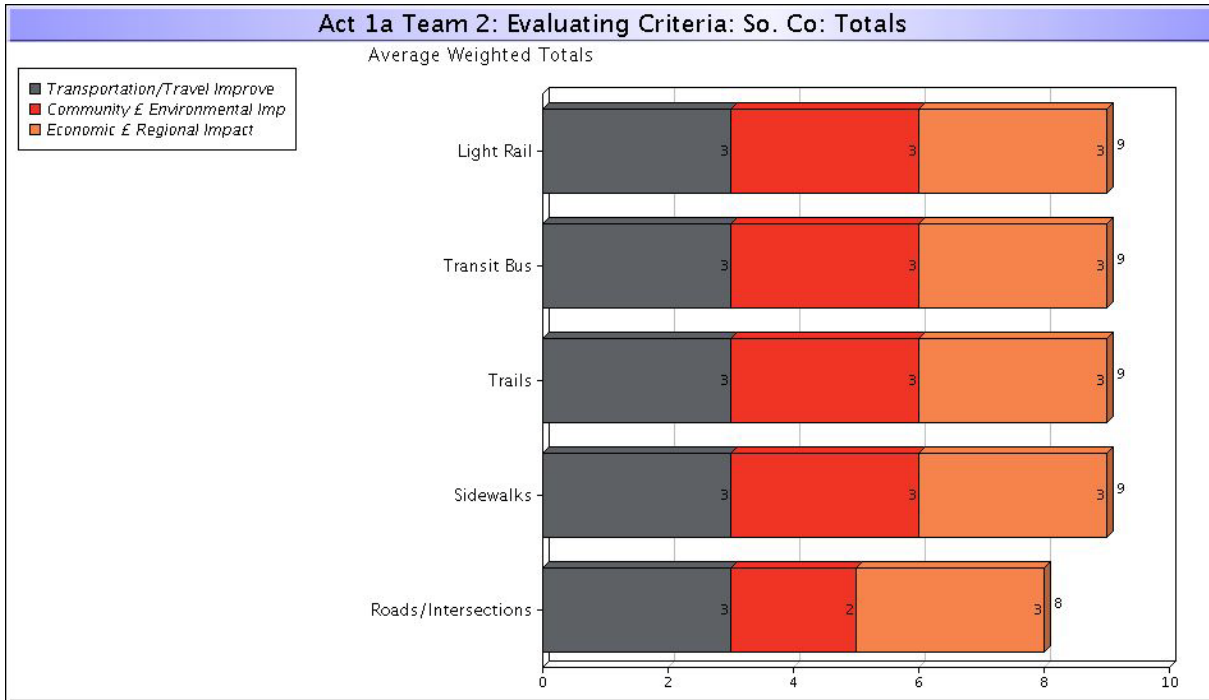
Team 1 – So. County: Water Lab	Team 5 – Mid-Upper Co.: Forest Lab
Mike Finnerty Mike Welsh Kris Self Grace Marchant Steve Nadel Mike Dove Paul Ziegler Dawn Thompson Paul Renker Catherine Hartley	George Cretelos Duggan Cooley John Quattrochi David Hahn Tom Olsen Michael Bindman Sheryl Zayac Carlos Diaz
Team 2 – So. County: Water Lab	Team 6 – Mid-Upper Co.: Forest Lab
Herb Polson Joe Guertin Deb Schechner Bob Devin Jones Eric Carlson Tim Strouse Greg Johnson Pat Hartstein Ed Montanari	Tom Shelly Shelley Kuroghilan Duane Schultz Steve Castner Tom Dupont Tammy Taylor Chris Logan Jamie Byrd
Team 3 – Mid-So. County: Water Lab	Team 7 – Upper Co.: Forest Lab
Nick Simons Rick Butler Barry Scarr, Scarr Insurance Group Carol Crumrine Bill Little Janyce Cruse Dean Braden Peggy Phillips	David Archie Don Ewing Barbara Schnipper Allen Plunkett Jerry Custin Bill Hussey David Bredahl Ray Jacobs Linda Chamberlain Charlie Cronk
Team 4 – Mid-So. County: Water Lab	Team 8 – Upper Co.: Forest Lab
Woody Brown Terry Graber, Doubletree Resort Maggie Cinnella, Gulf Beaches Public Library Linda McKenna Addie Romanowski Patricia Johnson Eddie Kosinski	Jim Ronecker Kathi Peters Townsend Tarapani Tim Keffalas Peter Gutman Mike Slugocki Jon Burr Rick Watson Gerald Goulis Jim Turner

Pinellas County Transportation Task Force Sub-Committees

1. Act1a Team 1: Evaluating Criteria: So. County Totals

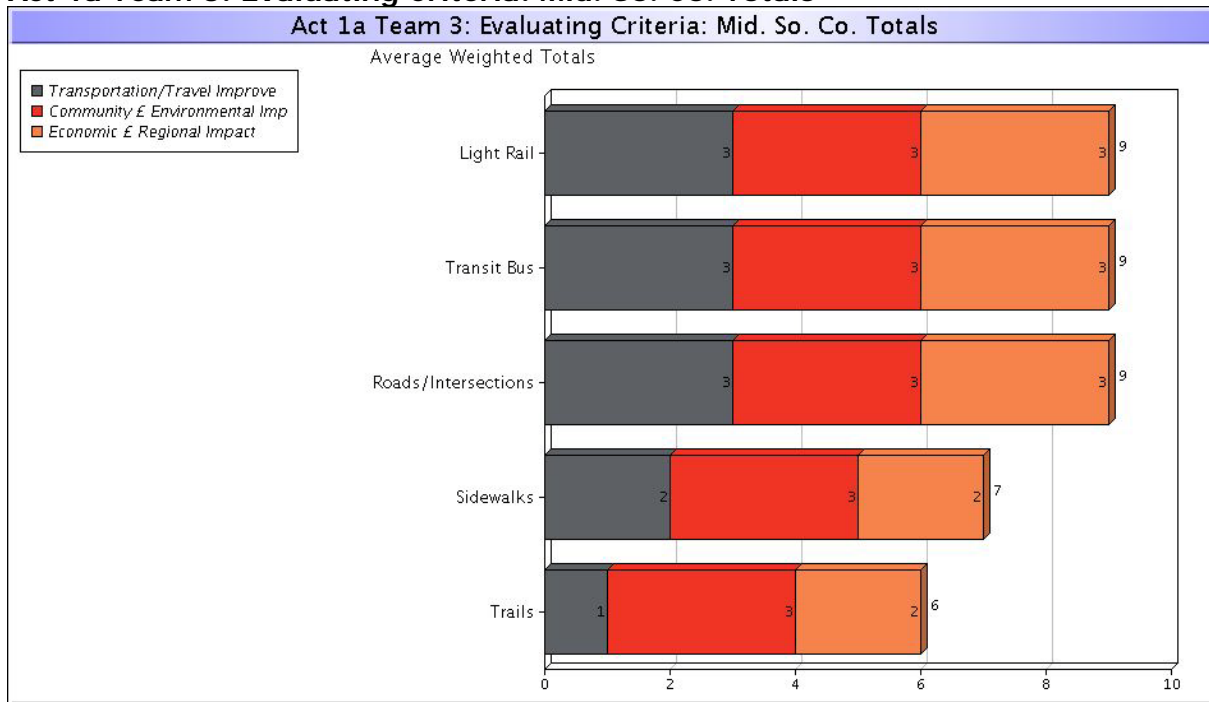


1. Act 1a Team 2: Evaluating Criteria: South County:



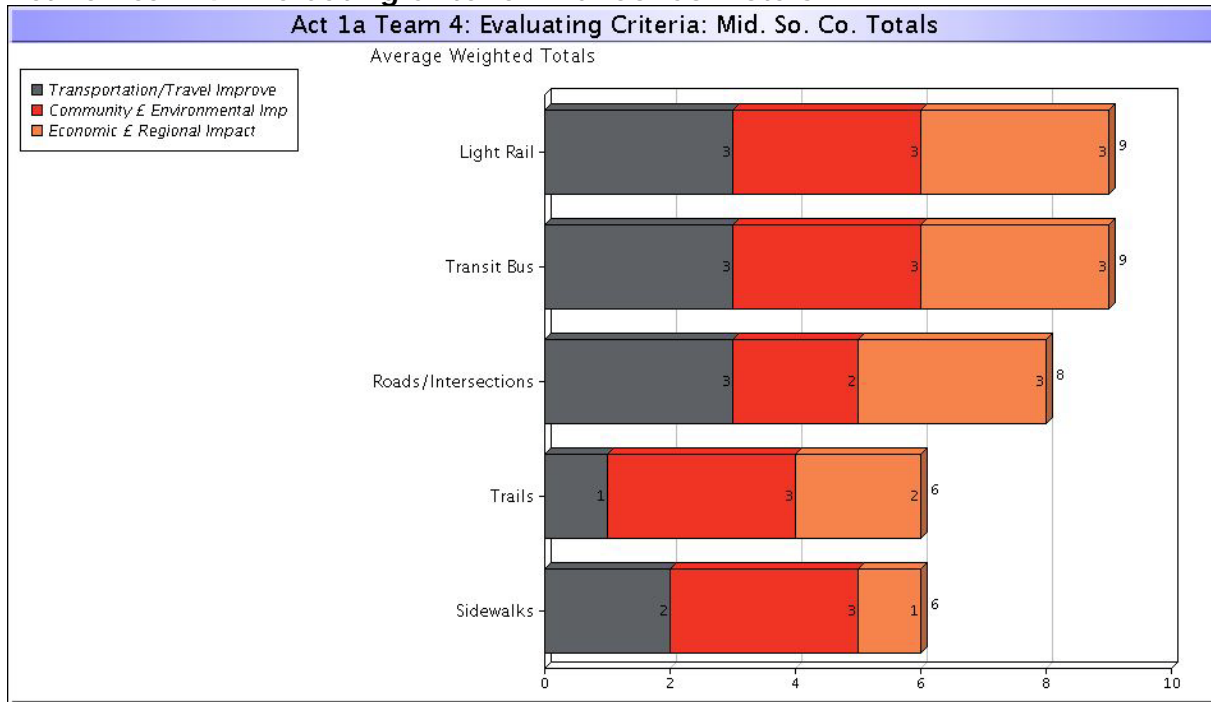
Act 1a Team 3: Evaluating Criteria: Mid. South County

1. Act 1a Team 3: Evaluating Criteria: Mid. So. Co. Totals



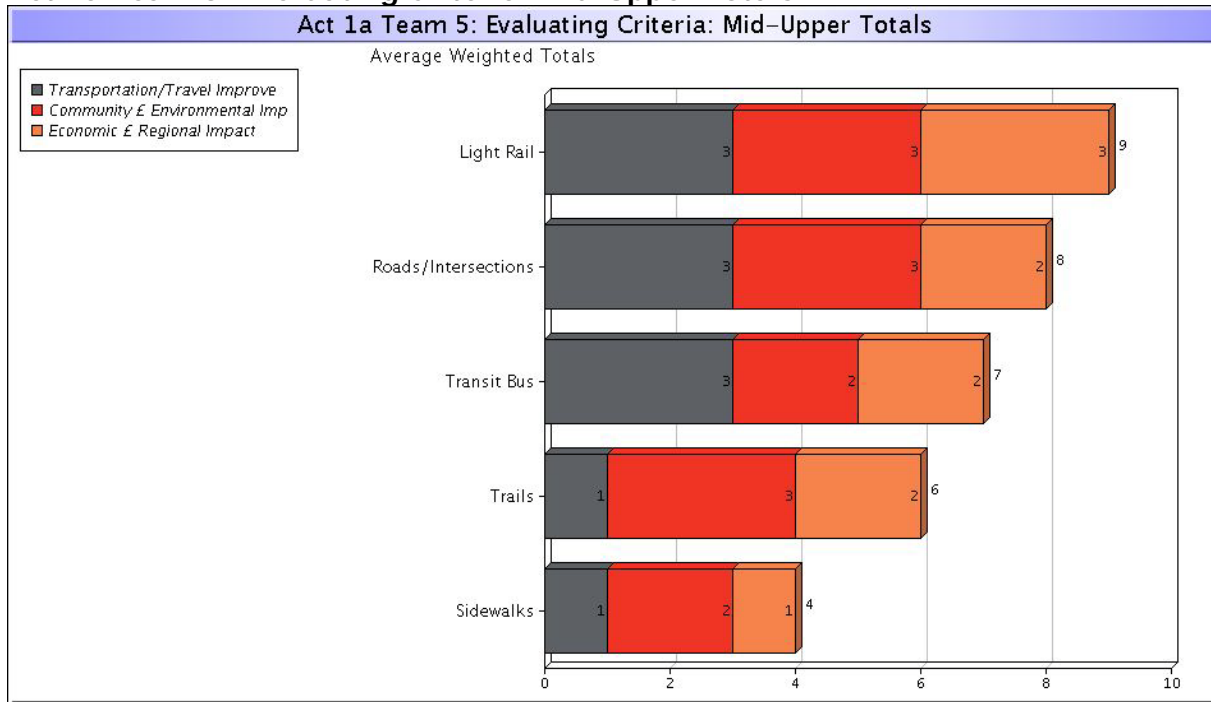
Act 1a Team 4: Evaluating Criteria: Mid. South County

1. Act 1a Team 4: Evaluating Criteria: Mid. So. Co. Totals



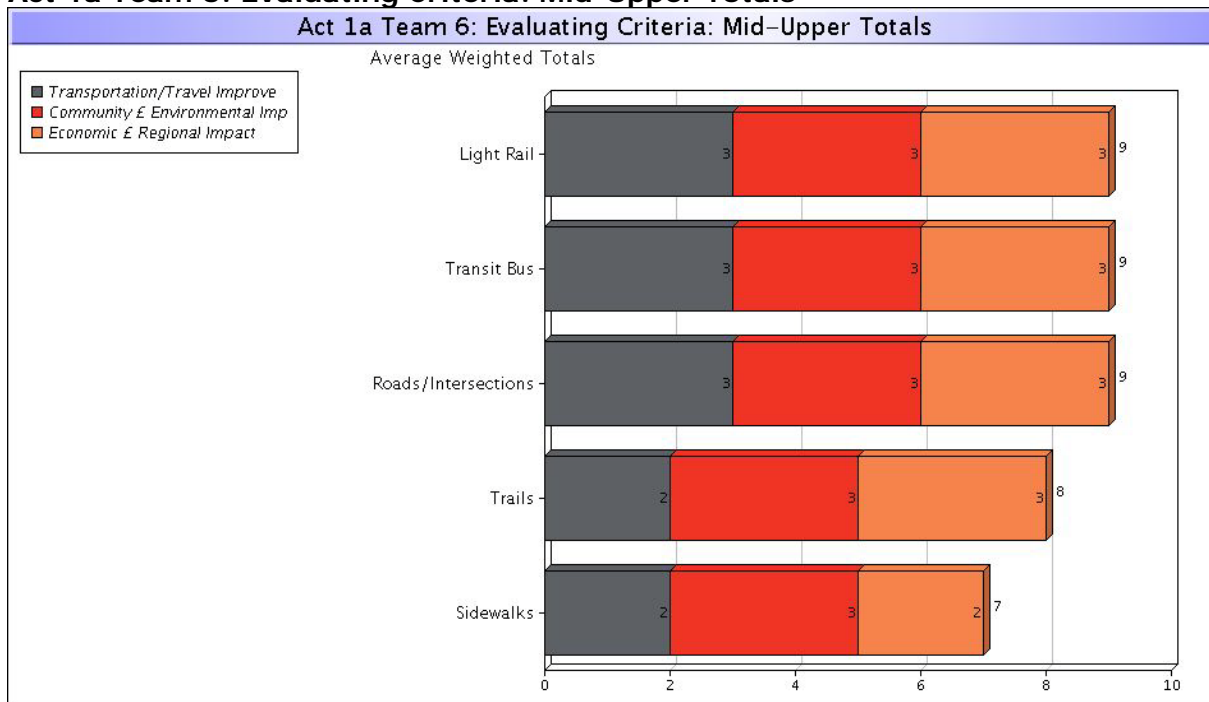
Act 1a Team 5: Evaluating Criteria: Mid-Upper County

1. Act 1a Team 5: Evaluating Criteria: Mid-Upper Totals



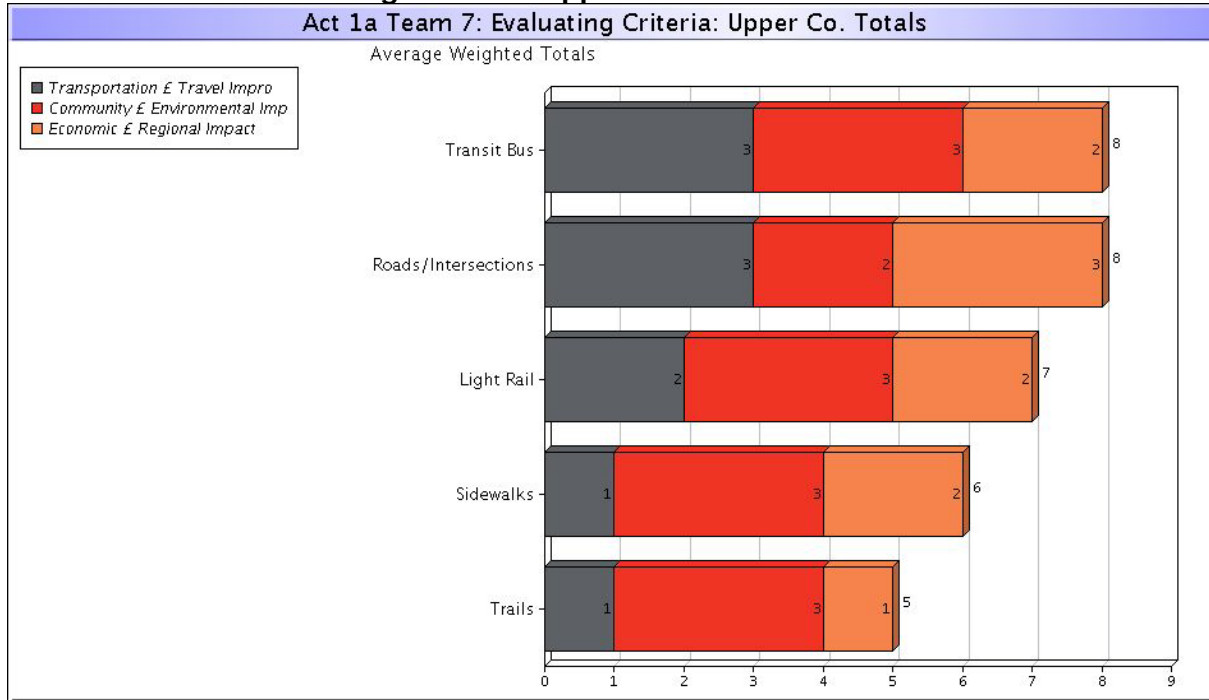
Act 1a Team 6: Evaluating Criteria: Mid-Upper County

1. Act 1a Team 6: Evaluating Criteria: Mid-Upper Totals



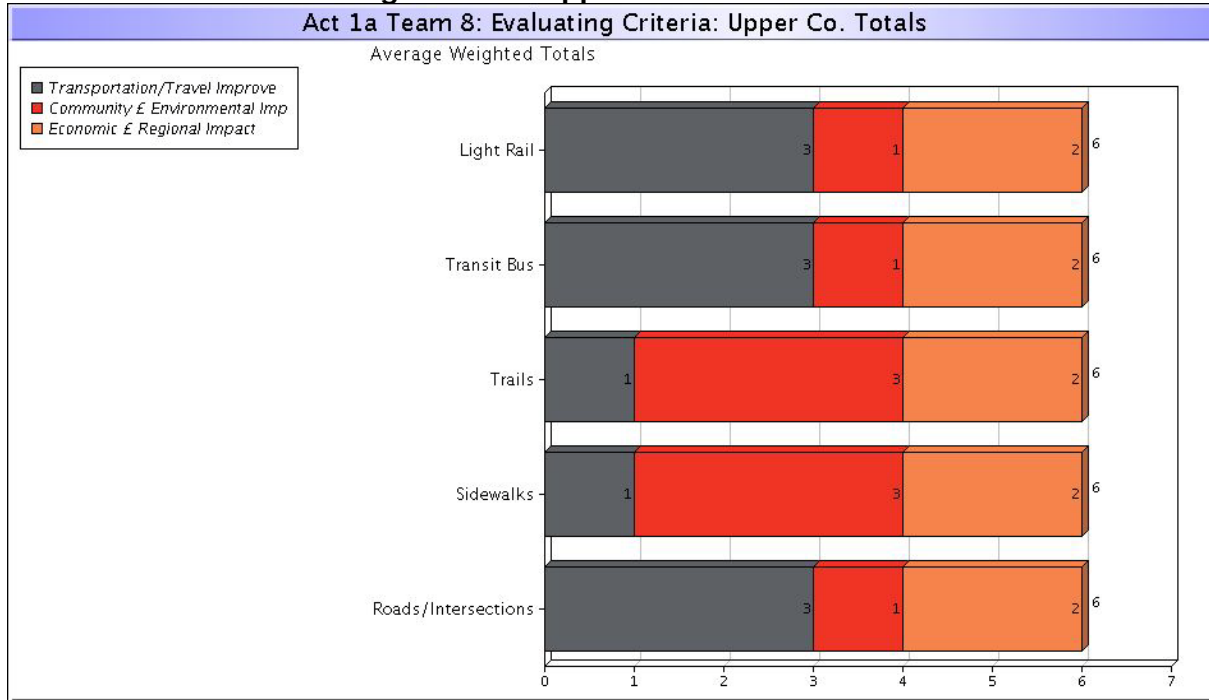
Act 1a Team 7: Evaluating Criteria: Upper County

1. Act 1a Team 7: Evaluating Criteria: Upper Co. Totals



Act 1a Team 8: Evaluating Criteria: Upper County

1. Act 1a Team 8: Evaluating Criteria: Upper Co. Totals



Act 1b Teams 1-2: Prioritizing Projects - South County

1. Light Rail

2. Transit Bus

- 2.1. US 19 54th Ave S Central Ave Limited Stop Connector
- 2.2. Alt US 19 Central Ave 66th St N Premium
- 2.3. 4th St/Gulf-to-Bay Blvd Central Ave Gandy Blvd Premium
- 2.4. Park Blvd 4th St N Seminole Blvd Limited Stop Connector

3. Trails

- 3.1. Progress Energy E (I-275 to Weedon) 2.50 \$7,300,000.00
- 3.2. North Bay Trail (San Martin Blvd. to 83rd Ave. N.) 0.90 \$8,500,000.00

4. Sidewalks

- 4.1. Park St (1) Sun St 54th Ave N W 1830 \$112,642.05
- 4.2. Park St (1) 54th Ave N 62nd Ave N W 3000 \$184,659.09
- 4.3. Park St (1) 54th Ave N 62nd Ave N E 2070 \$127,414.77
- 4.4. 9th St a/k/a Martin Luther King Jr St (803) Roosevelt Blvd Pt approx 1370 LF N W 1370 \$84,327.65 Belcher Rd (501) 46th Ave N 54th Ave N E 2600 \$160,037.88 Belcher Rd (501) 46th Ave N 54th Ave N W 2600 \$160,037.88 Belcher Rd (501) 38th Ave N 46th Ave N E 2640 \$162,500.00 Belcher Rd (501) 38th Ave N 41st Terr M W 1290 \$79,403.41
- 4.5. 22nd Ave S (138) 47th St N 34th St N 4150 \$255,445.08
- 4.6. 38th Ave N 61st St N 49th St N N 2060 \$126,799.24
- 4.7. 38th Ave N 58th St N 55th St N S 1240 \$76,325.76
- 4.8. 38th Ave N 14th St 8th St S 1840 \$113,257.58
- 4.9. 62nd Ave N (216) 49th St N 34th St N S 5590 \$344,081.44
- 4.10. 62nd Ave N (216) 49th St N 34th St N N 3230 \$198,816.29
- 4.11. 62nd Ave N (216) 62nd St N 55th St N S 3660 \$225,284.09
- 4.12. 62nd Ave N (216) 66th St N 58th St N N 5210 \$320,691.29
- 4.13. 62nd Ave N (216) 58th St N 49th St N N 2900 \$178,503.79
- 4.14. 62nd Ave N (216) 66th Ln N Pt approx 270 LF E Thereof N 270 \$16,619.32
- 4.15. 62nd Ave N (216) 34th St N 30th St N N 1270 \$78,172.35
- 4.16. 62nd Ave N (216) 34th St N 30th Way N S 1250 \$76,941.29
- 4.17. Belcher Rd (501) 46th Ave N 54th Ave N E 2600 \$160,037.88
- 4.18. Belcher Rd (501) 38th Ave N 46th Ave N E 2640 \$162,500.00
- 4.19. Belcher Rd (501) 38th Ave N 41st Terr M W 1290 \$79,403.41
- 4.20. Alt US 19 66th St N Park Blvd Limited Stop Connector

5. Roads/Intersections

- 5.1. Starkey Road/Park Street** 84th Lane Tyrone Boulevard 4D 6D County N/A
- 5.2. Belcher Road (71st Street) 38th Av N 54th Av N 2U 2D County 2015
- 5.3. Haines Road US 19 (SR 55) I-275 2U 2E County 2016-2020
- 5.4. 58th Street South 11th Avenue S. 22nd Avenue S. 2U 2E Gulfport 2016-2020
- 5.5. I-275 PD&E Study Sunshine Skyway Bridge SR 694 (Gandy Blvd.) 4F/6F/8F 2SU State 2021-2025

6. Team 1: Top 5 Projects – South County

- 6.1. Central Ave Downtown St. Petersburg St. Pete Beach Premium Mixed Traffic
- 6.2. Connect St. Pete Beach and Clearwater Beach from connected cities.
- 6.3. Connect from Gateway through Pinellas Park to the beaches

6.4. SR 682, Bayway Bridge East of SR 699 (Gulf Blvd) West of SR 679 2D 4D State 2015

6.5. Gulf Blvd Pass-a-Grille Park Blvd Enhanced Trolley Service

7. Team 2: Top 5 Projects – South County

7.1. downtown st Petersburg to beaches

7.2. 66th St/East Bay Dr Tyrone Blvd Park Blvd Limited Stop Connector

7.3. 62nd Avenue North 49th Street 66th Street 2U 2D County 2016-2020

7.4. 22nd Avenue South 58th Street South 34th Street South 4U 4E County 2016-2020

7.5. US 19 Central Ave Park Blvd Limited Stop Connector

Act 1b Teams 3 - 4: Prioritizing Projects - Mid-South County

8. Light Rail

8.1. Connection to Tampa Airport

8.2. Airport to the Beaches

9. Transit Bus

9.1. Alt US 19 Park Blvd Walsingham Rd Limited Stop Connector

9.2. Alt US 19 Walsingham Rd East Bay Dr Premium

9.3. 4th St/Gulf-to-Bay Blvd Gandy Blvd Roosevelt Blvd "Premium Limited Stop Connector

9.4. 4th St/Gulf-to-Bay Blvd Roosevelt Blvd US 19 Premium

9.5. 66th St/East Bay Dr Park Blvd East Bay Dr Limited Stop Connector

9.6. 66th St/East Bay Dr 66th St Missouri Ave Premium

9.7. Ulmerton Rd/Walsingham Rd Roosevelt Blvd Gulf Blvd Limited Stop Connector

10. Trails

10.1. Progress Energy D (Ulmerton to I-275) 5.30 \$23,600,000.00

11. Sidewalks

11.1. 102nd Ave N (296) 131st St N Walsingham Park Entrance N 2120 \$130,492.42

11.2. 102nd Ave N (296) Windtree Blvd 113th St N S 2330 \$143,418.56

11.3. 102nd Ave N (296) 113th St N Seminole Blvd N 2000 \$123,106.06

11.4. 102nd Ave N (296) Hamlin Blvd 137th St N 3860 \$237,594.70

11.5. 113th St N (321) 110th Ave N Walsingham Rd W 2600 \$160,037.88

11.6. 113th St N (321) Walsingham Rd 130th Ave N E 2640 \$162,500.00

11.7. 113th St N (321) Walsingham Rd 130th Ave N W 4000 \$246,212.12

11.8. 113th St N (321) 91st Ter N 102nd Ave N W 3330 \$204,971.59

11.9. 113th St N (321) 102nd Ave N 110th Ave N W 900 \$55,397.73

11.10. Indian Rocks Rd (233) Pt approx 700' N of Wilcox Rd 8th Ave SW W 7170 \$441,335.23

11.11. Indian Rocks Rd (233) Dryer Ave 8th Ave SW E 2750 \$169,270.83

11.12. Indian Rocks Rd (233) Walsingham Rd Wilcox Rd E 2670 \$164,346.59

11.13. Indian Rocks Rd (233) Wilcox Rd Dryer Ave E 2120 \$130,492.42

11.14. Indian Rocks Rd (233) Wilcox Rd Pt approx 700' N W 700 \$43,087.12

11.15. Indian Rocks Rd (233) 8th Ave SW Harbor Bluff Dr W 2410 \$148,342.80

11.16. Oakhurst Rd 89th Ave N Mission Oaks Blvd W 340 \$20,928.03

11.17. Oakhurst Rd 94th Ave N 102nd Ave N E 2660 \$163,731.06

11.18. Oakhurst Rd 89th Ave N 94th Ave N E 1860 \$114,488.64

11.19. Oakhurst Rd (233) 102nd Ave N Page Ave W 3300 \$203,125.00

11.20. Oakhurst Rd (233) 105th Ave N Page Ave W 4650 \$286,221.59

11.21. Park St (1) 84th Ln N Park Blvd E 950 \$58,475.38

11.22. Park St (1) 84th Ln N Park Blvd W 1850 \$113,873.11

11.23. Starkey Rd (1) Largo Lakes Dr 115th Ave N E 750 \$46,164.77

- 11.24. Starkey Rd (1) Somerset Dr 131st Pl N W 2720 \$167,424.24
- 11.25. Starkey Rd (1) Somerset Dr 133rd Ave N E 2890 \$177,888.26
- 11.26. Starkey Rd (1) Park Blvd 78th Ave N W 800 \$49,242.42
- 11.27. Starkey Rd (1) Willow Ave East Bay Dr W 2000 \$123,106.06
- 11.28. Starkey Rd (1) Ulmerton Rd Willow Ave W 2750 \$169,270.83
- 11.29. Starkey Rd (1) Ulmerton Rd Willow Ave E 3280 \$201,893.94
- 11.30. Starkey Rd (1) 94th Ave N Bryan Dairy Rd W 4000 \$246,212.12
- 11.31. 9th St a/k/a Martin Luther King Jr St (803) Roosevelt Blvd Pt approx 1370 LF N W 1370 \$84,327.65

12. Roads/Intersections

- 12.1. 16th Avenue SE Seminole Boulevard Donegan Road 2U 2E Largo 2016-2020
- 12.2. 16th Avenue SE Donegan Road Lake Avenue 2U 2E Largo 2016-2020
- 12.3. 16th Avenue SE Lake Avenue Starkey Road N/A 2E Largo 2016-2020
- 12.4. 142nd Avenue North Belcher Road Starkey Road N/A 2E Largo 2016-2020
- 12.5. 142nd Avenue North 66th Street N. Belcher Road 2U 2E Largo 2016-2020
- 12.6. SR 688 (Ulmerton Road) E. of 49th Street N. W. of 38th Street 4D/6D 6D State 2021-2025
102nd Avenue North 137th Street North 125th Street North 2U 2E County 2016-2020 102nd Avenue North 125th Street North 113th Street North 2U 2E County 2016-2020 102nd Avenue North 113th Street North Seminole Blvd. 4D 4E County 2016-2020 62nd Avenue North 49th Street North 34th Street North 2U 4D County 2016-2020 I-275 Replacement of Northbound Bridge SR 687 (4th St) Pinellas County Line 4F 4F replacement State 2026-2030
- 12.7. SR 686 (Roosevelt Blvd.) Stage 6 of 6 At 49th Street Interchange N/A N/A 2U Ramp State 2026-2030
- 12.8. SR 686 (Roosevelt Blvd.) Stage 5 of 6 49th St. Bridge/Roosevelt Blvd North of SR 688 (Ulmerton Rd) 4D 6P State 2026-2030
- 12.9. SR 686 (Roosevelt Blvd.) Stage 4 of 6 North of SR 688 (Ulmerton Rd) E. of 40th Street N/A 4P State 2021-2025
- 12.10. 126th Ave North 34th St North US 19 (SR 55) N/A-2U 2D/4D County 2016-2020
- 12.11. CR 296 (Future SR 690) US 19 (SR 55) E. of SR 686 (Roosevelt Blvd.) at 40th Street 6D 4P State 2031-2035
- 12.12. SR 686 (Roosevelt Blvd.) SR 688 (Ulmerton Road) 28th St. N 4D 6D State 2016-2020
- 12.13. 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
- 12.14. SR 688 (Ulmerton Rd) Stage 5 Lake Seminole Bypass Canal East of Wild Acres Road 4D 6D State 2016-2020
- 12.15. Starkey Road/ Park Street** Bryan Dairy Road 84th Lane 4D 6D County N/A Starkey Road East Bay Drive SR 688 (Ulmerton Road) 4D 5D/6D County 2016-2020
- 12.16. Starkey Road/ Park Street** Bryan Dairy Road 84th Lane 4D 6D County N/A Starkey Road East Bay Drive SR 688 (Ulmerton Road) 4D 5D/6D County 2016-2020
- 12.17. Starkey Road SR 688 (Ulmerton Road) Bryan Dairy Road 4D 6D County 2015
- 12.18. SR 694 (Gandy Blvd.) West of 9th St. N. East of 4th St. N. 4D 6P State 2031-2035
- 12.19. SR 694 (Gandy Blvd.) US 19 (SR 55) West of Grand Avenue 6D 4P* State 2026-2030
- 12.20. 102nd Avenue North 137th Street North 125th Street North 2U 2E County 2016-2020
- 12.21. 102nd Avenue North 125th Street North 113th Street North 2U 2E County 2016-2020
- 12.22. 102nd Avenue North 113th Street North Seminole Blvd. 4D 4E County 2016-2020
- 12.23. 62nd Avenue North 49th Street North 34th Street North 2U 4D County 2016-2020
- 12.24. I-275 Replacement of Northbound Bridge SR 687 (4th St) Pinellas County Line 4F 4F replacement State 2026-2030
- 12.25. Unfunded: I-275 Northbound I-275 Westbound Ulmerton Rd. return flyover N/A 1-O Future

- 12.26. Unfunded: SR 686 (Roosevelt Blvd.) Stage 4 of 6 North of SR 688 (Ulmerton Road) E. of 40th Street 4P 6P Future
- 12.27. Unfunded: CR 296 (Future SR 690) US 19 (SR 55) E. of SR 686 (Roosevelt Blvd.) at 40th Street 4P 6P Future
- 12.28. Unfunded: SR 694 (Gandy Blvd.) East of SR 687 (4th Street N.) West end of Gandy Br. 4D 4P Future
- 12.29. US 19 (SR 55) N. of SR 694 (Gandy Blvd.) South of 49th Street 6D 6P Future
- 12.30. Unfunded: SR 694 (Gandy Blvd.) US 19 (SR 55) W. of 9th St. 6D 4P Future
- 12.31. Unfunded: I-275 North of SR 688 (Ulmerton Rd.) SR 687 (4th St) 8F 12F Future

13. Team 3: Top 5 Projects – Mid-South County

- 13.1. Gulf Blvd Park Blvd Belleair Causeway Enhanced Trolley Service
- 13.2. Starkey Rd (1) Willow Ave East Bay Dr E 2480 \$152,651.52
- 13.3. Unfunded: Tampa Bay Intermodal Center Pinellas County N/A Future
- 13.4. Connection to St. Pete/Clearwater airport
- 13.5. Indian Rocks Road Walsingham Road West Bay Drive 2U 2E County 2021-2025

14. Team 4: Top 5 Projects – Mid-South County

- 14.1. Bus - US 19 Park Blvd East Bay Dr Limited Stop Connector
 - 14.2. Light Rail -Airport to Beaches through Gateway
 - 14.3. Roads - Ulmerton and Roosevelt
 - 14.4. Roads - Park Blvd and US19
 - 14.5. Light Rail - North/ South Light Rail on west side of county (CSX)
-

Act 1b Teams 5 -6: Prioritizing Projects - Mid-Upper County

15. Light Rail

- 15.1. How about CSX Rail Line?

16. Transit Bus

- 16.1. US 19 East Bay Dr Gulf-to-Bay Blvd "Premium Limited Stop Connector"
- 16.2. Alt US 19 East Bay Dr Downtown Clearwater Premium
- 16.3. 4th St/Gulf-to-Bay Blvd East Bay Dr Gulf-to-Bay Blvd "Premium Limited Stop Connector"
- 16.4. 4th St/Gulf-to-Bay Blvd US 19 Downtown Clearwater Premium
- 16.5. Memorial Causeway Myrtle Ave Gulf Blvd Premium
- 16.6. Gulf Blvd/Alt US 19 Belleair Causeway Curlew Rd Enhanced Trolley Service

17. Trails

- 17.1. Progress Energy B (US 19/Enterprise to SR 590) 2.40 \$3,845,000.00
- 17.2. Progress Energy C (Belleair Rd. to Ulmerton Rd.) 2.8 \$7,400,000.00

18. Sidewalks

- 18.1. Belleair Rd (464) RR Tracks Scranton Ave S 160 \$9,848.48
- 18.2. Belleair Rd (464) Laconia Dr E US 19 N S 210 \$12,926.14
- 18.3. Belleair Rd (464) US 19A RR Tracks S 770 \$47,395.83
- 18.4. Sunset Point Rd (576) Douglas Ave Kings Highway S 2380 \$146,496.21
- 18.5. Sunset Point Rd (576) Douglas Ave Lombardy Dr N 5970 \$367,471.59
- 18.6. Belleair Rd (464) Scranton Ave Lake Ave S 7350 \$452,414.77

19. Roads/Intersections

- 19.1. Sunset Point Road Alt US 19 (SR 595) Keene Road 2U 2E County 2015
- 19.2. Nursery Road Highland Avenue Belcher Road 2U 2E County 2016-2020
- 19.3. Nursery Road Belcher Road US 19 (SR 55) 2U 2E County 2021-2025
- 19.4. Belleair Road US 19 (SR 55) Keene Road 2U 2E County 2015
- 19.5. Unfunded: SR 590/NE Coachman Rd. McMullen-Booth Road Drew Street 2U 4D Future

20. Team 5: Top 5 Projects – Mid-Upper County

- 20.1. SR 580 Alt US 19 Hillsborough County Premium
- 20.2. McMullen Booth (Managed Bus Lane in Center Median)
- 20.3. Sunset Point Rd (576) Edgewater Dr Douglas Ave S 2500 \$153,882.58
- 20.4. Belcher Road NE Coachman Rd. Druid Road 4U 4E County 2021-2025
- 20.5. Gateway to Downtown Clearwater

21. Team 6: Top 5 Projects – Mid-Upper County

- 21.1. Curlew Rd Alt US 19 US 19 Premium
- 21.2. US 19 Gulf-to-Bay Blvd Countryside Blvd Limited Stop Connector
- 21.3. Sunset Point Rd (576) Edgewater Dr Douglas Ave N 2500 \$153,882.58
- 21.4. US 19 (SR 55)(Curlew Rd Interchange) N. of SR 580 N. of CR 95 6D + 2AUX 6P State 2026-2030
- 21.5. US 19 (SR 55)(Enterprise Rd Interchange) N. of Sunset Point Road S. of Countryside Blvd. 6D 6P State 2016-2020

Act 1b Teams 7-8: Prioritizing Projects - Upper County

22. Light Rail

- 22.1. Klosterman to Ridgemoor Blvd. through Brooker Creek.
- 22.2. Progress Energy right of way for light rail.

23. Transit Bus

24. Trails

- 24.1. Chesnut Park Connector 1.80 \$10,700,000.00
- 24.2. Progress Energy A (Tampa Rd. to US 19/Enterprise) 4.50 \$11,400,000.00

25. Sidewalks

- 25.1. Keystone Rd (CR 582) East Lake Rd Hillsborough County Line S & N 27260 \$1,677,935.61
- 25.2. Trinity Blvd (996) East Lake Rd Pasco County Line S & N 19010 \$1,170,123.11

26. Roads/Intersections

- 26.1. Unfunded: US 19 (SR 55) N. of Nebraska Ave. S. of Timberlane Rd. 6D+2AUX Interchange Future
- 26.2. Unfunded: US 19 (SR 55) S. of Timberlane Rd. South of Lake Street 6D+2AUX Interchange Future
- 26.3. Unfunded: US 19 (SR 55) South of Lake Street Pinellas Trail 6D+2AUX Interchange Future
- 26.4. Unfunded: US 19 (SR 55) Pinellas Trail Pasco County Line 6D Interchange Future
- 26.5. Unfunded: Alt US 19 (SR 595) Tampa Rd. Orange Street 2U 2E Future
- 26.6. Alt US 19 (SR 595) Anclote Boulevard Live Oak St. 2U 2E State 2031-2035

27. Team 7: Top 5 Projects – Upper County

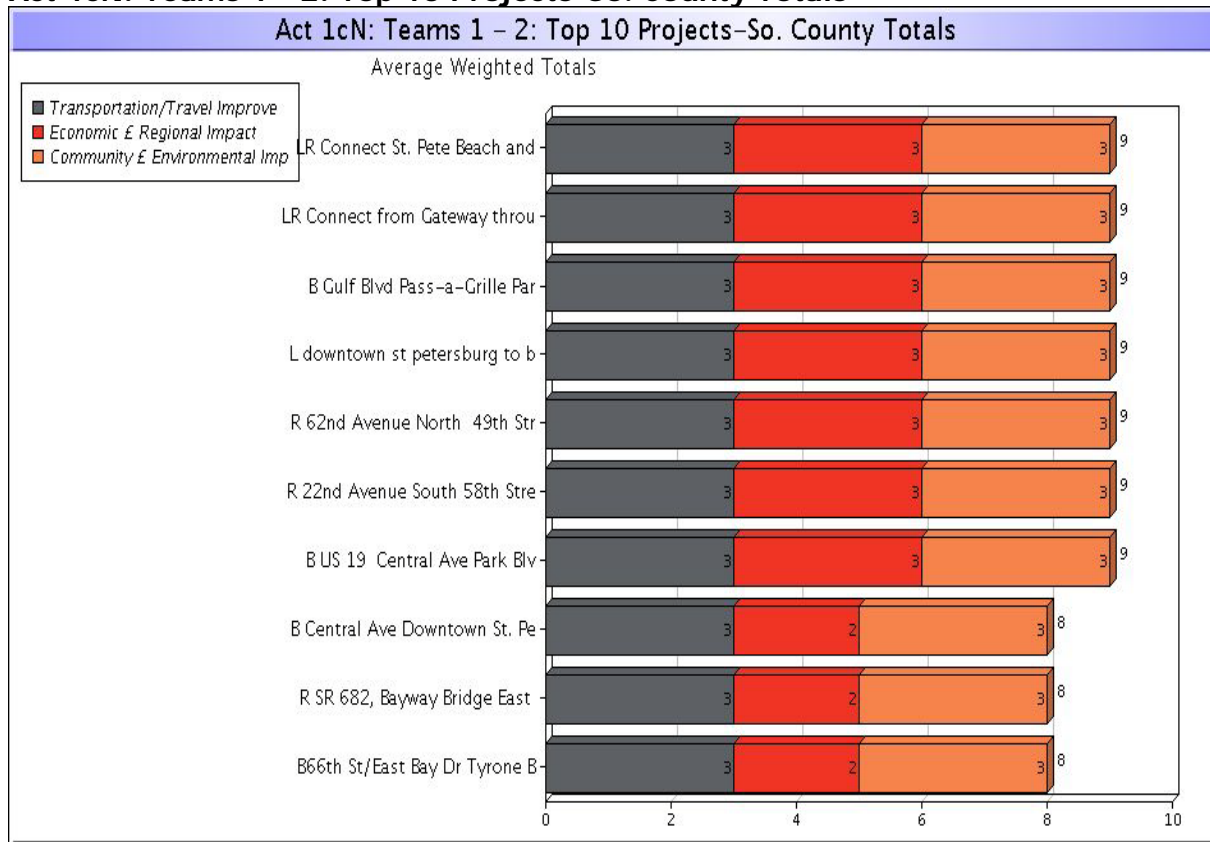
- 27.1. US 19 Countryside Blvd North County Boundary Commuter Express
- 27.2. Huey Avenue Extension Cypress Street Pine Street N/A 2U Tarpon Springs 2016-2020
- 27.3. Forest Lakes Boulevard SR 580 SR 584 2D 4D County 2021-2025
- 27.4. Alt US 19 Curlew Rd North County Boundary Enhanced Trolley Service
- 27.5. Route rail through existing CSX Line

28. Team 8: Top 5 Projects – Upper County

- 28.1. Use existing CSX tracks for light rail.
- 28.2. Unfunded: US 19 (SR 55) North of CR 95 N. of Nebraska Ave. 6D+2AUX Interchange Future
- 28.3. Disston Avenue Extension Woodhill Drive Meres Blvd. N/A 2U Tarpon Springs 2015
- 28.4. Rapid Bus along Eastlake Rd. & McMullen Booth to Gateway.
- 28.5. Unfunded: Alt US 19 (SR 595) Klosterman Rd. Brevard St. 2U 2E Future

Act 1c: Teams 1 - 2: Top 10 Projects - South County

1. Act 1cN: Teams 1 - 2: Top 10 Projects-So. County Totals

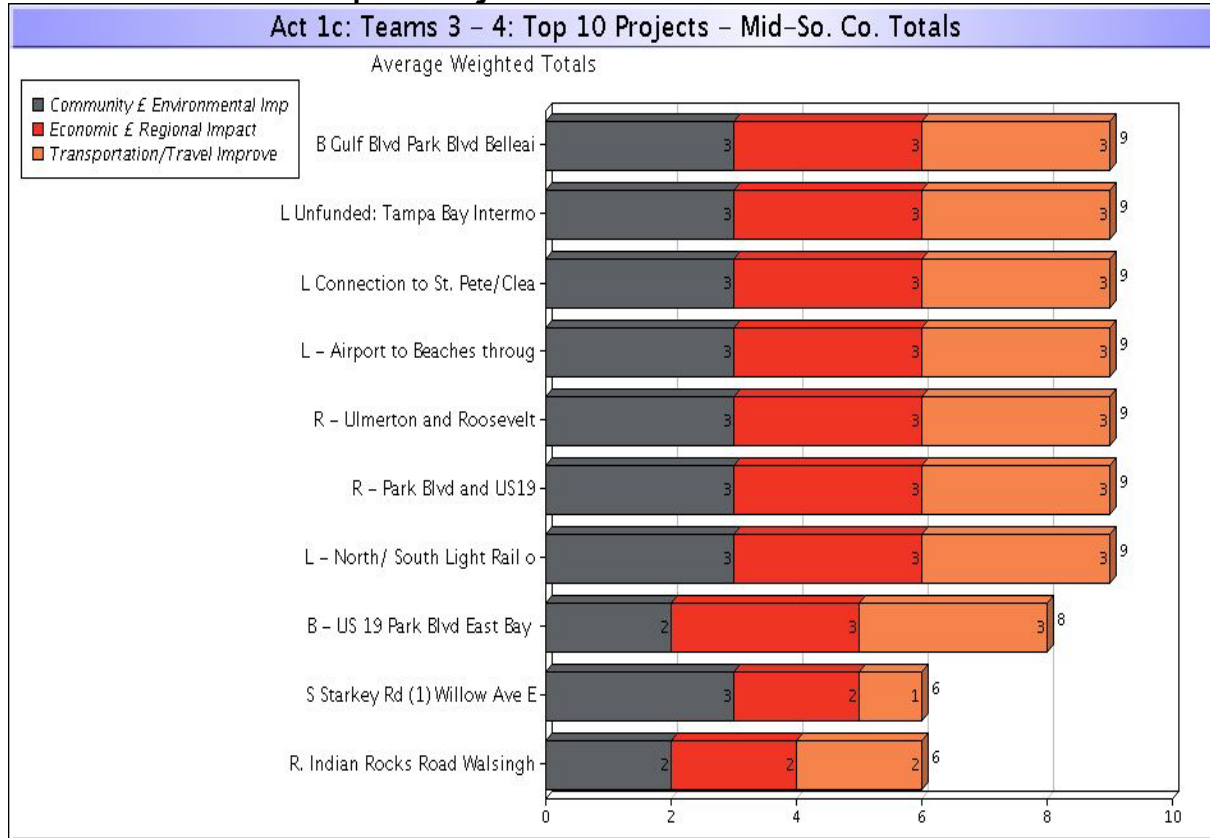


5. Act 1c: Teams 1 - 2: Top 10 Projects-So. County Priority Projects with Justifications

1. Bus: Central Ave Downtown St. Petersburg St. Pete Beach Premium Mixed Traffic
2. Light Rail: Connect St. Pete Beach and Clearwater Beach from connected cities.
 - 2.1. Use Light Rail
3. Light Rail: Connect from Gateway through Pinellas Park to the beaches
 - 3.1. Use Light Rail
4. Road: SR 682, Bayway Bridge East of SR 699 (Gulf Blvd) West of SR 679 2D 4D State 2015
 - 4.1. Must have good bike, golf cart and ped. access.
5. Bus: Gulf Blvd Pass-a-Grille Park Blvd Enhanced Trolley Service
 - 5.1. Need to run to the end of Pass-A-Grille
 - 5.2. We assume the enhanced service mean more frequent service.
6. Light Rail: downtown st Petersburg to beaches
 - 6.1. Support tourism, seamless connections
7. Bus: 66th St/East Bay Dr Tyrone Blvd Park Blvd Limited Stop Connector
 - 7.1. Stops at SPC
8. Road: 62nd Avenue North 49th Street 66th Street 2U 2D County 2016-2020
 - 8.1. EW corridor to move people and goods
9. Road: 22nd Avenue South 58th Street South 34th Street South 4U 4E County 2016-2020
 - 9.1. Gateway off the Interstate
10. Bus: US 19 Central Ave Park Blvd Limited Stop Connector

Act 1c: Teams 3 - 4: Top 10 Projects - Mid-South County

1. Act 1c: Teams 3 - 4: Top 10 Projects - Mid-So. Co. Totals



5. Act 1c: Teams 3 - 4: Top 10 Projects - Mid-So. Co. Priority Projects with Justifications:

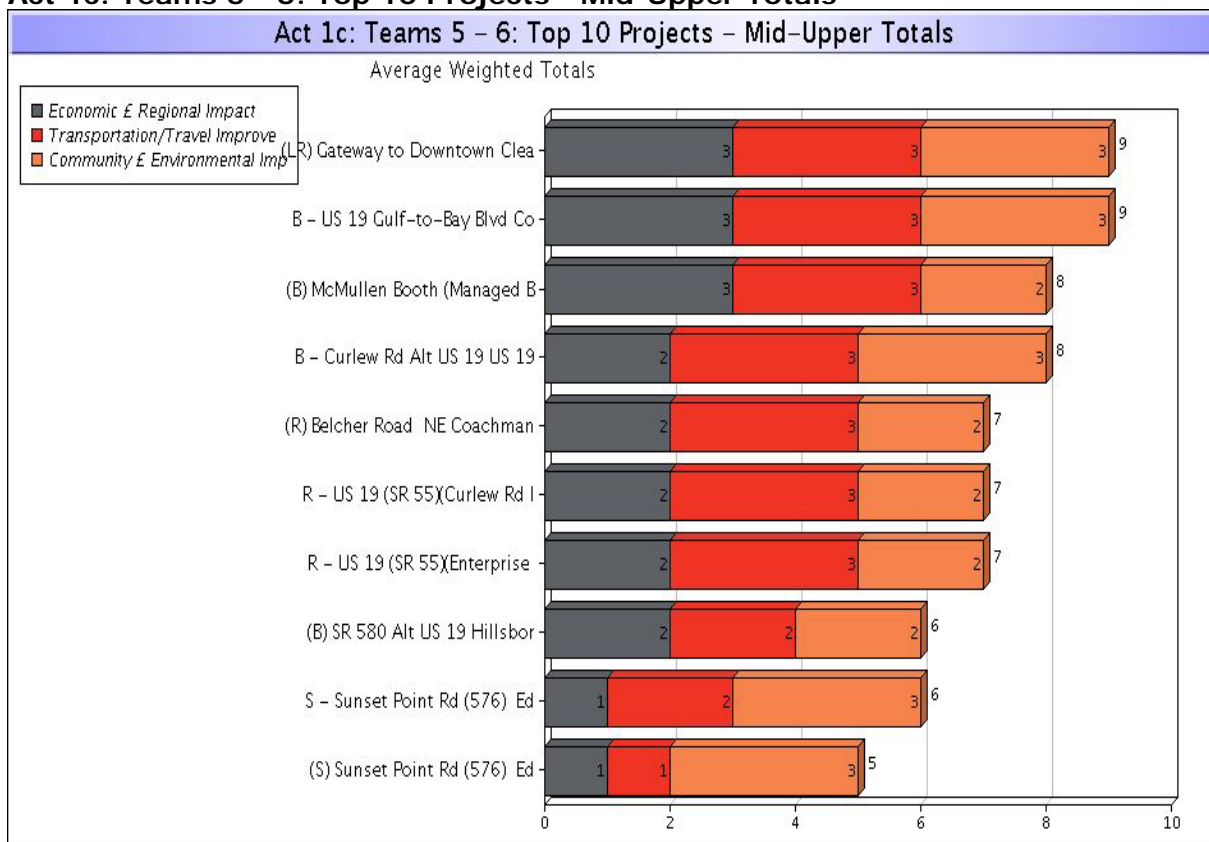
- Bus: Gulf Blvd Park Blvd Belleair Causeway Enhanced BTrolley B Service
 - 1.1. Great money for the area
 - 1.2. Connect the communities on the beaches
 - 1.3. Great transportation for tourist on the beaches. Tourist help us all.
 - 1.4. Extend hours
- Sidewalk: Starkey Rd (1) Willow Ave East Bay Dr E 2480 \$152,651.52
 - 2.1. Pedestrian safety
- Light Rail: Unfunded: Tampa Bay Intermodal Center Pinellas County N/A Future
 - 3.1. Connectivity
 - 3.2. Revenue
 - 3.3. Ease of transportation
- Light Rail: Connection to St. Pete/Clearwater airport
 - 4.1. Jobs for Pinellas
 - 4.2. New Hub
 - 4.3. Attracting other airlines
- Road: Indian Rocks Road Walsingham Road West Bay Drive 2U 2E County 2021-2025
 - 5.1. Lessen accidents
 - 5.2. Ease travel time
 - 5.3. Safety
 - 5.4. Will create turn lanes
- Bus: - US 19 Park Blvd East Bay Dr Limited Stop Connector
 - 6.1. Need for fast north/south routes, expediting travel time for employees during peak travel times

Act 1c: Teams 3 - 4: Top 10 Projects - Mid-So. Co. Priority Projects with Justifications – continued:

7. Light Rail - Airport to Beaches through Gateway
 - 7.1. *For rail to be successful need tourism to be first priority. Gateway provides an alternate route to move north and south*
 - 7.2. *Connect people to other transportation modes within the county*
8. Road - Ulmerton and Roosevelt
 - 8.1. *It is a big mess. Need to alleviate the congestion in this area.*
9. Road - Park Blvd and US19
 - 9.1. *It is a big mess. Need to alleviate the congestion in this area.*
10. Light Rail - North/ South Light Rail on west side of county (CSX)
 - 10.1. *Would tie together all the cities along existing infrastructure*
 - 10.2. *Attracts more local, recreational ridership*

Act 1c: Teams 5 - 6: Top 10 Projects - Mid-Upper County

1. Act 1c: Teams 5 - 6: Top 10 Projects - Mid-Upper Totals



Act 1c: Teams 5 - 6: Top 10 Projects - Mid-Upper Priority Projects with Justifications

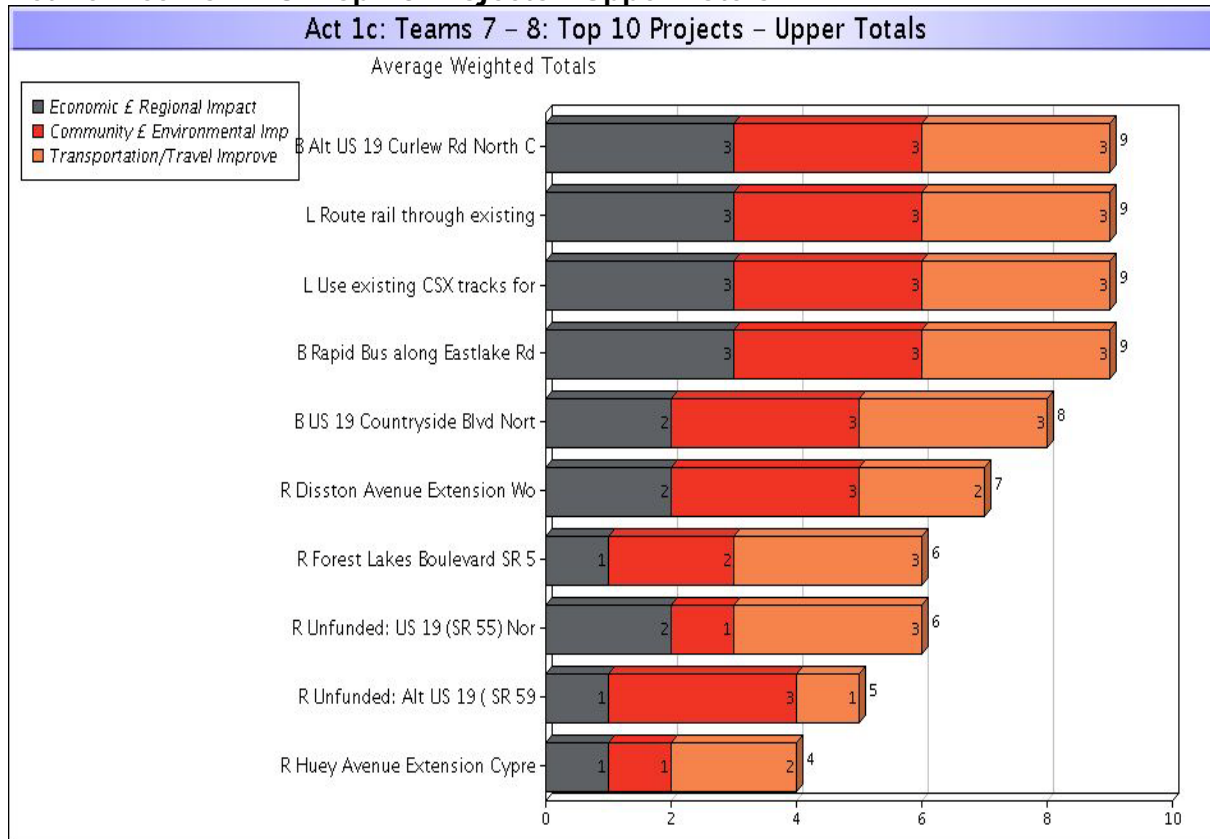
1. Light Rail: Gateway to Downtown Clearwater
 - 1.1. *ranking #1. required for a modern transportation system to connect to the high speed rail.*
2. Bus: McMullen Booth (Managed Bus Lane in Center Median)
 - 2.1. *#2. major commercial/employment /residential centers. needs improved service.*
3. Road: Belcher Road NE Coachman Rd. Druid Road 4U 4E County 2021-2025
 - 3.1. *#3. to relieve congestion on other thoroughfares.*

Act 1c: Teams 5 - 6: Top 10 Projects - Mid-Upper Priority Projects with Justifications – continued:

4. Bus: SR 580 Alt US 19 Hillsborough County Premium
4.1. #4. commuter corridor.
5. Sidewalk: Sunset Point Rd (576) Edgewater Dr Douglas Ave S 2500 \$153,882.58
5.1. #5. safety project on a constrained street used for schools/parks/trails.
6. Bus - Curlew Rd Alt US 19 US 19 Premium
6.1. Helps open the East/West Corridor and connects to US 19.
7. Bus - US 19 Gulf-to-Bay Blvd Countryside Blvd Limited Stop Connector
7.1. Provides transportation for service oriented jobs and promotes shopping.
8. Sidewalk - Sunset Point Rd (576) Edgewater Dr Douglas Ave N 2500 \$153,882.58
8.1. Large safety issue and improves community.
8.2. Connects to Trail.
9. Road - US 19 (SR 55)(Curlew Rd Interchange) N. of SR 580 N. of CR 95 6D + 2AUX 6P State 2026-2030
9.1. Reduces congestion and travel time.
9.2. Does this show funding in a future capitol improvement plan?
10. Road - US 19 (SR 55)(Enterprise Rd Interchange) N. of Sunset Point Road S. of Countryside Blvd. 6D 6P State 2016-2020
10.1. Reduces congestion and travel time.
10.2. Does this show funding in a future capitol improvement plan?

Act 1c: Teams 7 - 8: Top 10 Projects - Upper

1. Act 1c: Teams 7 - 8: Top 10 Projects - Upper Totals



Act 1c: Teams 7 - 8: Top 10 Priority Projects with Justifications

1. Bus: US 19 Countryside Blvd North County Boundary Commuter Express

- 1.1. *High density population, significant work force and connectivity to Pasco county.*
- 1.2. *Efficiency of transportation to help get workers to work in less time.*
- 2. Road: Huey Avenue Extension Cypress Street Pine Street N/A 2U Tarpon Springs 2016-2020
 - 2.1. *Help with transportation within the city being able to get around the city.*
 - 2.2. *Help with emergency vehicle response*
- 3. Road: Forest Lakes Boulevard SR 580 SR 584 2D 4D County 2021-2025
 - 3.1. *Heavily congested roadway with connector roads larger capacity*
 - 3.2. *Regional connector*
 - 3.3. *Enhanced safety for apartments along road*
- 4. Bus: Alt US 19 Curlew Rd North County Boundary Enhanced Trolley Service
 - 4.1. *Alternative means of transportation from Dunedin to Tarpon*
 - 4.2. *Help with tourism*
 - 4.3. *More fun than driving*
 - 4.4. *Enhanced access attractions such as Honeymoon Island and Sponge Docks*
- 5. Light Rail: Route rail through existing CSX Line
 - 5.1. *Uses existing infrastructure*
 - 5.2. *Increases timeliness of deployment*
 - 5.3. *Limits new environmental impact*
 - 5.4. *Public / private partnership opportunities*
 - 5.5. *Appeals to all age groups*
 - 5.6. *Appeals to those who currently use cars today*
 - 5.7. *Regional asset*
- 6. Light Rail: Use existing CSX tracks for light rail.
 - 6.1. *Makes financial sense. Supports regional transportation system.*
- 7. Road: Unfunded: US 19 (SR 55) North of CR 95 N. of Nebraska Ave. 6D+2AUX Interchange Future
 - 7.1. *Betters N/S highway system in busy part of County.*
- 8. Road: Disston Avenue Extension Woodhill Drive Meres Blvd. N/A 2U Tarpon Springs 2015
 - 8.1. *Helps traffic N/S traffic system & access to SPC.*
- 9. Bus: Rapid Bus along Eastlake Rd. & McMullen Booth to Gateway.
 - 9.1. *Helps support light rail system. Helps take traffic off McMullen Booth Road.*
- 10. Road: Unfunded: Alt US 19 (SR 595) Klosterman Rd. Brevard St. 2U 2E Future
 - 10.1. *Helps make the area walkable.*

Activity 2 Highlights

Andrea: Welcome back to the Tropics. Councilman Jeff Danner would like to take a moment to address something with you.



Councilman Jeff Danner: The question was raised earlier regarding bringing High speed rail to Pinellas County. We will be facilitating a workshop that will be held on September 13th at 9am. We'll have the opportunity to answer and ask those associated questions. We have some consultants attending. We'll have panel discussions with business owners, industry experts etc. We'll review those possibilities. Please attend if you are interested. Thank you.

Andrea:
priorities for



How did that last activity work for you to produce some discussions around transportation? You'll now reflect on these regional projects and focus on the county. You'll capture county wide priorities for each mode of transportation.



Activity 3 “Identifying Transportation Priorities Countywide”

Instructions:

- Find your new “Countywide” team assignment on the back of this sheet.
- Take a few minutes to briefly review the **Top 10 Priority Projects for each of the four regions** and discuss overarching priorities Countywide.
- In the first thinktank software activity, you will find 5 buckets, one for each of the 5 modes of transportation on the left-side: **(1) Light Rail; (2) Transit Bus; (3) Trails; (4) Sidewalks; (5) Roads/Intersections**. Click on each bucket and capture the Countywide Priorities for that mode of transportation. Be sure to include your **Team Number** first, so we can differentiate between each team's countywide priorities (you will see the entries of all teams in real-time).

CATEGORIES		IDEAS	
1. Light Rail Countywide Priorities	0 (0)	Transit Bus Countywide Priorities	
2. Transit Bus Countywide Priorities	3 (0)	1. Team 1: Bus Countywide Priority	
3. Trails Countywide Priorities	0 (0)	2. Team 3: Bus Countywide Priority	
4. Sidewalks Countywide Priorities	0 (0)	3. Team 6: Bus Countywide priority	
5. Road/Intersections Countywide Priorities	0 (0)		

- Next, we will launch the final thinktank activity and ask you to look at each of the five modes of transportation, again, from a countywide perspective: Light Rail; Transit Bus; Trails; Sidewalks; Roads/Intersections. First, find your Team number and column on the right-hand side. Your team will have a **total of 100 points to allocate across all five modes of transportation**, based upon your team's countywide priorities. Simply type the allocation amount for each mode of transportation in your team's designated column. Be sure your team's column totals 100.

We will call time and reconvene to review the overall countywide priorities and allocations for each transportation mode in Pinellas County. We will wrap up with highlights and next steps.

Criteria=>		Team 1 Score
Ballot Items	Voting Method=>	Numeric
1. Light Rail	0 (0)	0 <input type="text" value="10"/> 100
2. Transit Bus	0 (0)	0 <input type="text" value="20"/> 100
3. Trails	0 (0)	0 <input type="text" value="0"/> 100
4. Sidewalks	0 (0)	0 <input type="text" value="50"/> 100
(Type here to submit a ballot item.)		0 <input type="text" value="20"/> 100

Activity 3 “Identifying Transportation Priorities Countywide” Team Assignments

Team 1: Water Lab		Team 5: Forest Lab	
Mike Finnerty	South County	Kris Self	South County
Steve Nadel	South County	Paul Ziegler	South County
Paul Renker	South County	Woody Brown	Mid-South
Maggie Cinnella, Gulf		Addie Romanowski	Mid-South
Beaches Public Library	Mid-South	Duggan Cooley	Mid-Upper
Eddie Kosinski	Mid-South	Michael Bindman	Mid-Upper
David Hahn	Mid-Upper	Don Ewing	Upper
Carlos Diaz	Mid-Upper	Bill Hussey	Upper
Allen Plunkett	Upper	Charlie Cronk	Upper
Ray Jacobs	Upper		
Team 2: Water Lab		Team 6: Forest Lab	
Herb Polson	South County	Deb Schechner	South County
Eric Carlson	South County	Greg Johnson	South County
Ed Montanari	South County	Rick Butler	Mid-South
Carol Crumrine	Mid-South	Janyce Cruse	Mid-South
Peggy Phillips	Mid-South	Shelley Kuroghilan	Mid-Upper
Steve Castner	Mid-Upper	Tammy Taylor	Mid-Upper
Jamie Byrd	Mid-Upper	Kathi Peters	Upper
Tim Keffalas	Upper	Mike Slugocki	Upper
Rick Watson	Upper	Jim Turner	Upper
Team 3: Water Lab		Team 7: Forest Lab	
Mike Welsh	South County	Grace Marchant	South County
Mike Dove	South County	Dawn Thompson	South County
Catherine Hartley	South County	Terry Graber, Doubletree	
Linda McKenna	Mid-South	Resort	Mid-South
George Cretekos	Mid-Upper	Patricia Johnson	Mid-South
Tom Olsen	Mid-Upper	John Quattrochi	Mid-Upper
David Archie	Upper	Sheryl Zayac	Mid-Upper
Jerry Custin	Upper	Barbara Schnipper	Upper
Linda Chamberlain	Upper	David Bredahl	Upper
Team 4: Water Lab		Team 8: Forest Lab	
Joe Guertin	South County	Bob Devin Jones	South County
Tim Strouse	South County	Pat Hartstein	South County
Nick Simons	Mid-South	Barry Scarr, Scarr	
Bill Little	Mid-South	Insurance Group	Mid-South
Tom Shelly	Mid-Upper	Dean Braden	Mid-South
Tom Dupont	Mid-Upper	Duane Schultz	Mid-Upper
Jim Ronecker	Upper	Chris Logan	Mid-Upper
Peter Gutman	Upper	Townsend Tarapani	Upper
Gerald Goulish	Upper	Jon Burr	Upper

Act 2a: Countywide Overarching Priorities

29. Light Rail Countywide Priorities

- 29.1. 8 Reduction of Congestion
- 29.2. 8 Connectivity to Hillsborough,
- 29.3. 8 Using existing CSX corridor
- 29.3.1. 8 *Using existing CSX rail*
- 29.4. 4 Reduction of Congestion
- 29.5. 4 Regional connectivity
- 29.6. Team 2 Connectivity to Manatee and North Pinellas
- 29.7. team 3--transportation alternative to auto and to relieve congestion
- 29.8. Team 1. Countywide priority: Stimulate economic growth, increase tourism, and reduce automobile traffic. Increase mobility and travel times to beaches, schools, business..
- 29.9. 1. 7 Tap into high speed
- 29.10. Team 5 Connect Tampa to the beaches through Gateway
- 29.11. team 6 - HSR extension to Gateway
- 29.12. team 6 - connect to beaches.
- 29.13. 7 Reduce congestion and environmental impact
- 29.14. 7 Connect to points of interest, including beaches



30. Transit Bus Countywide Priorities

- 30.1. 4 15 minute service countywide
- 30.2. 4 Convenience
- 30.3. 8 Add frequency to increase ridership
- 30.4. 8 connectivity to business and educational centers
- 30.5. 4 Extended hours of operation
- 30.6. Team 2 Connect East Lake, Palm Harbor to mid and south county
- 30.7. team 3--flexibility using existing roads
- 30.8. team 3--increases opportunity for economic development by providing alternative modes of transportation
- 30.9. Team 1. Important connector to potential light rail. Helps reduce traffic. Green busses could promote environmental promise.
- 30.10. team 6 - countywide bus headways to 15 minutes or less
- 30.11. Team 5 More express service to more locations.
- 30.12. 7 Interconnection with light rail
- 30.13. 7 Increase covered bus/trolley shelters
- 30.14. 8 dedicated bus lanes



31. Trails Countywide Priorities

- 31.1. 4 Connect the loop
- 31.2. 4 Access to the trail
- 31.3. 8 great recreation
- 31.4. Team 2 Additional spurs, enhance security
- 31.5. team 3--economic generator
- 31.6. team 3--connect trails into regional recreational network
- 31.7. team 6 - revitalization through trail improvements
- 31.7.1. *team 6 - trails as an economic development asset*
- 31.7.2. *team 6 - safety aspect*

- 31.8. Team 1: Trails are important for recreation however take a backseat to future economic growth pertaining to the light rail system. Let's stretch the Pinellas trail to St. Pete beach within the next few years.
- 31.9. Team 5 Connect countywide loop
- 31.10. 7 Safety considerations

32. Sidewalks Countywide Priorities

- 32.1. 4 Fill the gaps
- 32.2. 4 Sidewalks are included in complete transportation connectivity
- 32.3. 4 On highly congested roads
- 32.4. 4 Around schools
- 32.5. 8 lacking sidewalks are safety issues
- 32.6. Team 2 Safety, ADA compliant
- 32.7. team 3--safety
- 32.8. team 3--encourages pedestrian activity
- 32.9. Team 1: Sidewalks are of lower priority on a county wide level.
- 32.10. team 6 - important safety aspect
- 32.11. Team 5 Improve around all schools and connect all of the dots



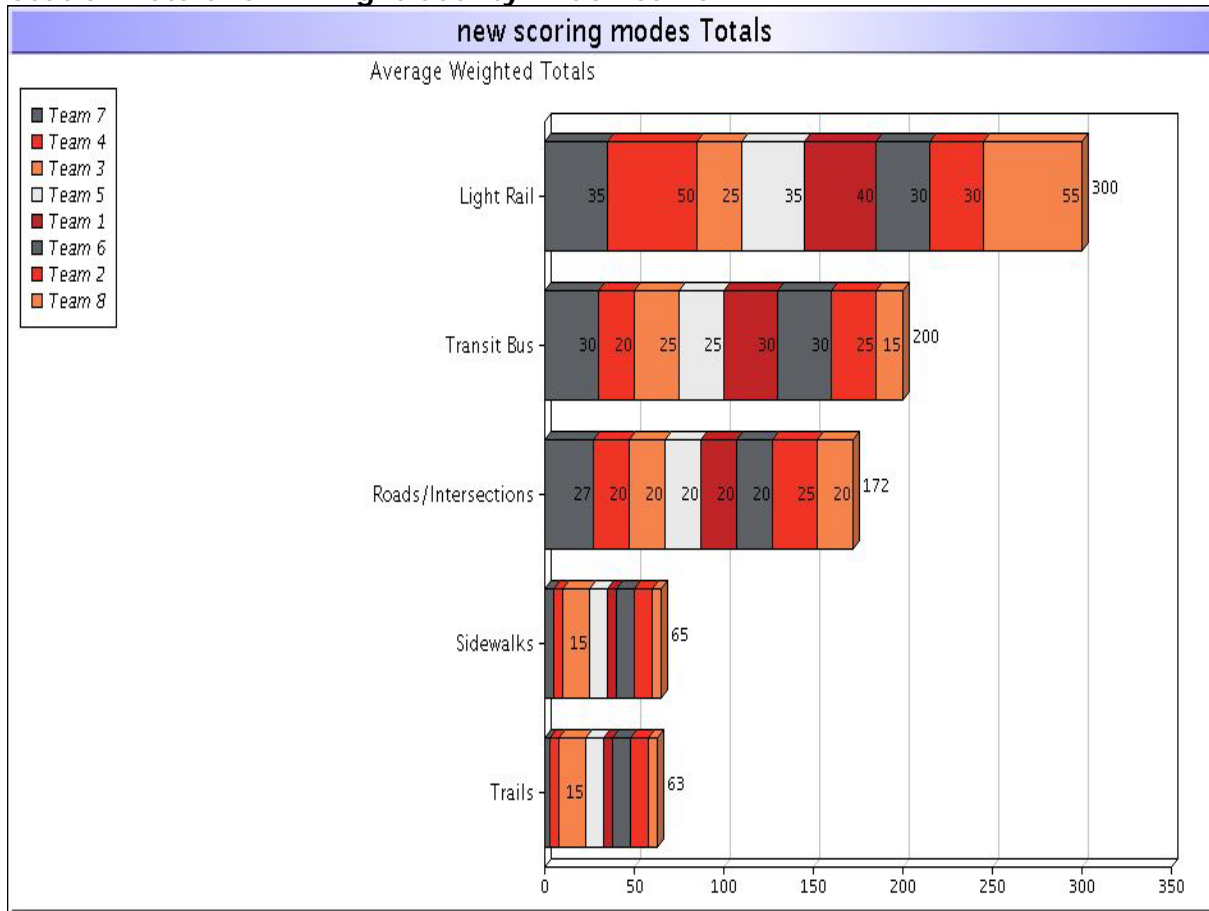
33. Road/Intersections Countywide Priorities

- 33.1. 4 Finish US19
 - 33.2. 4 Finish Roosevelt/Ulmerton Gateway
 - 33.3. 8 completion of grade separations along US 19 to help north south connection
 - 33.4. 8 dedicated bus lanes
 - 33.5. Team 2 Enhance E/W corridors, mast arms for safety, bicycle facilities
 - 33.6. team 3--improvement of intersections and traffic signalization vital for moving of traffic and pedestrian safety
-

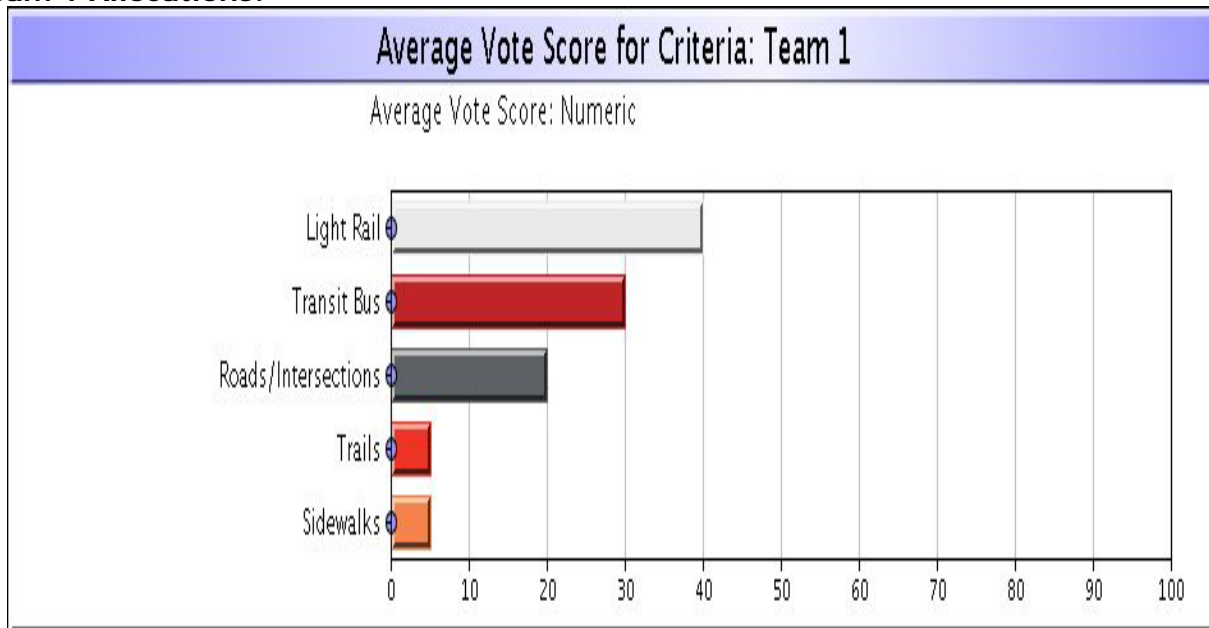


Each Team Gets 100 Point To Allocate Across All 5 Modes of Transportation:

Allocation Totals for All Eight County-wide Teams:



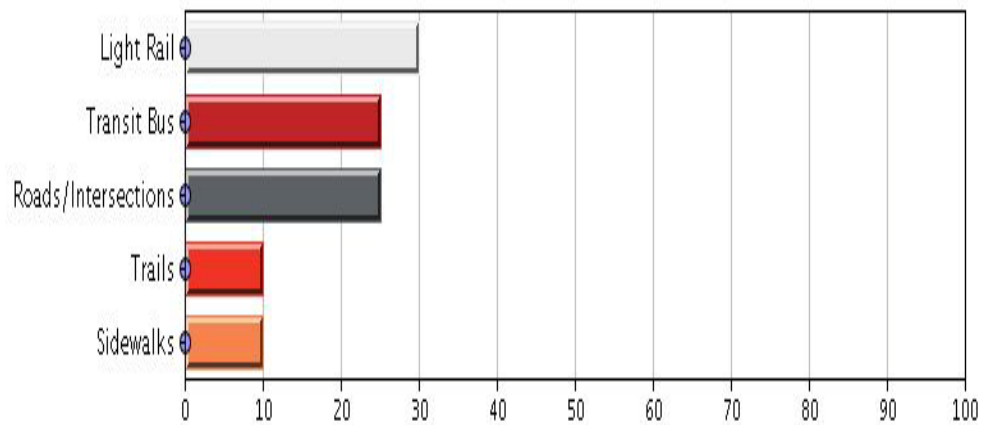
Team 1 Allocations:



Team 2 Allocations:

Average Vote Score for Criteria: Team 2

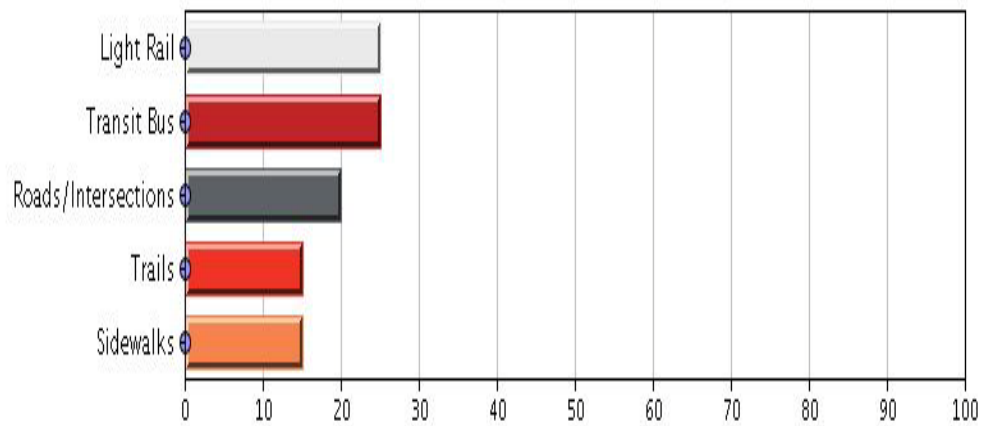
Average Vote Score: Numeric



Team 3 Allocations:

Average Vote Score for Criteria: Team 3

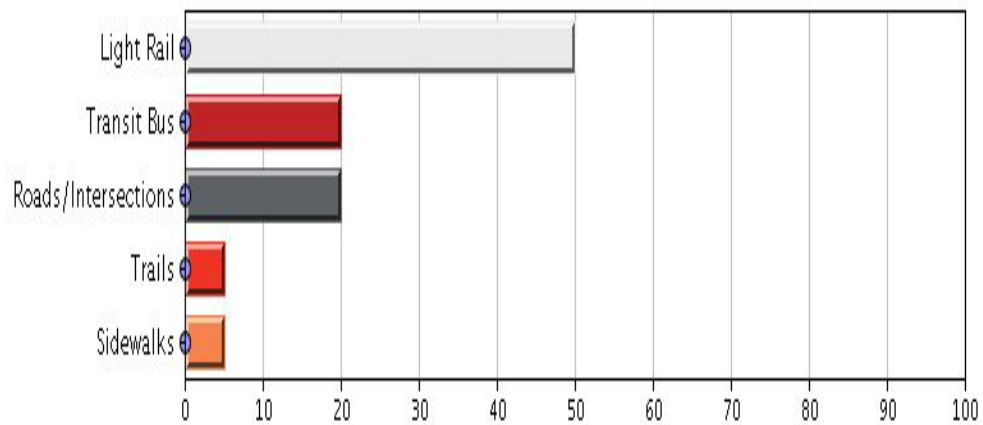
Average Vote Score: Numeric



Team 4 Allocations:

Average Vote Score for Criteria: Team 4

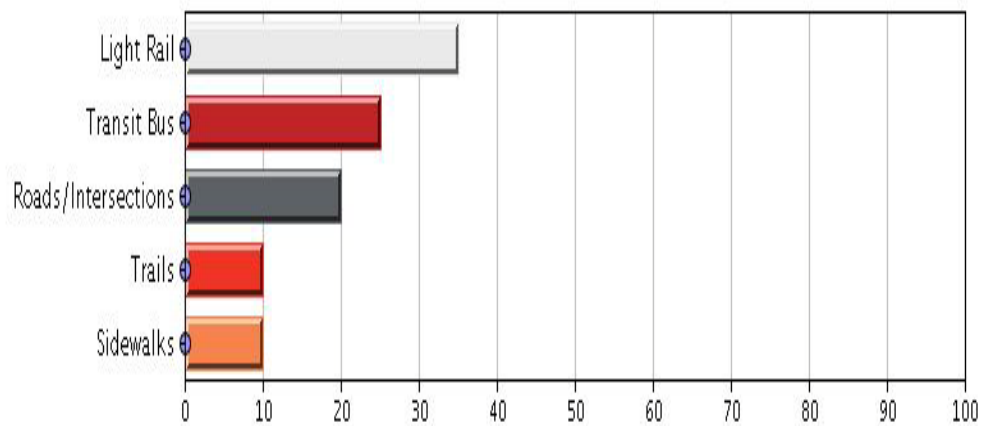
Average Vote Score: Numeric



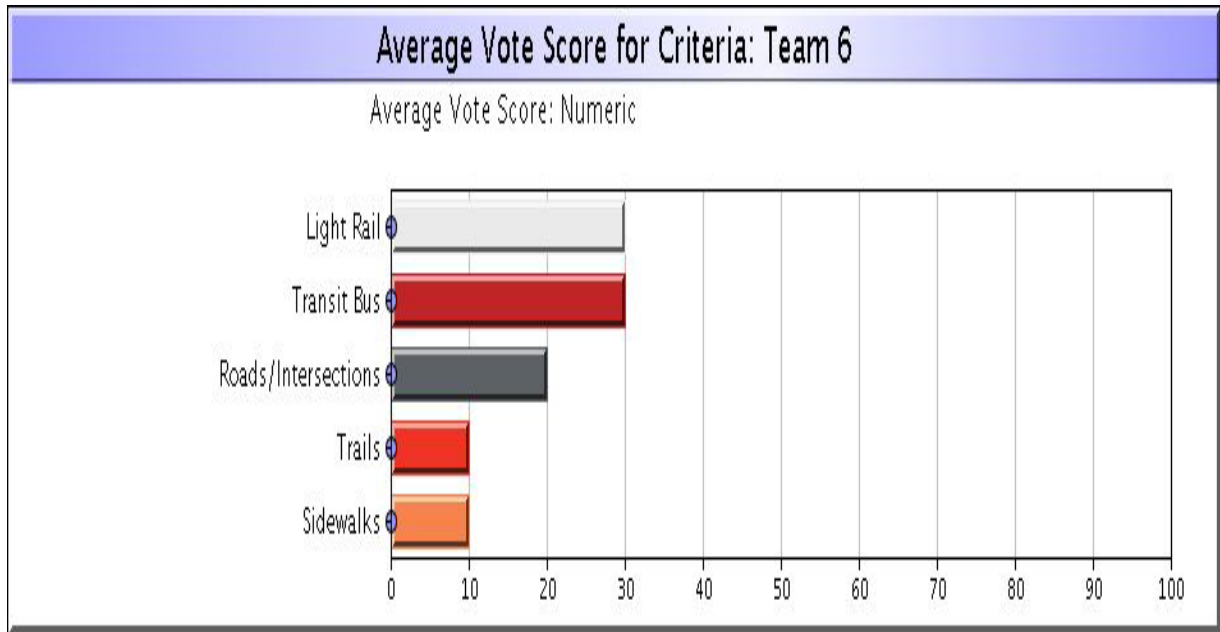
Team 5 Allocations:

Average Vote Score for Criteria: Team 5

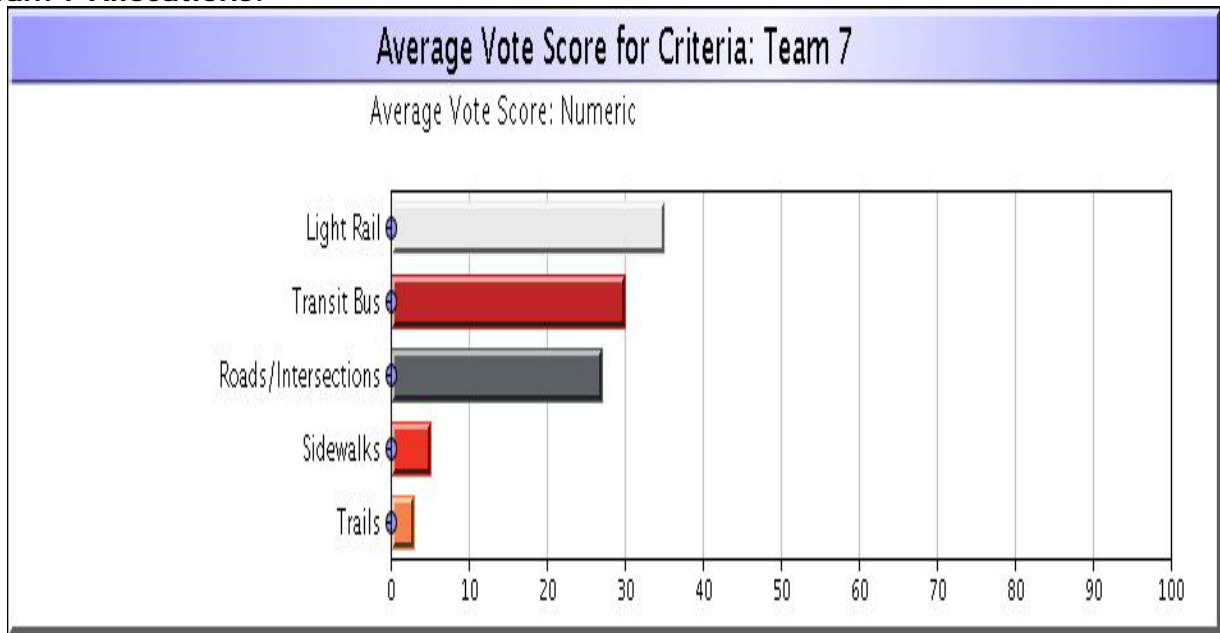
Average Vote Score: Numeric



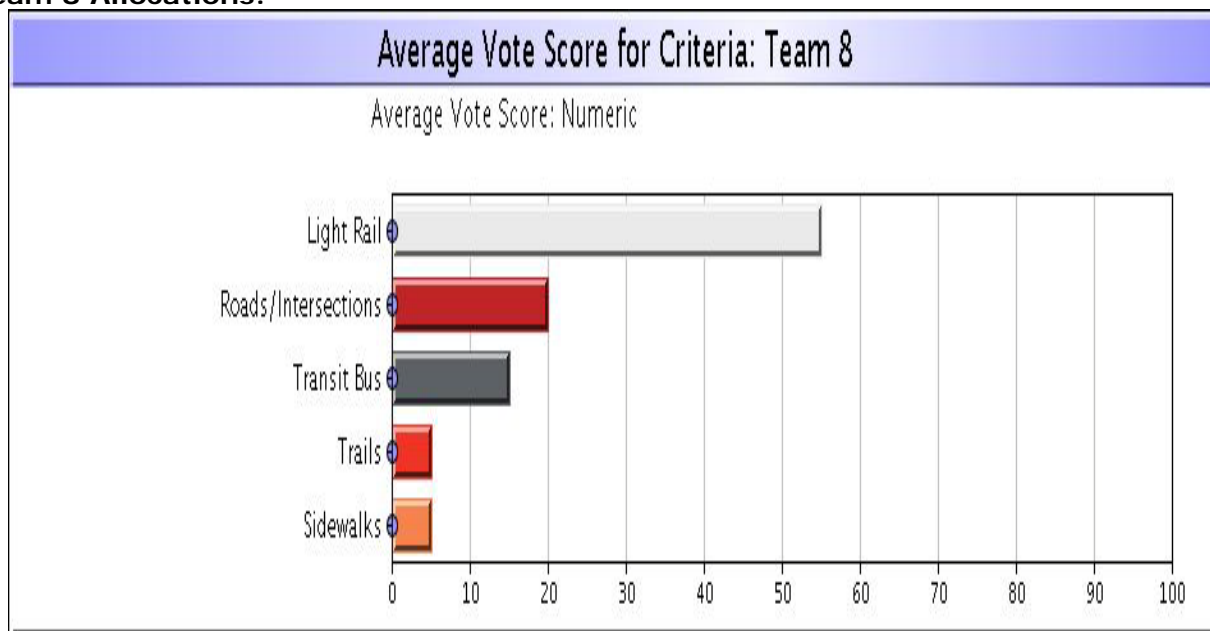
Team 6 Allocations



Team 7 Allocations:



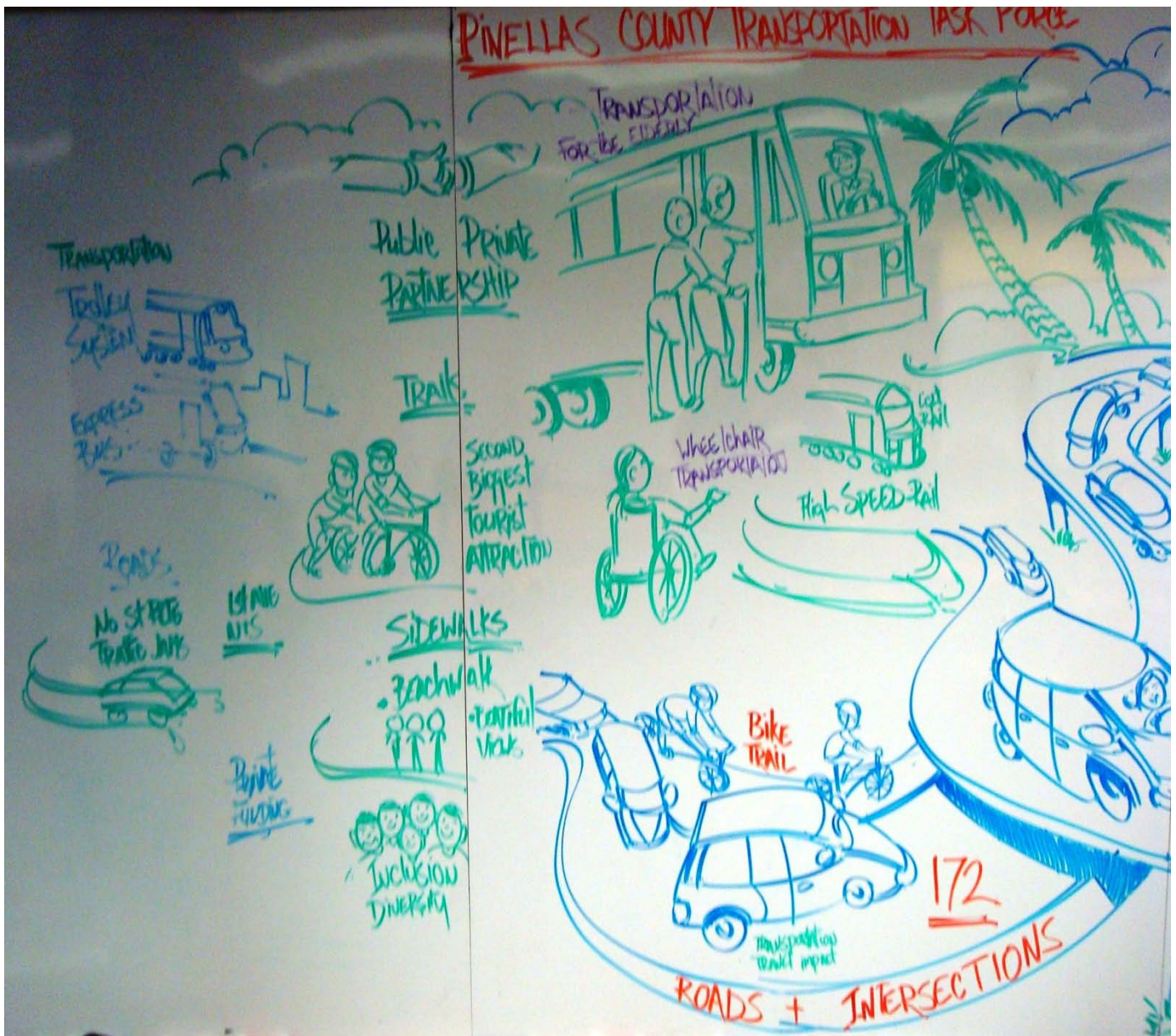
Team 8 Allocations:

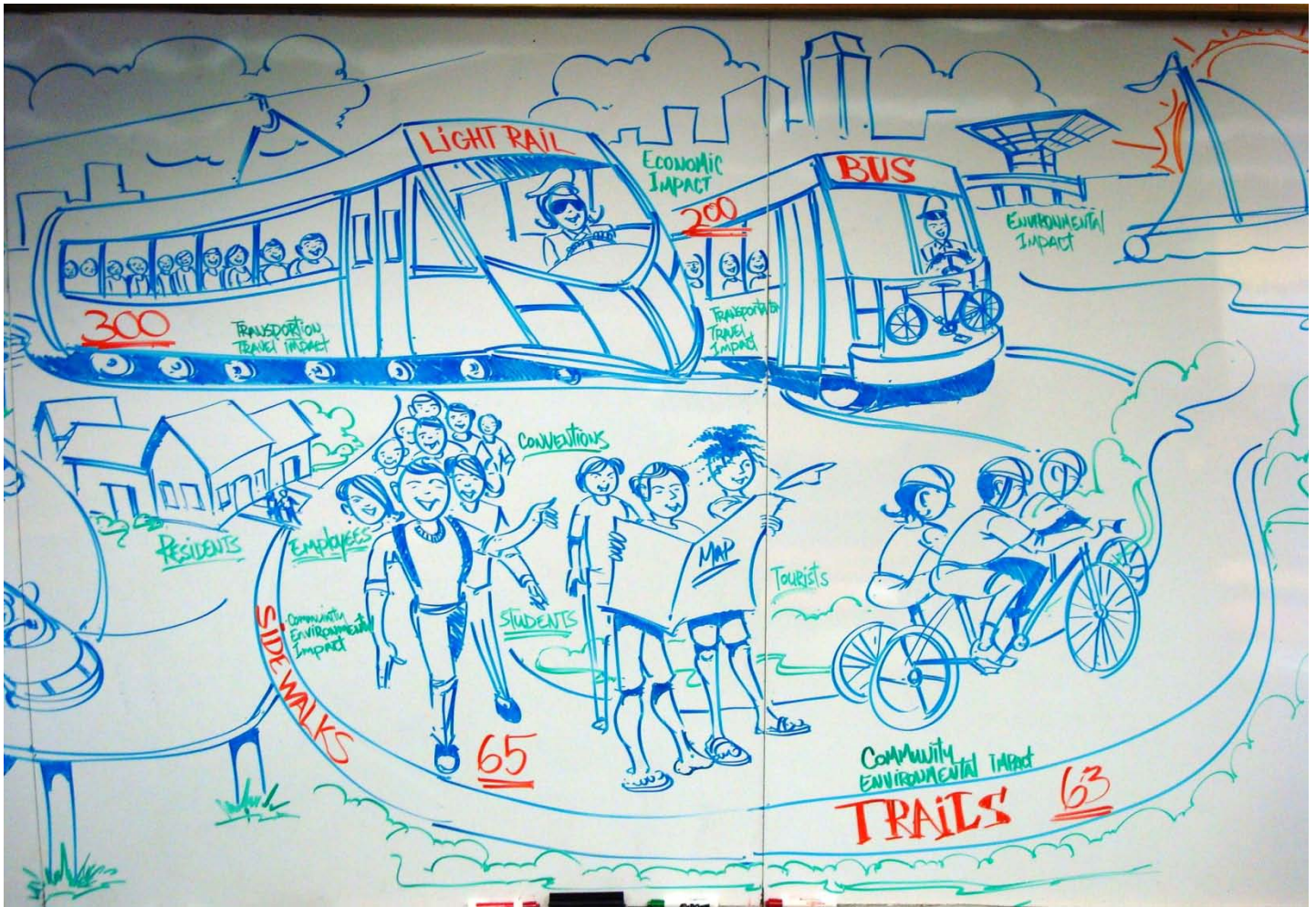


Andrea: Welcome back. We are tabulating those final allocations. While we do that I'll ask Jonathan Massie, our business illustrator, to speak to his masterpiece.

Jonathan's Artwork





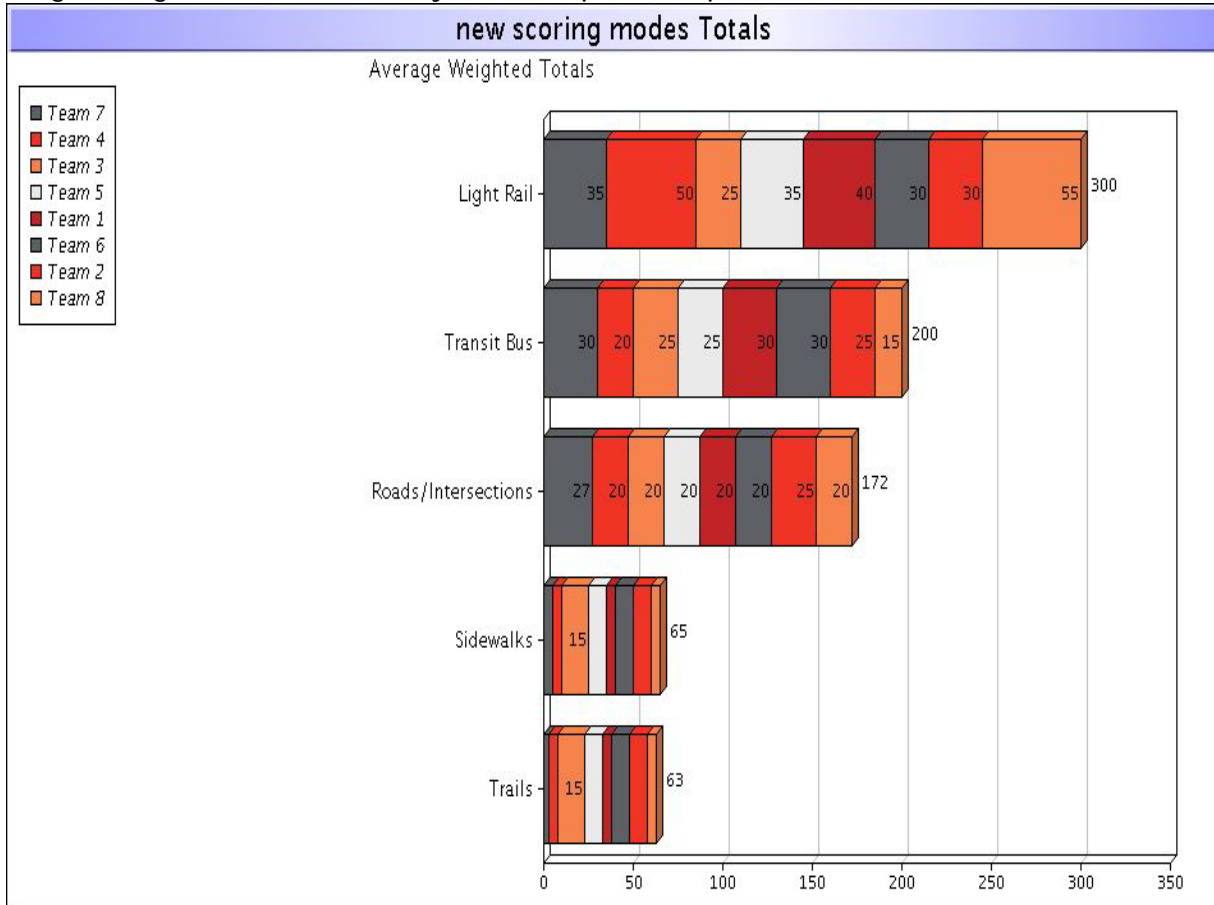




Andrea: Great work everyone. Here are the results of your 100-point allocations across all five modes of transportation:

- Light rail got 300
- Transit bus got 200
- Roads/intersections got 172
- Sidewalks got 65
- Trails got 63

It looks like good alignment around countywide transportation priorities across the board!



Comment: We want the high speed rail to come to Pinellas County. We don't want to be left out of the process.



County Commissioner Karen Seel: I know that it was a rapid paced day. I truly appreciate your feedback today. Please stay engaged and offer your ideas and opinions. Your ideas will help us make Pinellas County better. Thank you for coming.



Pinellas County Transportation Task Force

Meeting Minutes of September 20, 2010

The Pinellas County Transportation Task Force was held on September 20, 2010 at 1:33 P.M. at the Tampa Bay Regional Planning Council, Suite 100, 4000 Gateway Centre Boulevard, Pinellas Park, Florida with the following participants present:

Karen Williams Seel, Chairman, Pinellas County Commissioner (BCC and MPO)
Alan Bomstein, President and CEO, Creative Contractors
Mark Carlson, Senior Vice-President of Investments, Merrill Lynch
Jeff Danner, City of St. Petersburg Councilmember (PSTA and MPO)
Vincent Dolan, President and CEO, Progress Energy Florida
Ronnie Duncan, TBARTA Chair
Lou Galdieri, COO, Mease Dunedin and Countryside Hospitals
Ben Godwin, Senior Vice-President of Real Estate and Corporate Services, Tech Data Corporation
Stephan Heimborg, PE, The Heimborg Group, Inc.
Dan Hester, President and CEO of Special Asset Department, Florida Capital Bank
Frank Hibbard, City of Clearwater Mayor, TBARTA Vice-Chair (MPO)
R. B. Johnson, City of Indian Rocks Beach Mayor, PSTA Chair
Helen Levine, Regional Vice-Chancellor of External Affairs, USF St. Petersburg
Robert Pergolizzi, Principal, Gulf Coast Consulting
Craig Sher, Executive Chairman, Sembler Company
Kenneth T. Welch, Pinellas County Commissioner (PSTA and MPO)
Ted Williamson, Founding Partner, Williamson Dacar Associates
Dan Mann, Lighthouse of Pinellas

Late Arrivals

Niel Allen, Realtor, Century 21 Coast to Coast Realty
Tim Bogott, CEO, Tradewinds Resort
Peggy O'Shea, School Board Member

Not Present

Joe DeLuca, Vice-President, Times Publishing Company, Tampa Bay Partnership Board
Cathy Harrelson, Conservation and Coastal Task Force Chair, Suncoast Sierra Club
Judy Mitchell, President, Peter R. Brown Construction, Inc.
Stan Vittetoe, Vice-President of Workforce and Continuing Education and St. Petersburg College Clearwater Campus Provost

Also Present

Tim Garling, Executive Director, PSTA

Bob Clifford, Executive Director, TBARTA

Mike Meidel, Director, Economic Development

James Moore, Senior Vice President and National Director of Community Planning and Urban Design, HDR Engineering

Brian K. Smith, MPO Executive Director

Ed Smolik, Mease Dunedin and Countryside Hospitals

Other interested individuals

Michael P. Schmidt, Deputy Clerk

AGENDA

VIII. Welcome/Introductions – Karen Seel

IX. Approval of Minutes

X. Guiding Principles – Karen Seel

XI. Update:

- a. Presentations to Cities and Chambers
- b. Subcommittee Collaborative Lab

XII. Pinellas By Design:

Mike Meidel, Director, Economic Development

XIII. Transit-Oriented Development:

James Moore, Senior Vice President and National Director of Community Planning and Urban Design, HDR Engineering, Inc.

XIV. Unfunded Transportation Needs:

Tim Garling, Executive Director, PSTA

Brian Smith, Executive Director, Planning Department, MPO

Bob Clifford, Executive Director, TBARTA

Next Transportation Task Force Meeting

October 18, 2010, 1:30 p.m.

TBRPC Office

XV. Adjourn

WELCOME/INTRODUCTIONS

Chairman Seel called the meeting to order at 1:33 P.M. and welcomed the attendees. A sign-in sheet has been filed and made a part of the record.

MINUTES OF THE JUNE 21, 2010 MEETING – APPROVED

Upon presentation by Chairman Seel of the minutes of the June 21, 2010, Transportation Task Force meeting, Mr. Duncan moved, seconded by Commissioner Welch and carried, that the minutes be approved as submitted.

GUIDING PRINCIPLES – APPROVED

Upon presentation by Chairman Seel of the Guiding Principles of the Pinellas County Transportation Task Force, Councilmember Danner moved, seconded by Mr. Duncan and carried, that the principles be approved as submitted.

UPDATE

PRESENTATIONS TO CITIES AND CHAMBERS:

Chairman Seel discussed the Transportation Task Force presentations, which were presented to the coalition of beach communities, the Cities, and the Chambers of Commerce by various Task Force members to educate and engage, solicit feedback, and ensure community input in the process; whereupon, she related that the presentations were well received and invited those who had given presentations to share their experiences. During the update, Mrs. O'Shea and Messrs. Bogott and Allen entered the meeting.

- Mayor Hibbard related that he had met with the Clearwater Chamber, the Beach Chamber, and the Town of Belleair; that there was good participation by the elected officials and citizens; and that the citizens desired more information relating to routes.
- Mr. Duncan related that he had visited with the Cities of Safety Harbor and Dunedin; that many people are not aware of what is going on in the transportation world; that the elected officials and citizens were interested in how the changes will affect them; and that the process keeps the citizens informed and should continue.
- Commissioner Welch related that he had presented to the St. Petersburg Council of Neighborhood Associations; that people want easily digestible information relating to the Plan; and that communication should continue with information provided to citizens in an easily understandable and non-technical format.

- › Councilmember Danner related that he had presented to the Cities of St. Petersburg, Gulfport, and South Pasadena; that the audience was engaged and asked many questions; and that they understand the challenges of the transportation network as it exists and the challenges that PSTA has with its funding source.
- › Mr. Smolik related that he spoke with the Dunedin and Safety Harbor Chambers of Commerce; that they recognized transportation as the backbone of business development; that they were interested in how the system would move people throughout the area, especially how it would serve employees; and that discussion took place regarding how people in other parts of the country have addressed transportation and tourism development.
- › Mr. Pergolizzi related that he had presented to the Largo City Commission, the Largo Mid-Pinellas Chamber of Commerce, and the Greater Clearwater Chamber of Commerce; that most attendees were positive and upbeat; and that comments centered on how the transportation system will be funded.
- › Mrs. O'Shea indicated that the biggest concern related to the financing, including who would pay for the system and how; and that the citizens need to be educated regarding how the system can benefit Pinellas County.
- › Chairman Seel related that she had presented to the Barrier Islands Government Council and to the Tarpon Springs Chamber of Commerce; and that the Tarpon Springs Chamber was less interested in tourism issues and more concerned with how the system would benefit local residents, e.g., those residents who may wish to travel from Tarpon Springs to St. Petersburg to attend a baseball game.

SUBCOMMITTEE COLLABORATIVE LAB:

Chairman Seel discussed the Subcommittee Collaborative Lab, which took place Monday, August 30, from 8:30 a.m. to 12:00 noon at the EpiCenter in Largo. She related that elected officials, along with county residents who had no previous experience with transportation planning, reviewed present and future transportation projects in four geographic regions of the county to include road programs, transit, sidewalks, trails, and rail to determine priorities; whereupon, she related that the Subcommittee Collaborative Lab Report had been emailed to the members for their review.

Mr. Meidel conducted a PowerPoint Presentation titled *Pinellas by Design – The Pinellas Community's Plan for Redevelopment*, a copy of which has been filed and made a part of the record, and discussed the development of the Plan. He related that Pinellas by Design was originally presented to the County Commission in November 2005; and that the current effort to review and update the Plan is being headed by the Pinellas Planning Council and County staff working with developers, business leaders, environmental groups, and neighborhood representatives.

Mr. Meidel discussed the local economy, reporting that it has changed significantly in the last five years; and that population trends have remained flat. He explained that land is required whether a company wants to redevelop a parcel or erect new construction, thus economic development really ends up being a real estate transaction. Mr. Meidel discussed issues which stifle economic growth, which include the county approaching physical build out, the lack of suitable land for light manufacturing and office development, and the high percentage of county structures over 40 years old; whereupon, he discussed the necessity of a countywide redevelopment strategy.

Mr. Meidel indicated that Pinellas County needs to foster an environment where high-wage jobs are created, communities are revitalized, and natural resources are protected in order for the county to be a *community of quality communities*; and that in order to do so, the following issues need to be addressed:

- How to educate the community about the issue.
- How to revise development codes.
- How to obtain intergovernmental coordination and consistency.
- How to obtain public and private investment.

He discussed the overall strategy of Pinellas by Design, including the plan strategies of economic issues; real estate issues; and plan, code, and design issues, including:

- Plan Strategies for Economic Issues – Create and sustain economic strength necessary for quality redevelopment and provide sufficient facilities to attract, expand, and retain high-wage employers.
- Plan Strategies for Real Estate Issues – Redevelop aging and obsolete uses to provide the real estate needed to ensure that Pinellas County remains economically strong and maintains a high quality of life.
- Plan Strategies for Plan, Code, and Design Issues – Revise plans, regulatory processes, and standards, recognizing the unique needs of redevelopment and encouraging the implementation of urban design standards.

Thereupon, Mr. Meidel provided general and statistical information relating to measuring the economy and discussed how the size and quality of the economy both relate to employee earnings; whereupon, he reiterated that the county needs to attract and retain high-quality employers who want to locate or expand their businesses within the county.

Mr. Meidel discussed employment districts within the county, relating that 12 districts were identified which are in development; that five potential districts were identified that had either “scrapeable” or underutilized land; and that corridors are being mapped in an effort to align transit corridors with employment districts. He related that in order to deal with issues relating to redevelopment financing, land values need to be addressed; and that the gap between the development of redeveloped land versus Greenfield land needs to be considered; whereupon, he indicated that redevelopment costs can rarely be justified in land values without public intervention; and that incentive programs in concert with public and private cooperation will be required.

Mr. Meidel related that although Pinellas County is densely populated, it is not an urban county; that the term “urban” does not relate to size or density but pertains to the structure and organization of the county; and that transit opportunities need to be combined with redevelopment areas to include walkable, mixed-use transit-oriented nodes; whereupon, he provided further information relating to plan, code, and design issues, including:

- Range of Centers, Corridors, and Districts.
- Model Codes and Standards.
- Plan and Regulatory Enhancements.
 - Streamlined approval processes.
 - Administrative approval procedures.
 - Specific LDR (land development regulations) recommendations.
 - Special redevelopment districts.

Mr. Meidel indicated that Pinellas County and 22 municipalities passed a resolution in support of Pinellas County’s proposed redevelopment plan; and that a Housing and Urban Development Grant would provide funding to update the Plan with any required changes; whereupon, he presented information relating to the Pinellas by Design website.

Mr. Meidel presented statistical information regarding the population of the county, relating that it has declined by approximately 1.4 percent and the overall employment rate has declined by approximately 12.8 percent since 2001; whereupon, he discussed the hardships the county has faced over the past several years, relating that Pinellas County has fared better than other locales; and that the county relies on the diversity of the local economy and the incentive packages it provides to businesses.

Mr. Meidel presented statistical and financial information regarding wages in Pinellas County and related that, after adjustments for inflation, the total amount of earned income in the local economy remains relatively flat when compared to past years; that the loss of employment in Pinellas County tends to affect lower wage jobs; and that while the average wage in Pinellas County for 2009 was \$40,000.00, opportunities for entry-level workers continue to diminish.

Mr. Meidel discussed the need for Research and Development industries, the Incumbent Worker Training Program, the Targeted Employment and Development Land Study, government surplus land for economic development, the Toytown Property, and the proposed Airco project; whereupon, he presented information relating to land assembly and the Brownfield Program,

relating that the Program is a way to develop reclaimed lands that have real or perceived environmental troubles, pointing out that additional incentives are available for the developer and the employer.

Mr. Meidel indicated that in 2006, four new future land use categories focusing on redevelopment were created; and that in 2007, a Countywide Rule amendment was enacted to allow an increase in temporary lodging densities subsequent to certain conditions being met and within specific future land use categories; whereupon, he expressed that increased hotel densities provide benefits to the local community by helping to preserve tourism and, as a result, help to preserve the quality of life for county residents.

Mr. Meidel indicated that in 2007/2008, the county approved a set of model comprehensive plan policies and land development codes; and that the term “livable communities” is used to describe urban environments where walking, bicycling, and transit service is safe, comfortable, and efficient and where the physical environment offers an interesting and unique experience from the standpoint of street, land, and building design; whereupon, he indicated that in 2009 an economic element was added to the economic development of the County’s Comprehensive plan allowing many of the principles of Pinellas by Design and related studies to be codified.

Mr. Meidel discussed One Bay, which is an effort to develop a shared regional vision for the seven-county Tampa Bay region to answer the question, how can the overall region prosper from a position of strength, diversity, opportunity, and economic vitality over the long term as the area continues to grow; whereupon, he briefly discussed the recommendations of One Bay and its guiding principles.

Concluding his presentation, Mr. Meidel restated that transit-oriented development (TOD) is the creation of compact, walkable communities centered around high-quality transit systems and is the keystone of the entire Pinellas by Design program; whereupon, he indicated that transit corridors will provide one of the few new opportunities for land assembly and density; and that opportunities for heavier industrial uses will be required.

TRANSIT-ORIENTED DEVELOPMENT

Mr. Moore conducted a PowerPoint Presentation titled *Transit-Oriented Development for Tampa Bay*, a copy of which has been filed and made a part of the record, and related that his presentation explaining transit-oriented development in the Tampa Bay area is geared toward a general audience; whereupon, he related that he is speaking on behalf of the Urban Land Institute (ULI); and explained that ULI is a non-partisan, non-political membership organization that provides leadership in the responsible use of land and in creating and sustaining thriving communities; and that, locally, ULI Tampa Bay has 250 members and serves the seven-county region, sharing best practices and lessons learned through programs, advisory panels, and other activities.

Mr. Moore indicated that transit in Tampa Bay is a hot topic across the region; and that as commutes become longer and traffic gets worse, residents are realizing that more asphalt will not solve the region's problems; and that regional leaders are looking at transit as part of the solution. He related that the regional transit plan calls for various forms of new transit in conjunction with special lanes for buses and carpools; and that systems will be designed to link key employment and population centers throughout the region; whereupon, he related that the following types of transit are planned:

- High Speed Rail
 - Planned for Region – Super-Regional Service
- Light Rail
 - Planned for Region – Regional Connections
- Enhanced Bus
 - Existing and Planned – Regional Connections
- Streetcar
 - Existing and Planned – Local Service

Mr. Moore briefly discussed each mode of transit, and related that the integration of a super-regional system to a regional system could be a critical issue going forward; and that bus rapid transit has an advantage over light rail transit because of its flexibility and reduced expense. He presented information relating to how transit expands options, supports economic growth, and focuses investment; and related that investment and opportunity will occur in areas where transit stations are constructed; whereupon, he discussed the key characteristics and benefits of transit-oriented development, including:

- Compact and Close to the Station
 - People within a half-mile radius are five times as likely to walk to a major transit stop than others.
- A Balanced Mix of Uses
 - Jobs, housing, shops, and restaurants within an easy walk of a transit station.
- Safe, Walkable Streets
 - Walking, biking, and transit use are safe, attractive alternatives to driving.
- Attractive Buildings and Public Spaces
 - Buildings, plazas, and squares designed to reinforce community character.

Thereupon, he outlined the four types of transit-oriented development, including:

- Neighborhood TODs
 - Designed to serve as neighborhood centers with two to three-story buildings and low to moderate density housing.
- Community TODs
 - Designed to serve community needs. Places with a mix of shopping, entertainment, offices, and moderate density housing.
- Regional TODs

- Higher intensity regional centers with concentrations of jobs, shopping, and housing.
- Downtown TODs
 - Transit will support the revitalization of downtowns – the places with the highest concentrations of jobs, housing, shopping, and cultural uses.

Mr. Moore indicated that the long-term goal of transit-oriented development is helping communities become more livable, prosperous, and sustainable; whereupon, he discussed how transit-oriented development could conserve resources, serve new markets, cut costs, expand options, and focus growth.

Mr. Moore related that after extensive interviews, local residents indicated that what they desire in the bay area is unachievable without transit; whereupon, he indicated that reducing the pressure to develop outlying areas is a benefit of concentrating development. He related that even though housing costs in the Tampa Bay area are relatively affordable, transportation costs are among the five worst in the country; and that transit-oriented development helps to control the mobility costs within a region. Mr. Moore related that transit-oriented development provides further benefits such as allowing residents the flexibility to decide how they wish to travel throughout the community, the possibility of giving up an automobile; and the health benefits realized by getting more exercise.

UNFUNDED TRANSPORTATION NEEDS

Referring to a PowerPoint Presentation, a copy of which has been filed and made a part of the record, Mr. Garling related that he would cover the following topics in his presentation:

- Review of Transit Plans
- Current Operating and Capital Funding Shortfalls
- Unfunded Transit Needs: 2011–2035
 - Bus and Rail
 - Howard Frankland Bridge

Referring to the Alternatives Analysis, which is a planning study to identify and evaluate alternative transit modes and potential alignments, Mr. Garling indicated that it is a partnership between the Pinellas Suncoast Transit Authority (PSTA), Pinellas Metropolitan Planning Organization (MPO), Florida Department of Transportation (FDOT), and Tampa Bay Area Regional Transportation Authority (TBARTA); and that based on a comprehensive assessment of costs, benefits, and impacts, the study will develop recommendations regarding the precise costs of a transit line and where it should be located.

Mr. Garling presented information relating to the proposed Cross-Bay Express Bus Service, PSTA Premium Bus Network, and PSTA Supporting Bus Network. He related that with the advent of high-speed rail, the proposed Cross-Bay Express Bus Service would connect the western terminus of the proposed high-speed rail line to Pinellas County, including its beaches, tourist areas, and communities; and that the proposed PSTA Premium Bus Network would be a high frequency bus

network that would connect Pinellas County's main activity centers, would utilize high-quality, attractive buses, and would hopefully attract people currently driving automobiles; whereupon, Mr. Garling related that a transit system works best when residents can leave their homes, board public transportation, and arrive at their destination; and that an underlying network of buses, trolleys, and circulator services would be needed to accomplish that task.

Thereupon, Mr. Garling presented general, statistical, and financial information pertaining to the following three graphs:

- Transit Plan Total Operating and Capital Revenue Projections
(comparison of Costs and Revenues)
- Transit Plan Operating Budget Projections
(comparison of Operating Costs and Operating Revenues)
- Transit Plan Capital Budget Projections
(comparison of Capital Costs and Capital Revenues)

Mr. Garling related that PSTA is currently funded by property tax revenues, which have decreased by 30 percent during his tenure; that PSTA offers a high level of service even with reduced revenues; and that despite financial constraints, ridership continues to grow, demonstrating that public transportation is desired by residents and can be highly successful; whereupon, he related that inadequate and shrinking funding sources hamper efforts to move forward, thereby reducing transit-oriented and economic development opportunities.

Mr. Garling discussed unfunded needs related to the ability to expand public transportation, and related that PSTA has projected out over 25 years to see how the future would appear if a sustainable funding source were obtainable; that a one-cent sales tax could provide the necessary funds to build a transit system based on the Alternatives Analysis; and that the use of federal funds for rail combined with fare box revenues would negate the need for property tax revenue; whereupon, he related that the system would only operate within Pinellas County; that it would not cross the Howard Frankland Bridge; and that a \$200 million surplus would be realized over a 25-year period and would not include property tax.

Thereupon, Mr. Garling related that constructing 25 miles of rail would be a challenging task; and recommended that as the various stakeholders consider a long-range funding plan, they only plan to fund what is feasible to build; whereupon, he related that as the lines are built, people are going to want more; whereupon, he related that although none of the plans discussed include building a rail line across the Howard Frankland Bridge, the issue is being studied through the Alternatives Analysis; that getting a connection across the bay will require partnership between Hillsborough and Pinellas counties; and that local, state, and federal funding will be required to finance the project.

Concluding his presentation, Mr. Garling reiterated that even though a sprawled community is not conducive to an effective transit system, utilizing proper land use designations while designing a transit-oriented development system is a key to success; and only those systems that lead

to improved transit-oriented development will deliver the sought after economic development; whereupon, he related that while no perfect plan exists, the time to take action is now.

PINELLAS 2035 – LONG RANGE TRANSPORTATION PLAN

Mr. Smith conducted a PowerPoint Presentation titled *Pinellas 2035 – Long Range Transportation Plan*, a copy of which has been filed and made a part of the record, and provided background information regarding the Metropolitan Planning Organization; whereupon, he provided an overview of its responsibilities, indicating that the MPO is required to review transit together with issues such as land use, air quality, and congestion management to ensure everything fits together.

Mr. Smith discussed the Long-Range Transportation Plan (LRTP), and indicated that its purpose is as follows:

- Guides the use of state and federal dollars for transportation projects in Pinellas County.
- Identifies transportation needs and the improvements necessary to address them.
- Establishes a transportation policy framework in coordination with city and county comprehensive plans.
- Addresses available revenue and costs associated with projects identified in the LRTP.
- Addresses capital projects and operations/management of the transportation system, which includes all major modes of travel.

Thereupon, Mr. Smith discussed key transportation issues such as safety and security, energy and climate change, sustainability, economy/jobs, regional demands, and funding; whereupon, he presented information relating to transit (bus and rail), highways, trailways, and bicycle and pedestrian improvements.

TBARTA VISION – A BALANCED MULTIMODAL SYSTEM

Mr. Clifford conducted a PowerPoint Presentation titled *TBARTA Vision – A Balanced, Multimodal System*, a copy of which has been filed and made a part of the record. Referring to slides representing all segments of the proposed network, he provided background information relating to the long-term vision of TBARTA, expressing that together with the planned spending of dollars, a great deal of activity, excitement, and enthusiasm exists relating to moving the region forward with a transportation network.

Mr. Clifford presented information relating to various transportation networks, including areas served, miles covered, connectivity, projected expenditures, and similar information. He related such a large-scale project will require local, state, federal, and private sector funding, pointing out that funds will not only be required to construct the system but also to provide for its continued operation; whereupon, he expressed that a thriving economy and a good quality of life are the major reasons for creating the transportation network.

SCHEDULE

Chairman Seel related that discussion at the next meeting will pertain to revenue sources; and recommended that the members concentrate discussion on unfunded road projects; whereupon, she related that the next regular meeting will be held on October 18, 2010 at the Tampa Bay Regional Planning Council Office; confirmed with the members that the final meeting would be held either November 15 or 29, 2010; and that her office would contact the members to determine the best date.

In response to query by Mr. Carlson, Mr. Garling, with input by Chairman Seel, agreed that at the next meeting, expert information would be provided regarding a cost-benefit analysis of the different transportation systems as each relates to current population and density.

ADJOURNMENT

The meeting was adjourned at 3:22 P.M.

**Pinellas County
Transportation Task Force**

Meeting Minutes of October 18, 2010

Pinellas Park, Florida, October 18, 2010

The Pinellas County Transportation Task Force met on October 18, 2010 at 1:33 P.M. at the Tampa Bay Regional Planning Council, Suite 100, 4000 Gateway Centre Boulevard, Pinellas Park, Florida, with the following participants present:

Karen Williams Seel, Chairman, Pinellas County Commissioner (BCC and MPO)
Niel Allen, Realtor, Century 21 Coast to Coast Realty
Alan Bomstein, President and CEO, Creative Contractors
Mark Carlson, Senior Vice-President of Investments, Merrill Lynch
Jeff Danner, City of St. Petersburg Councilmember (PSTA and MPO)
Vincent Dolan, President and CEO, Progress Energy Florida
Ben Godwin, Senior Vice-President of Real Estate and Corporate Services, Tech Data Corporation
Cathy Harrelson, Conservation and Coastal Task Force Chair, Suncoast Sierra Club
Stephan Heimborg, PE, The Heimborg Group, Inc.
Frank Hibbard, City of Clearwater Mayor, TBARTA Vice-Chair (MPO)
R. B. Johnson, City of Indian Rocks Beach Mayor, PSTA Chair
Helen Levine, Regional Vice-Chancellor of External Affairs, USF St. Petersburg
Dan Mann, Lighthouse of Pinellas
Peggy O'Shea, School Board Member
Robert Pergolizzi, Principal, Gulf Coast Consulting
Ed Smolik, Security Director, Mease Dunedin and Countryside Hospitals (alternate for Lou Galdieri)
Ted Williamson, Founding Partner, Williamson Dacar Associates

Late Arrival

Tim Bogott, CEO, Tradewinds Resort

Not Present

Joe DeLuca, Vice-President, Times Publishing Company, Tampa Bay Partnership Board
Ronnie Duncan, TBARTA Chair
Lou Galdieri, COO, Mease Dunedin and Countryside Hospitals
Dan Hester, President and CEO of Special Asset Department, Florida Capital Bank
Judy Mitchell, President, Peter R. Brown Construction, Inc.
Craig Sher, Executive Chairman, Sembler Company
Stan Vittetoe, Vice-President of Workforce and Continuing Education and St. Petersburg College Clearwater Campus Provost
Kenneth T. Welch, Pinellas County Commissioner (PSTA and MPO)

Also Present

Tim Garling, Executive Director, PSTA

Denise Skinner, Interim Director, PSTA

Brian K. Smith, Executive Director, MPO

John Woodruff, Director, Pinellas County Office of Management and Budget

Other interested individuals

Arlene L. Smitke, Deputy Clerk

AGENDA

- | | | |
|-------|---|---|
| I. | Welcome/Introductions | Karen Seel |
| II. | Approval of Minutes | |
| III. | Citizens to be Heard | |
| IV. | Update - Presentations to Cities and Chambers | Karen Seel |
| V. | Revenue Sources | |
| | General | John Woodruff, Director, Pinellas County
Office of Management and Budget |
| | Tax Increment Financing | Brian Smith, Executive Director,
Metropolitan Planning Organization |
| VI. | Unfunded Transportation Needs | |
| | Mode Priorities | Brian Smith, Executive Director,
Metropolitan Planning Organization |
| | Transit Network | Tim Garling, Executive Director, PSTA;
Denise Skinner, Interim Executive Director,
PSTA |
| VII. | Discussion | |
| VIII. | Adjourn | |

Next Transportation Task Force Meeting
November 15, 2010, 1:30 to 5:00 p.m.
Epicenter Collaborative Labs
13805 58th Street North, Largo

WELCOME/INTRODUCTIONS

Chairman Seel called the meeting to order at 1:33 P.M. and welcomed the attendees. A sign-in sheet has been filed and made a part of the record.

MINUTES OF THE SEPTEMBER 20, 2010 MEETING – APPROVED

Upon presentation by Chairman Seel of the minutes of the September 20, 2010, Transportation Task Force meeting, Mayor Hibbard moved, seconded by Councilmember Danner and carried, that the minutes be approved as submitted.

CITIZENS TO BE HEARD – NONE

Chairman Seel indicated that previous agendas have not included the opportunity for citizen input because all presentations have been educational in nature.

UPDATE: PRESENTATIONS TO CITIES AND CHAMBERS

Chairman Seel related that the Transportation Task Force members had completed their presentations to the cities and Chambers of Commerce; that the jurisdictions and Chamber members were asked to rate their transportation priorities using a 100-point scale; and that the responses are presented in the table titled *Pinellas Transportation Task Force - Project Priority Checklist Responses*, a copy of which has been filed and made a part of the record; whereupon, the members provided an update of their activities, as follows:

- Mr. Pergolizzi reported that he had met with the City of Seminole; and that questions included whether Disney would be providing funding and possible effects of the passage of Amendment 4.
- Mayor Johnson indicated that the City of St. Pete Beach representatives were very interested in the presentation; that questions centered around the status of high-speed rail and a connection across the bay; and that he had emphasized plans for connectivity between high-speed trains going into Tampa and Pinellas County destinations, including the beach communities.
- Mayor Hibbard related that he had made a presentation in Belleair Bluffs, where questions included how connections would be made, where the stops would be, how their community would fit into the plan, and system costs.
- Councilmember Danner reported that he had met with representatives of South Pasadena, who had inquired about Central Avenue bus rapid transit (BRT) between downtown St. Petersburg and St. Pete Beach.

- Ms. O'Shea indicated that she had made an informal presentation to the Palm Harbor Chamber of Commerce and had been invited to speak at a Rotary Club function; that she had received questions similar to those reported by the other members; and that she believes the public is just beginning to understand the difference between the concepts of high-speed rail and the local transportation connection. She noted that she has not been able to make a presentation to the Council of North County Neighborhoods due to their meeting schedule, but many of their members have attended presentations made to other groups.
- Ms. Harrelson related that City of Gulfport representatives were generally in favor of the concept, but had questioned how their community would benefit from the proposed bus connections; and that they are working on the priority survey.

Thereupon, Chairman Seel reviewed the project priority scores received to date for the categories of Light Rail, Transit Bus, Roads/Intersections, Sidewalks, and Trails; and indicated that more responses are likely to be received.

REVENUE SOURCES

General

Referring to a PowerPoint presentation, a copy of which has been filed and made a part of the record, Pinellas County Office of Management and Budget Director John E. Woodruff reviewed various aspects of the following funding options. (Mr. Bogott entered the meeting during the presentation at 1:51 P.M.)

Charter County and Regional Transportation System Sales Tax
 Pinellas Suncoast Transit Authority (PSTA) Ad Valorem Millage
 Tax Increment Financing District (TIF)
 Special Assessment District
 Local Option Gas Taxes (LOGT)

In conclusion, Mr. Woodruff reviewed a summary table, noting the advantages and challenges associated with each option.

Discussion ensued wherein Mr. Woodruff responded to queries by the members, with input by Chairman Seel and MPO Executive Director Brian K. Smith, as follows:

- Under the TIF concept, the property owner would continue to pay the full amount of tax on the property, but the incremental property tax value over the base amount would be diverted for a particular purpose.

- A special assessment may not be subject to a cap; however, different methodologies must be considered to determine the amount of money that must be raised, without generating an excess; and the reasonableness of charging that amount must also be considered.
- Current Penny for Pinellas sales tax revenue amounts to approximately \$120 million annually. There is no reliable methodology available to project sales tax revenue over a 25-year period. Mr. Woodruff indicated that it was his recollection that the initial projections were based on a multiplier of three-percent annually, and Chairman Seel concurred, noting that, in the current economic environment, any projections must be very conservative.
- It would make sense to utilize multiple funding sources, some of which are more variable than others.
- Commissioner Seel related that certain property owners in Orlando were given a special assessment for a highway overpass; that a TIF was put in place; and that property values had grown enough to offset the assessment.
- Establishment of a TIF would have a negative impact on County and City budgets, limiting them to a depressed revenue base.
- The County Commissioners have been reluctant to join surrounding counties in increasing the gas tax due to adverse public outcry received during public forums several years ago and given the relatively small amount of income that would be received versus the amount gained by renewal of the Penny for Pinellas.
- Current gas tax revenue has gone into the Transportation Trust Fund which has been used for small capital improvements, but has primarily been utilized for roadway maintenance.
- Depending on the funding source, certain restrictions exist on the use of income for capital versus operating expenses. The Transportation System Sales Tax would not be restricted, but the additional five cents of LOGT could only be used for capital expenses.

Tax Increment Financing

Referring to the PowerPoint presentation, Mr. Smith related that a study had been conducted to evaluate the viability of using Tax Increment Financing as a funding mechanism to support light rail transit in Pinellas County; that the study included a review of rail systems developed throughout the country; and that the most useful information relates to the Dallas Area Rapid Transit light rail system, which includes 23 transit stations outside the Central Business District.

Mr. Smith indicated that the study was based upon the corridor and station locations identified in the MPO's 2035 Long Range Transportation Plan; whereupon, he reviewed the study methodology and results, noting that implementation of a TIF would generate an estimated \$3 million over the entire first five years of system operations; that TIF is already in use in three city Community Redevelopment Areas (CRAs) within the corridor; that the net tax increment increase to the County is estimated at \$1.8 million over the five-year period; and that, as noted earlier, the revenue generated through use of TIF is not "new money," as it would be moved out of the County budget over to the taxing authority for the TIF.

In response to query by Chairman Seel, Mr. Smith related that the study was based on a quarter-mile radius from each of the proposed station locations as shown on the MPO corridor map; whereupon, Mayor Hibbard indicated that the Alternatives Analysis is ongoing; that it is still uncertain where the corridor and station locations will be; and that there must be a balance between the number of station locations and the time it takes to travel throughout the corridor to a given destination. Mr. Smith noted that all locations and projections are merely hypothetical, and Mayor Johnson indicated that all materials are public documents and should be marked "hypothetical" to prevent misinterpretation of their intent.

During continued discussion, Mayor Hibbard noted that most of the larger cities have CRAs in place; and that the City of Clearwater has already allocated its TIF revenue for specific projects to raise its tax base; whereupon, he related his experiences as Finance Chair for the Tampa Bay Area Regional Transportation Authority, predicting that the Task Force would ultimately seek funding through the millage and the one-cent sales tax. Responding to queries by the members, Chairman Seel indicated that the \$5,000 value cap for the sales tax is set by state law; that she is unsure whether Hillsborough County contemplated the use of TIF prior to moving forward with a sales tax referendum; and that the PSTA Funding Subcommittee had discussed the possibility of reducing its millage if a sales tax is implemented.

UNFUNDED TRANSPORTATION NEEDS

Mode Priorities

Chairman Seel referred to the Regional Subcommittee's Collaborative Engagement Workshop held on August 30, 2010, noting that the members had identified their top transportation priorities in each of four project types, or *buckets*; and that staff had combined the results with the priorities identified by the MPO in its 2035 Long Range Transportation Plan and calculated the approximate cost; whereupon, noting that the MPO Plan was produced during the Alternatives Analysis process, she indicated that the estimates are truly ballpark costs which will be further tied down upon completion of the Alternatives Analysis.

Thereupon, referring to the PowerPoint presentation, Mr. Smith reviewed the top unprogrammed/unfunded priorities for road, sidewalk, trail, and transit/rail projects, along with their approximate cost, and identified their locations on the county map. He noted that some projects

have other funding sources, such as U.S. Highway 19, which is eligible for state funding; and that the Transit/Rail project list was compiled jointly by the MPO and PSTA and includes all the corridors that would be emphasized for special transit service.

Discussion ensued, and Chairman Seel and Mr. Smith responded to queries by the members, as follows:

- The BRT projections include capital costs for increasing the bus fleet.
- Traditionally, approximately 50 percent of the County's share of the Penny for Pinellas is used for transportation projects. Asking the cities to give up their share of the Penny is not a consideration. The current Penny will expire in 2020. The referendum for the next Penny would likely occur in 2017, and given the time frame to put the proposed system in place, it would be an additional funding source for consideration by the Task Force.
- The projects cited are not scheduled under the current Penny or any other funding source. Not all needs are included, only the top priorities as identified by citizen input and the MPO.
- The MPO 2035 Plan is based on the assumption that a sales tax would be passed in the early part of the term and that the PSTA ad valorem millage would stay in place; any changes would necessitate revision of the plan.
- The Task Force would need to decide whether to utilize the proposed funding source/s for state or federal roads/projects; the assumption is that it would be used for local responsibilities.
- The MPO Plan assumes implementation of light rail and multi-modal transit; otherwise, more roads would be included.
- Projects earmarked for the current Penny for Pinellas would be reviewed for coordination with the proposed system.
- While light rail requires a large capital investment, ongoing operations and maintenance costs are significantly less than bus transit; the opposite is true for bus transit. The cost to build a road and operate a bus transit system would exceed the cost to build the rail. The Alternatives Analysis should determine the best choice based on cost and benefit to the community. (Mayor Hibbard stressed the importance of communicating to the public that roads are not free to build or to maintain.)
- While the costs presented today do not include a bay crossing, the MPO Plan does include an allocation for a local contribution. It is assumed the crossing would be

primarily a state and regional project. Regional studies have been conducted that show the Howard Frankland as the preferred route across Tampa Bay.

Mayor Johnson noted that Hillsborough County plans to use one-quarter of its proposed Transportation System Sales Tax for non-rail projects, to maintain its transit millage, and also utilizes tolls to fund priority highway projects; whereupon, Chairman Seel emphasized that 25 percent of the tax is the maximum that could be used for such projects; and noted that a toll feasibility study for the Bryan Dairy/118th Street project was conducted with negative results.

Transit Network

Interim Executive Director Denise Skinner provided an overview of the Pinellas Suncoast Transit Authority's 25-year Vision Plan, noting that the plan assumes a new revenue source, likely a sales tax, which would provide for transit growth to meet demand and support economic development and the transit-supported land use that should occur; and that the plan assumes the elimination of PSTA's portion of the ad valorem tax.

Referring to the PowerPoint presentation, Ms. Skinner displayed a map depicting the proposed Cross-Bay Express Bus service route connecting to the high-speed rail, the Tampa Airport, and the Westshore Business District.

Displaying a map titled *Proposed PSTA Premium Bus Network*, Ms. Skinner described the second phase of the Vision Plan, noting that funding is not currently available for its implementation.

- Phase Two would take approximately six years to complete and would add approximately 600,000 revenue hours and 200 hybrid diesel/electric buses to the current system, as well as \$250,000 worth of bus stop improvements.
- Cross-Bay service would link to various Pinellas County activity centers, shown as red dots on the map.
- Later in the plan, around the year 2018, a light maintenance facility would be located near the end of the light rail line.
- Service to Clearwater Beach would be implemented soon after approval of the sales tax.

- The premium network would provide for a much greater service frequency, 10 to 15 minutes as opposed to the current 30-minute to one-hour schedule.
- No-transfer service would be available from Pass-A-Grille to north Pinellas County.
- The PSTA is currently partnering with the Cities of Dunedin and Tarpon Springs and Pinellas County to implement Friday-through-Sunday trolley service to Dunedin, Palm Harbor, and Tarpon Springs; and with additional funding, more frequent, daily service could be provided.

Referring to the *Proposed PSTA Supporting Bus Network* map, Ms. Skinner described the proposed circulator/feeder system, which would run throughout the neighborhoods to connect riders to the premium route service, including the light rail system; whereupon, she displayed the *Transit Network Vision* map, depicting the “Green Y” Alternatives Analysis study area along with the various system components shown on the previous slides.

In conclusion, Ms. Skinner indicated that the estimated cost to meet the needs identified in the 2011-2035 Vision Plan is approximately \$7 billion, as follows:

	Operating Expenses	Capital Expenses
Bus Service	\$2.940 billion	\$0.927 billion
Rail Service	<u>\$0.875 billion</u>	<u>\$2.112 billion</u>
	\$3.815 billion	\$3.039 billion

Responding to queries by the members, PSTA Director Tim Garling related that the Howard Frankland Bridge extension is not funded in the plan; that the preliminary estimate is approximately \$700 million; and that the Plan assumes funding by state and federal sources. He indicated that current PSTA user revenues cover nearly 22 percent of operating expenses; that cost recovery is a policy decision; that typical recovery for a system for a comparable area would be 25 to 30 percent for rail and 20 to 25 percent for bus transit; that state and federal capital funding ranges from 25 to 50 percent; and that, while the federal government typically does not provide operating funding, economic conditions have prompted legislative initiatives by the public transportation industry that may result in future opportunities.

DISCUSSION

Citing the 25-year time frame under discussion and the number of unknowns at the current time, Mr. Dolan questioned how the task force would determine the level of specificity to include in a referendum proposal; and Chairman Seel indicated that the priority lists for roads, sidewalks, and trails will provide some specificity, similar to the Hillsborough Task Force's 25-percent "other" list; and that the transit and light rail portion will need to be estimated as closely as possible without stating specifics, such as rail locations and bus routes.

Chairman Seel listed a number of items to think about in preparation for discussion at the November 15 meeting, noting that the Collaborative Lab process will help the members hone in on their priorities.

- Hillsborough County appointed an Oversight Committee comprised of citizens.
- Hillsborough County did not set an end date for the proposed one-cent transportation sales tax.
- Should the Task Force consider reducing the PSTA ad valorem tax rate?
- Should the Task Force look at the next Penny for Pinellas as a funding source?
- Should the Task Force consider the gas tax or other revenue sources?
- Review and refinement of the project priority lists.
- Other policy decisions not previously outlined.

In response to query by Mr. Smolik, Mr. Smith related that the Pinellas Alternatives Analysis is not scheduled for completion until December 2011, but more information will be available as the process continues; whereupon, Chairman Seel indicated that the Task Force has the option of going into hiatus for six months or a year, then reconvening to make its recommendations. Discussion ensued wherein the members considered the decision by Hillsborough County to go to referendum prior to completion of their Alternatives Analysis, as well as factors affecting the timing of a Pinellas referendum; whereupon, Mr. Pergolizzi indicated that he would hate to lose the momentum of the group by going on hiatus, and suggested that the Task Force be provided with periodic updates on the status of the Alternatives Analysis.

Responding to query by Chairman Seel, the members requested that the following information be provided prior to the November 15 meeting:

- Suggestions from the experts for prioritizing projects within the categories, including the rationale behind the rankings for consideration by the members and communication to the public.

- A 30-year timeline showing revenue projections for the various funding alternatives.
- The *Summary* table from Mr. Woodruff's presentation, showing the advantages and challenges of the various revenue sources.
- A list of key questions to be considered.

SCHEDULE

Chairman Seel related that the next meeting is scheduled for November 15 at the Collaborative Labs; whereupon, she suggested that the meeting scheduled for November 29 be cancelled; and that further discussion and ratification of the recommendations take place on December 13, and no objections were noted.

ADJOURNMENT

The meeting was adjourned at 3:22 P.M.

Pinellas County Transportation Task Force

Real Time Record of November 15, 2010

Collaborative Labs

at St. Petersburg College

Accelerate business results

The Collaborative Labs

Presents

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



[Click here to view a Word document of this Real-Time Record](#)

*The Collaborative Labs is a venture by St Petersburg College

Pinellas County Transportation Task Force Collaborative Engagement

November 15, 2010

Real-Time Record



[Click here to view a Word document of this Real-Time Record](#)

Commissioner Karen Seel: Good Afternoon and thank for spending your Monday afternoon with us. Today is the culmination of the meetings we have had in the past and will begin setting priorities for the future. We will be doing 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 hosting this at no charge which says volumes about SPC Collaborative Labs and how important they feel this is to community. I want to introduce Andrea Henning to kick the morning.



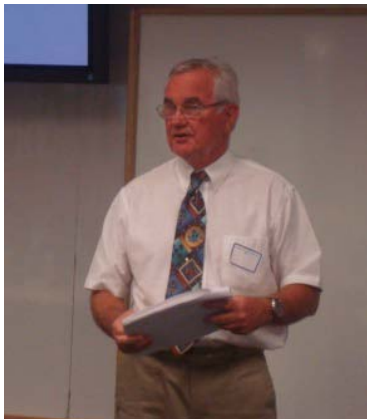
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Andrea Henning, Executive Director, Collaborative Labs: Welcome everyone. I want to share the objectives with you today which will be to identify the 2035 vision for Pinellas County transportation, come up with bold strategic recommendations and then 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.

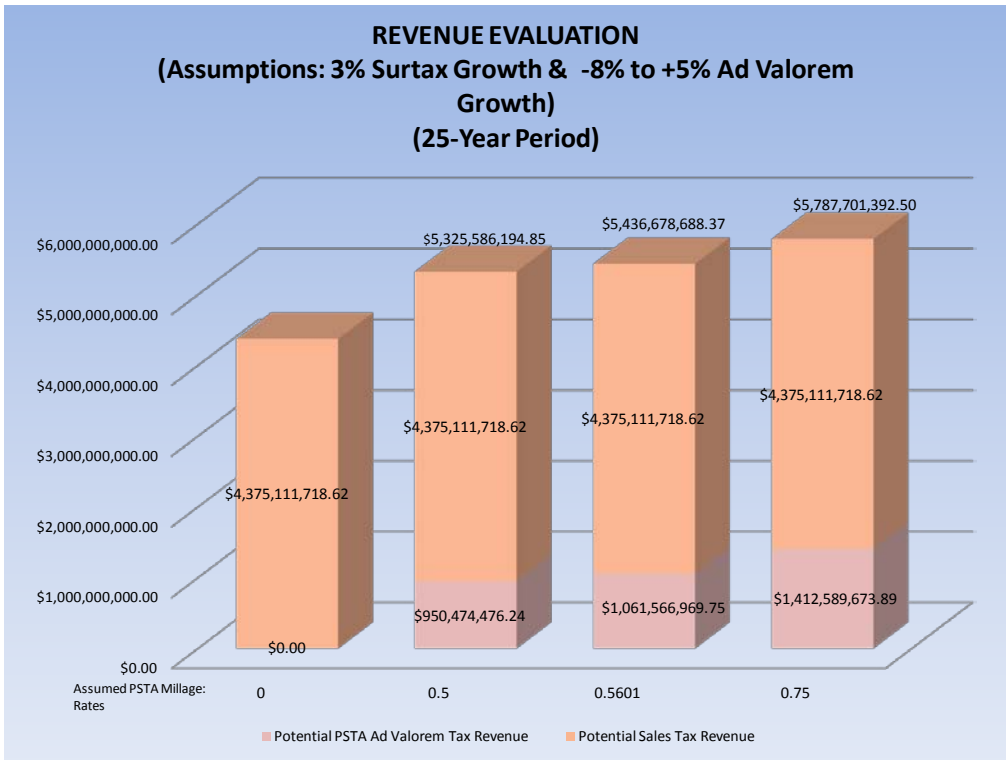
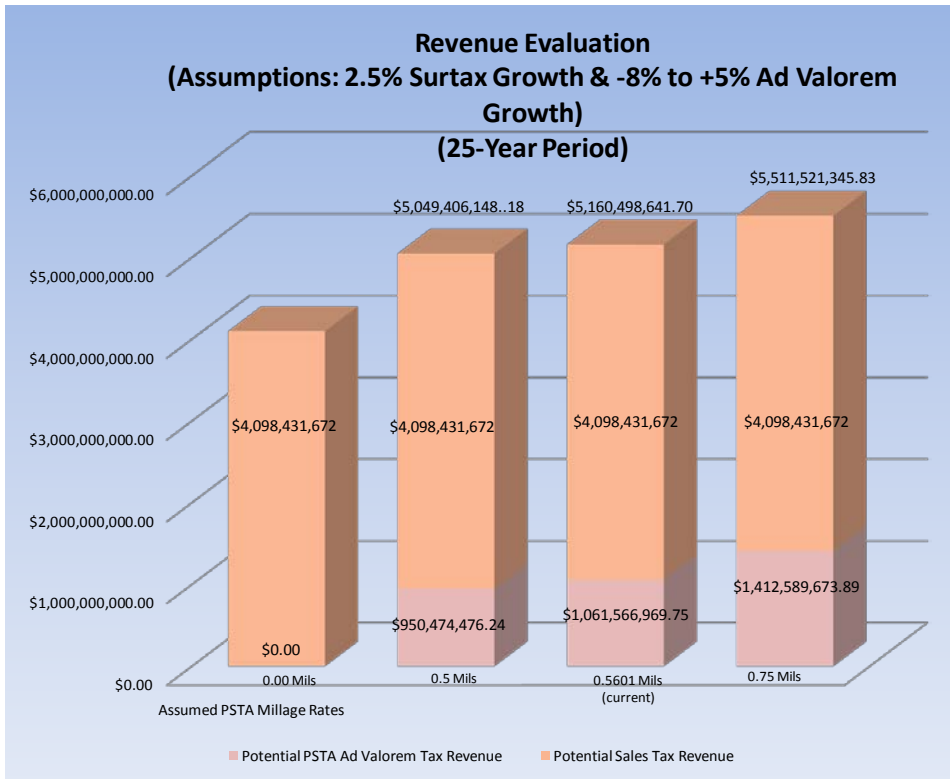
POTENTIAL PINELLAS COUNTY TRANSPORTATION REVENUE ESTIMATES

	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

(% based on cost estimates not revenue)

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

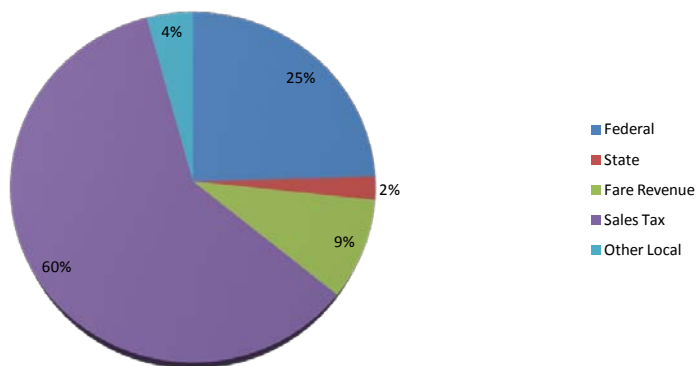
South Pinellas County

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

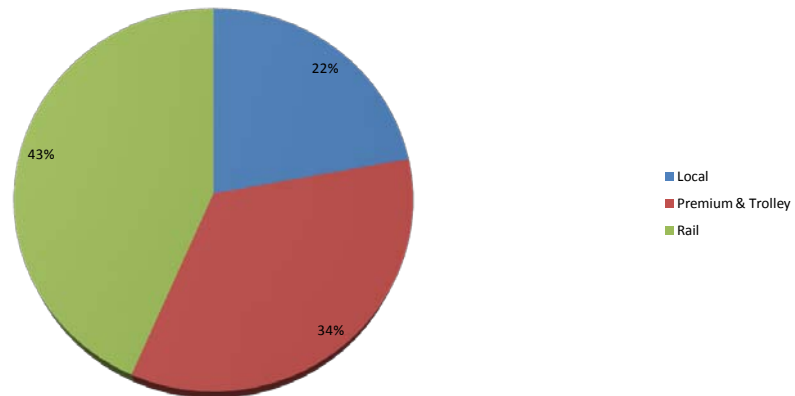
(Assumes no PSTA ad valorem)

25-Year Capital and Operating Revenues

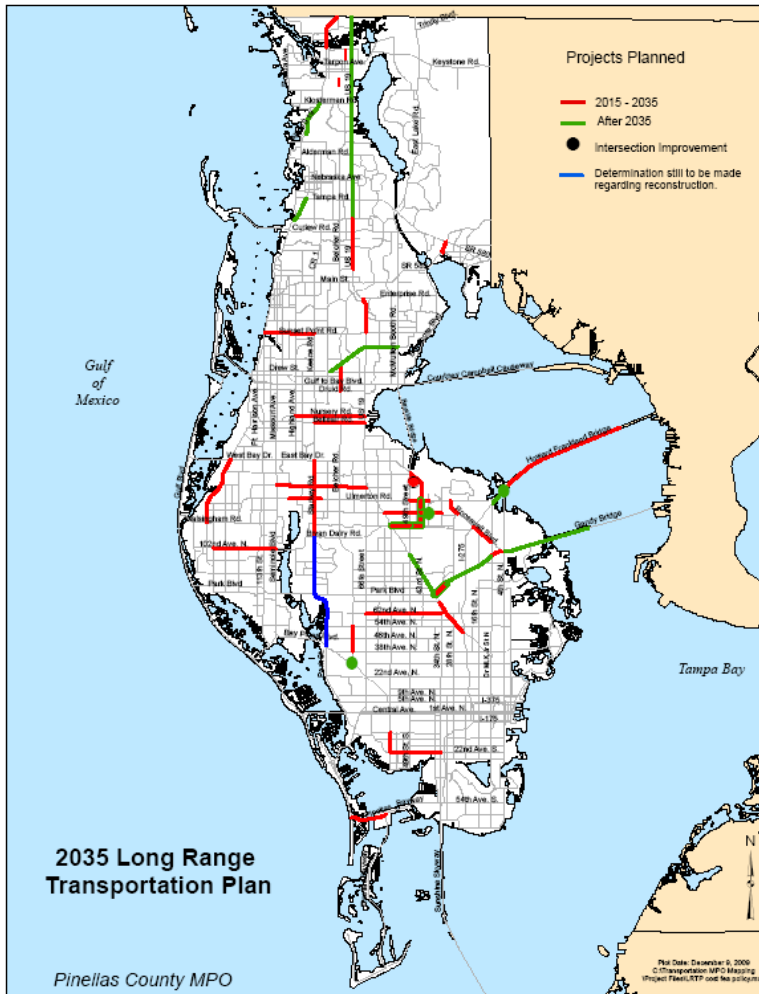


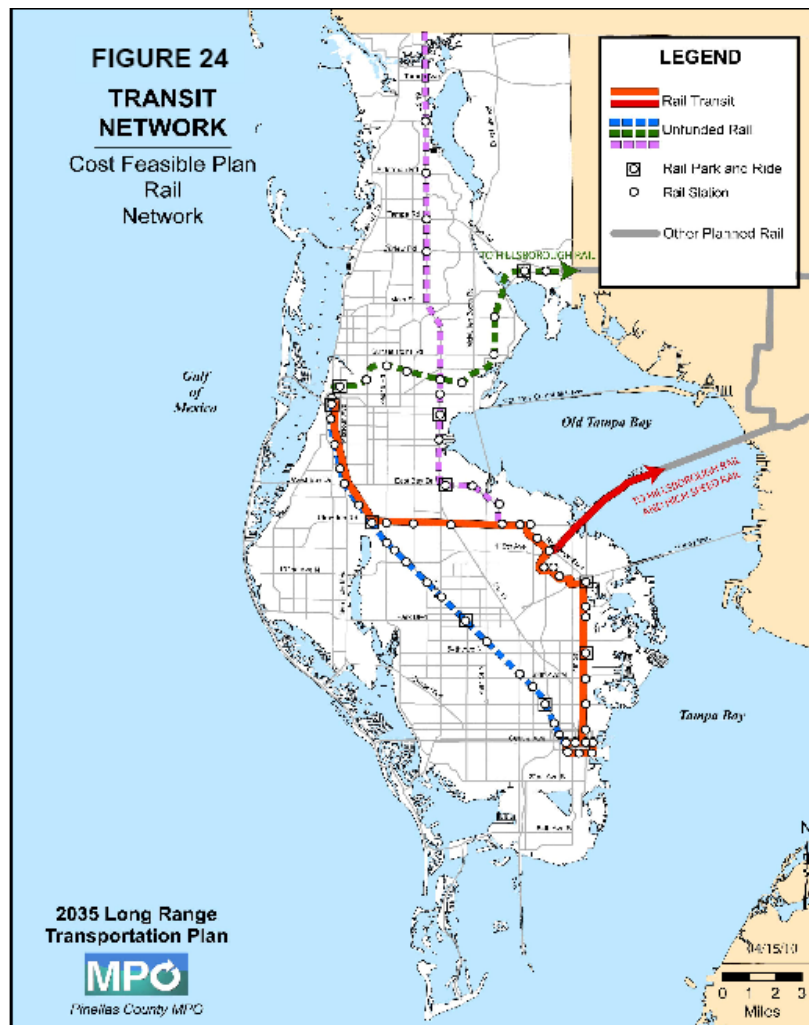
PSTA Capital and Operating Expenses

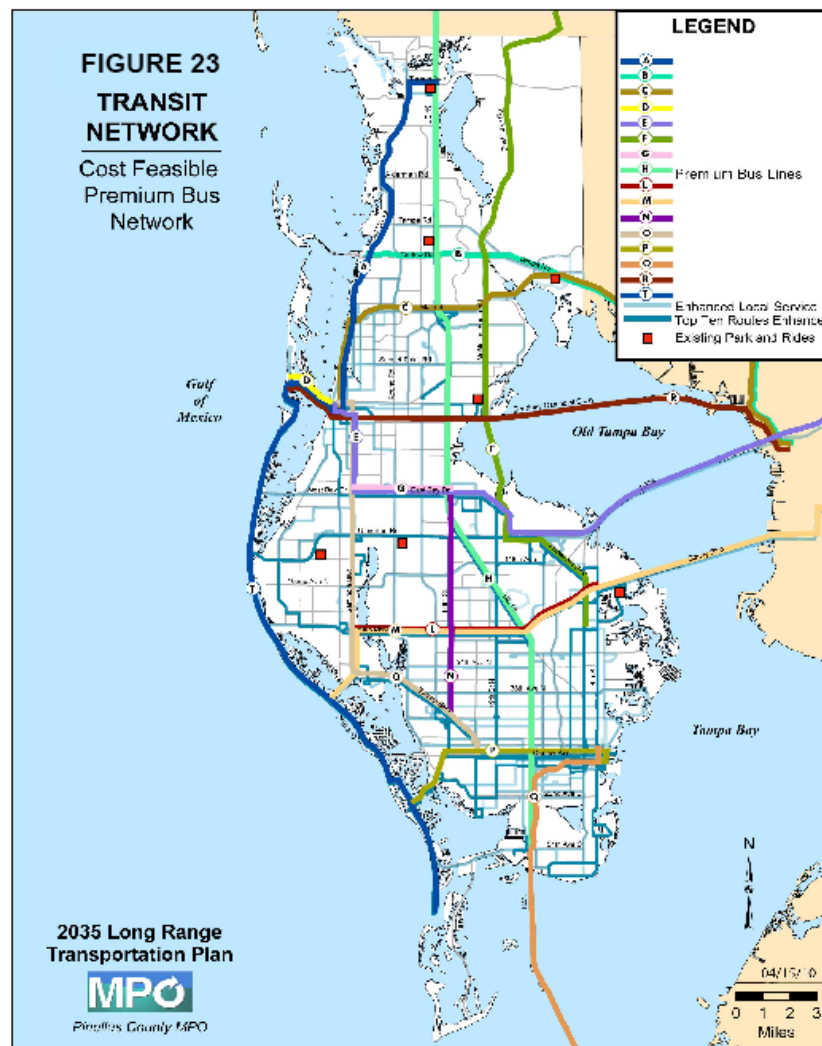
25-Year Capital and Operating Expenses











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 Heimburg, PE, The Heimburg 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

34.2035 Visionary Headline

- 34.1. Great place to work, play and visit with efficient and cost-effective transportation systems with linkages to thriving Tampa Bay region.
- 34.2. Pinellas County recognized for best practices in redevelopment and mobility and sustainable solutions.
- 34.3. Tampa Bay rated #1 in multimodal transportation amongst regional peers - Atlanta, Charlotte, Miami, Orlando, Dallas, Jacksonville, Raleigh
- 34.4. One of the greatest places to live in the world
- 34.5. Pinellas, the gateway to Florida
- 34.6. Working in Pinellas is like being on vacation all year long.
- 34.7. Pinellas, the best in education, transit, and climate!
- 34.8. Pinellas economy boosted by improved transportation options.
- 34.9. 2035 commute times are 40% lower than 2010.
- 34.10. Pinellas Completes connection from Orlando - Uniting the best tourist sites in Florida

35.Best 2035 Headline

- 35.1. Rays win World Series, throngs arrive via rapid transit; at the ballpark (in Pinellas County) via multi-modes.
- 35.2. Pinellas County wins most livable community award for transit options
- 35.3. Tampa Bay Partnership Scorecard ranks our region tops in the nation! Transportation drives the results.
- 35.4. Pinellas-Where Business and Recreation Connect
- 35.5. Pinellas County leads list of "best places to live"
- 35.6. Pinellas and Orlando - Bookends of the I-4 Business Corridor
- 35.7. 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 oriented development – encourage economic development around transit system.

Team 3 – 30 minutes to anywhere – get some where within 30 min – multimodal to



–
transit



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

36. Mobility Plan Strategic Recommendations

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

37. Best Mobility

- 37.1. TBARTA 2035 plan executed and fully operational including secure ongoing regional revenue sources to sustain long-term viability.
- 37.2. Commitment to fostering new modalities and technologies through partnerships with universities and research partners.
- 37.3. Plan and implement regional connections to Hillsborough, Pasco, and potentially Manatee and Sarasota counties.
- 37.4. Thirty minutes to anywhere!
- 37.5. Implement Transit Oriented Development to encourage strategic economic development around transit stops.
- 37.6. Design integrated multi-modal transit to create a spine, rib and artery system to unite the region by making physical boundaries disappear.
- 37.7. 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

38. Transit Strategic Recommendations

- 38.1. Promote integration of rail with new Howard Frankland span.
- 38.2. Dedicated bus lanes with bus controlling traffic lights
- 38.3. Go from higher density residential areas to where people work
- 38.4. Support rail by improving the bus system (increased frequency, routes and passenger amenities).
- 38.5. 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.
- 38.6. Produce the options to reduce our reliance on cars. Improved transit creates more options of where and how to live.
- 38.7. Create value for the voters and visitors - how will it work for me?
- 38.8. Link transit systems to major regional activities centers and to high speed rail network.
- 38.9. Appropriate transit systems for appropriate trips with appropriate prices and locations.
- 38.10. Implement bus rapid transit with dedicated lanes.
- 38.11. 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

39.Non-Transit Strategic Recommendations

- 39.1. Complete planned major road projects designed to improve connectivity, address congestion, and provide for public safety.
- 39.2. Expand and enhance non-transit options to enhance access throughout the region while improving public health and safety.
- 39.3. Transit Oriented Development creates defined business corridors, activity centers and develops energy around a targeted community space.
- 39.4. Investigate using one-way (elevated) toll roads to ease congestion. e.g. East Lake/McMullen corridor, Bayside Bridge to I-275,
- 39.5. Develop higher density corridors and communities with mixed-use zoning with tax incentives.
- 39.6. Update and where possible reduce traffic signalization; improve timing via ITS (Intelligent Transportation System) implementation.
- 39.7. Improve strategic road intersections.
- 39.8. Support access to bus stops by improving sidewalks and transit stop amenities.
- 39.9. Trails, sidewalks, roads and user-friendly intersections further connect the entire community to the multi-modal system, raising the quality of life for all.
- 39.10. 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.
- 39.11. 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

40. Funding Plan Strategic Recommendations

- 40.1. Dedicate funding resources to the operations, maintenance, and capital requirements for a minimum initial term of twenty-five years.
- 40.2. Understand and explore additional funding sources (e.g., local, regional, state, federal, and private, etc.) to fund or enhance regional transportation solutions.
- 40.3. Enact a regional transit sales tax (Pinellas/Hillsborough/Pasco), to be administered by a regional authority such as TBARTA.
- 40.4. Implement maximum gas tax (increase by \$.05).
- 40.5. If transit sales tax is approved, reduce or eliminate the PSTA ad valorem tax.
- 40.6. Sales tax has to be included in any plan with other revenue sources
- 40.7. Use tax policy to drive behavior. e.g. parking lots, vacant land, strip centers
- 40.8. 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 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 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).



team's work

team's



Activity 2: “Identifying Transportation Project Priorities for Pinellas County” Teams

Team 1	Team 3
<p>Ronnie Duncan, Chair, TBARTA</p> <p>Stephan Heimburg, PE, The Heimburg 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>	

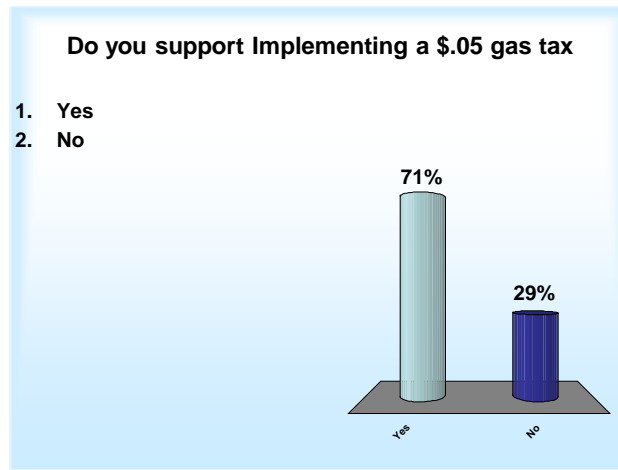
Activity Two Report Outs

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.

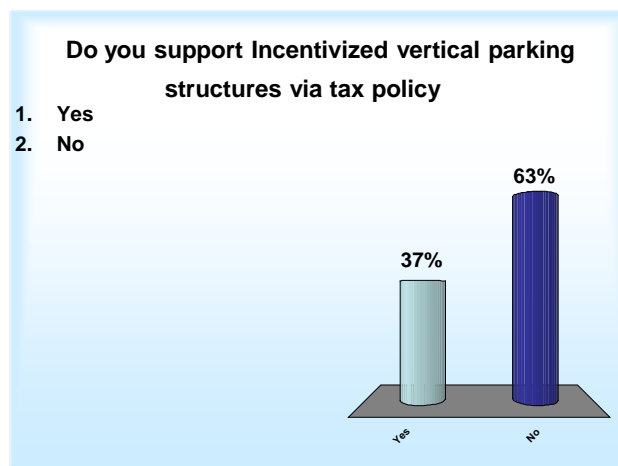
Participant: A Gas tax is not only a tax and revenue source but it is psychological – if you tax them driving, they may start using transit system. We are one of few counties that have not done it.

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



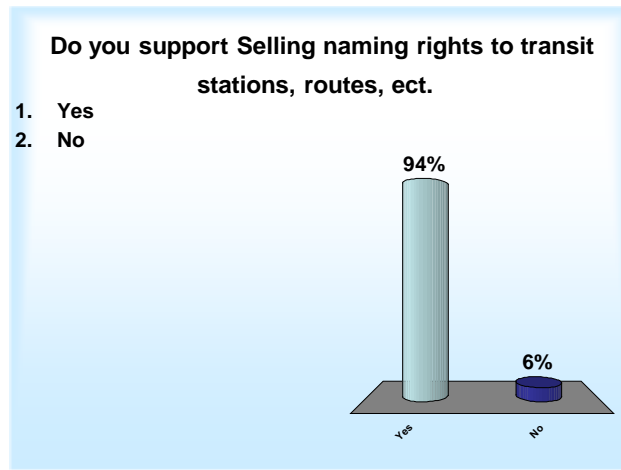
Participant: Incentivize Vertical Parking structures through tax policy. There are a lot of strip centers so we would start by adding a small tax for any flat parking area. A developer could buy a piece of property that has a high tax because of that but he could build a vertical parking structure and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

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



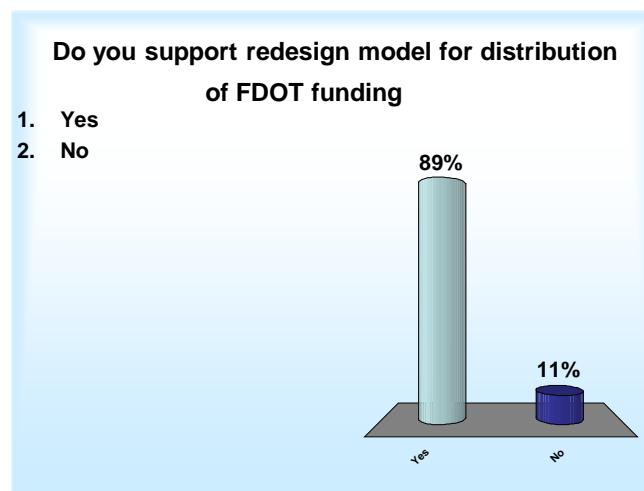
Participant: Sell naming rights to transit stations etc – there will be routes and we can sell the rights to corporations to name their companies after routes. This could be a revenue source – could also name train, bus or route.

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.

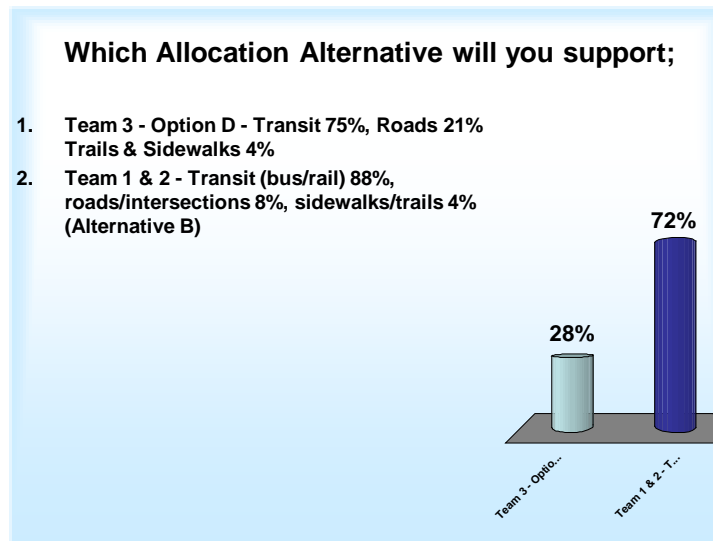


Allocation

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?



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 rail needs to be added to the



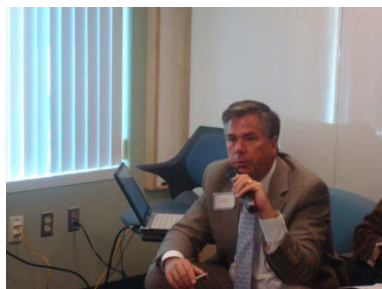
high speed list.

Team 2 – One important things just go for the comes that we Eventually have



of the most is rather than building 5 miles of light rail at a time we should big one right at the get go. It was very critical if high speed rail have immediate connections to tourist trains and buses. 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.



Pinellas County Transportation Task Force

Meeting Minutes of December 13, 2010

Largo, Florida, December 13, 2010

The Pinellas County Transportation Task Force was held on December 13, 2010 at 1:03 P.M. at the EpiCenter at St. Petersburg College, 58th Street North, Largo, Florida, with the following participants present:

Karen Williams Seel, Chairman, Pinellas County Commissioner (BCC and MPO)
Alan Bomstein, President and CEO, Creative Contractors
Mark Carlson, Senior Vice-President of Investments, Merrill Lynch
Jeff Danner, City of St. Petersburg Councilmember (PSTA and MPO)
Ronnie Duncan, TBARTA Chair
Ben Godwin, Senior Vice-President of Real Estate and Corporate Services, Tech Data Corporation
Stephan Heimborg, PE, The Heimborg Group, Inc.
Frank Hibbard, City of Clearwater Mayor, TBARTA Vice-Chair (MPO)
R. B. Johnson, City of Indian Rocks Beach Mayor, PSTA Chair
Helen Levine, Regional Vice-Chancellor of External Affairs, USF St. Petersburg
Dan Mann, Lighthouse of Pinellas
Peggy O'Shea, School Board Member
Robert Pergolizzi, Principal, Gulf Coast Consulting
Craig Sher, Executive Chairman, Sembler Company
Ed Smolik, Mease Dunedin and Countryside Hospitals (alternate for Lou Galdieri)
Stan Vittetoe, Vice-President of Workforce and Continuing Education and St. Petersburg College Clearwater Campus Provost
Kenneth T. Welch, Pinellas County Commissioner (PSTA and MPO)
Ted Williamson, Founding Partner, Williamson Dacar Associates

Late Arrivals

Niel Allen, Realtor, Century 21 Coast to Coast Realty
Tim Bogott, CEO, Tradewinds Resort
Vincent Dolan, President and CEO, Progress Energy Florida
Cathy Harrelson, Conservation and Coastal Task Force Chair, Suncoast Sierra Club

Not Present

Joe DeLuca, Vice-President, Times Publishing Company, Tampa Bay Partnership Board
Lou Galdieri, COO, Mease Dunedin and Countryside Hospitals
Dan Hester, President and CEO of Special Asset Department, Florida Capital Bank
Judy Mitchell, President, Peter R. Brown Construction, Inc.

Also Present

Denise Skinner, Interim Director, PSTA
Brian K. Smith, MPO Executive Director
Other interested individuals
Michael P. Schmidt, Deputy Clerk

AGENDA

- I. Welcome/Introductions – Karen Williams Seel
- II. Approval of Minutes
- III. Presentation by Brian Shuford and Joel Giles
Pinellas Realtor Organization Chambers of Commerce
- IV. Discussion – Karen Williams Seel
Pinellas County Transportation Task Force Policy Recommendation Summary
- V. Next Steps
- VI. Adjourn

WELCOME/INTRODUCTIONS

Chairman Seel called the meeting to order at 1:03 P.M. and welcomed the attendees. A sign-in sheet has been filed and made a part of the record.

MINUTES OF THE OCTOBER 18, 2010 MEETING – APPROVED

Upon presentation by Chairman Seel, Commissioner Welch moved, seconded by Mayor Hibbard and carried, that the minutes of the October 18, 2010, Transportation Task Force meeting be approved.

TRANSIT WORKS PINELLAS POLLING

Joel Giles, Attorney at Law, Carlton Fields, related that he and Brian Shuford, Director of Governmental Affairs, Pinellas Realtor Organization, have assembled an organization that is comprised of the Pinellas Realtor Organization, the Tampa Bay Partnership, the Largo Mid-Pinellas Chamber of Commerce, the Clearwater Regional Chamber of Commerce, and the St. Petersburg Area Chamber of Commerce, and detailed how he and Mr. Shuford have been active with regard to the transit issue.

* * * *

At this time, 1:10 P.M., Ms. Harrelson and Mr. Allen entered the meeting.

* * * *

Mr. Shuford, with input by Mr. Giles, conducted a PowerPoint Presentation titled *Transit Works Pinellas Polling*, a copy of which has been filed and made a part of the record, and presented general and statistical information regarding the benchmark poll conducted in Pinellas County in

September and the exit polls conducted in Hillsborough and Pinellas Counties in November, and indicated that the highlights of the polls included:

Benchmark Poll

- In Pinellas, odd year likely voters were more supportive than even year voters polled earlier this year.
- Pinellas voters continue to show soft overall support.
- Pinellas voters were not heavily influenced by Hillsborough campaigns.
- Referendum will be decided primarily by those who do not use public transit.
- In Hillsborough, lack of a clearly-defined plan, lack of perceived need, and a mistrust of handling of taxpayer money contributed to defeat.
- Extending Penny for Pinellas is favored by municipal election likely voters, but political environment will be key.
- If a tax increase can be taken out of the equation, the referendum would have a much better chance of passing.

Exit Polls

- Soft overall support.
- Economic concerns define the electorate.
- Very low public transit use.
- Traffic not a major perceived concern.
- Rail not strongly supported.
- Property taxes a hot-button issue.
- Hillsborough will (and did) have impact.
- PSTA well-respected.
- Municipal voters more likely to support.

In response to queries by Commissioner Welch, Mr. Giles related that there appears to be general support for eliminating the ad valorem tax in favor of a sales tax to help fund PSTA.

PSTA BUDGET CHALLENGES

Deviating from the agenda, Chairman Seel related that Mayor Johnson would provide a presentation relating to budget challenges being faced by the Pinellas Suncoast Transit Authority (PSTA).

Mayor Johnson conducted a PowerPoint presentation titled *PSTA Budget Challenges*, a copy of which has been filed and made a part of the record, and discussed the uncertain future of PSTA due to declining revenues. He related that PSTA is currently funded by property tax revenues, which have decreased by 30 percent during the past three years; and that PSTA continues to offer a high level of service even with reduced revenues; whereupon, he referred to a graph titled *PSTA Three Year Budget Projection*, pointing out that PSTA is currently dipping into reserves to make up for its loss of operating revenue; that the disparity will increase during Fiscal Years 2012 and 2013; and that in order for PSTA to stop draining its reserves, an alternate revenue source will be required.

In response to queries by Mr. Sher, Ms. Skinner discussed PSTA revenue sources, relating that approximately 65 percent of PSTA funding is derived through ad valorem taxes, 22 percent from

the fare box, and the remainder through various grants. She related that PSTA is using a portion of its federal grant money to pay for operating and maintenance expenses; that those dollars would normally fund capital projects; and that the practice cannot continue indefinitely.

Thereupon, Ms. Skinner discussed PSTA expenses, relating that diesel fuel, supplies, insurance, and utilities are impacting the expense side of the PSTA budget; whereupon, she presented information regarding the Demand Response Transportation Services program, a service PSTA provides for disabled individuals who are unable to independently use regular, accessible PSTA buses. She related that the service is federally mandated, cannot be denied to eligible individuals, and is expensive; and that the service would have to be provided even if the rail transit referendum passed, and Ms. Harrelson provided input.

Referring to a graph titled *Property Tax Values on Non PSTA Municipalities/Districts*, Mayor Johnson presented historical background information pertaining to several beach communities which do not contribute to the funding of PSTA, relating that a beach trolley service was established about ten years ago going from Clearwater to St. Pete Beach; that five municipalities and two fire districts along the route decided against financially supporting PSTA through ad valorem taxes; that those communities still do not indicate a desire to participate; that eliminating bus service to those communities is not a reasonable answer; and that using a funding source other than property taxes would lessen the inequity of not everyone paying their proportionate share.

Thereupon, Ms. Skinner presented information relating to a PSTA Half-Cent Charter County Surtax scenario:

- A one-cent sales tax is required for the full Vision Plan (enhanced bus and 26 miles of rail).
- PSTA receives \$26 million currently from property tax; a half-cent sales tax would generate approximately \$64 million.
- The half-cent sales tax would provide the ability to implement significant bus service improvements, particularly on the most productive route corridors. The funding would also provide for improvements to infrastructure such as terminals, transfers centers, etc. to support bus expansion.
- Rail service development could be done, but only at the expense of bus service, which would mean insufficient supporting/feeder bus service development.

In response to queries by Mr. Sher, Ms. Skinner related that PSTA is similar to the majority of other transit systems across the nation in that approximately 22 percent of its revenue is generated from the fare box; and that the system is largely subsidized. Mayor Johnson, with input by Ms. Skinner, discussed the rationale for PSTA continuing to provide transit service to those communities who do not financially contribute, relating that PSTA wants to provide integrated service to all of Pinellas County and to the individuals in those non-contributing communities who require transit; whereupon,

Commissioner Welch and Mr. Duncan indicated that it is not equitable for communities to receive service and not contribute to the funding.

Ms. Harrelson reported that she had recently visited Washington, DC, and discussed her experiences riding the DC metro system. She related that the bus and rail services were well coordinated; that wait times did not exceed 25 minutes; and that she was satisfied with the experience; whereupon, Mayor Johnson, with input by Ms. Skinner, discussed how to improve PSTA service and make it more efficient and effective, but related that it would require more resources than are currently available.

TRANSPORTATION TASK FORCE POLICY RECOMMENDATION SUMMARY

FUNDING ALLOCATION ALTERNATIVES:

Chairman Seel referred to the *Pinellas County Transportation Task Force Collaborative Engagement*, which took place on November 15, 2010, and presented general and statistical information relating to the Funding Allocation Alternatives, relating that a consensus, or 72 percent of those who had attended the Collaborative Lab, supported Alternative B, which would allocate 88 percent of the funds to transit, eight percent to roads, and four percent to sidewalks and trails.

* * * *

At this time, 1:44 P.M., Mr. Dolan entered the meeting.

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Thereupon, Mr. Pergolizzi moved, seconded by Mr. Heimburg and carried unanimously, that Funding Allocation Alternatives, Alternative B, be approved.

REFERENDUM ON A TRANSPORTATION SURTAX:

Chairman Seel indicated that during the Collaborative Lab process, the Task Force had recommended that Pinellas County pursue a regional transportation surtax; and that the decision be put before the voters; whereupon, she reviewed four options which had been generated by the members, including:

- Option A: Regional Tax, Coordinated by TBARTA (Tampa Bay Area Regional Transportation Authority)
- Option B: Regional Tax with Interlocal Agreement for Joint Venture
- Option C: Pinellas County Tax, Coordinated with Other Counties
- Option D: Pinellas County Tax

Chairman Seel indicated that the members could select from the following four timeframe options or initiate one of their own regarding scheduling a referendum vote:

- Option A: Fall 2011

- Option B: Spring 2012
- Option C Spring 2013
- Option D Fall 2013

Thereupon, Chairman Seel invited the members to express their viewpoints and engage in discussion regarding the referendum on a transportation surtax; whereupon, they offered the following comments:

- Option B, Regional Tax with Interlocal Agreement for Joint Venture, affords Pinellas County the opportunity to mutually solve regional issues, to engage in a single media campaign, and to connect the region as opposed to artificially limiting the plan to county borders.
- Pinellas County should be able to move forward even if a referendum vote fails in another county.
- PSTA is currently in a deficit funding position and a new funding source needs to be found or PSTA will have to increase the property tax millage.
- The Alternatives Analysis, which is a planning study to identify and evaluate alternative transit modes and potential alignments, is scheduled to be finished in November 2011.
- Regional mass transit would be beneficial to those individuals who live in one county and commute to another county to work.
- In light of the expected state budget shortfall, citizens may not be receptive to paying for a regional transit system.
- No discussions have taken place thus far with Hillsborough or Pasco Counties regarding regional transit. Dialogue should be initiated with those counties to obtain their input regarding timeframes and similar issues.
- Educating the public is essential for success since people are more apt to vote in favor of a topic they understand.
- Pushing the election out a couple of years in hopes of a better economic environment could provide a more positive response from the public.
- Moving in a swift manner could help to create transportation jobs, which would help to improve the economy.
- If elections were to be held in three separate counties, the fate of Pinellas County could be decided by another county.
- The timeframe for holding an election would be dependent upon whether Pinellas County tied its election with other counties.

- Polling data suggests that a disproportionate number of voters from one political party would likely vote in a Spring 2012 election.
- Pinellas County can do regional transit without a regional tax, building a system and entering Hillsborough County using Interlocal Agreements.
- The opportunity exists for regional planning through TBARTA.

* * * *

At this time, 2:03 P.M., Mr. Bogott entered the meeting.

* * * *

During discussion regarding the transportation surtax and various timeframe options, Mayor Hibbard and Commissioner Welch related that a Fall 2011 referendum election would be too early; whereupon, Mr. Sher related that he supports a referendum election in either Spring or Fall 2013; and Mr. Bomstein related that he supports a Spring 2012 referendum election because the initiative can be placed on the 2013 ballot in the event it does not initially pass.

Thereupon, Mr. Sher moved, seconded by Mr. Bogott, that Option B be approved with Pinellas County entering into an Interlocal Agreement with Hillsborough County at a minimum, but not to the exclusion of any other county; whereupon, Mr. Dolan suggested a friendly amendment that Pinellas County have a contingency backup so that the County could move forward on its own if necessary. The maker of the motion, Mr. Sher, concurred, but the seconder, Mr. Bogott, did not, and related that he did not like the idea of a contingency plan, and discussion ensued.

Following lengthy discussion, Mr. Sher withdrew his original motion, and moved, seconded by Mr. Bomstein, that Option B be approved, a Regional Tax with Interlocal Agreement for Joint Venture between Hillsborough, Pasco, and Pinellas Counties, and that, at a minimum, the Hillsborough and Pinellas Referendums would be passed individually, but independent of each other for passage. Discussion ensued; whereupon, Mayor Hibbard called for the question. Upon call for the vote, the motion failed 8 to 14.

Thereupon, Mr. Allen moved, seconded by Mr. Godwin, that Option C, Pinellas County Tax, Coordinated with Other Counties, be approved with a minimum of Hillsborough and Pinellas Counties, and discussion ensued. Mr. Duncan related that the members may be having difficulty deciding which option to select because no discussions have taken place to ascertain the positions of Pasco or Hillsborough Counties; and suggested that the members may wish to defer their decision until after TBARTA has its Strategic Planning Meeting in January 2011, and Messrs. Dolan and Sher provided input.

Mr. Sher called for the question regarding the transportation surtax referendum; whereupon, Chairman Seel clarified that the motion is that Option C, Pinellas County Tax, Coordinated with Other Counties, be approved to coordinate with Hillsborough County but to also

work with other counties. Upon call for the vote, the motion carried 19 to 3, with Messrs. Bomstein and Sher dissenting and Mr. Carlson abstaining.

Thereupon, Chairman Seel asked for a motion regarding the scheduling of the referendum; whereupon, Mayor Hibbard moved, seconded by Ms. Harrelson, that the referendum be scheduled no sooner than Spring 2012 and no later than Spring 2013, and discussion ensued. Upon call for the vote, the motion carried unanimously.

PSTA AD VALOREM TAX:

Referring to the recommendations made by the Task Force during the Collaborative Lab process, Chairman Seel reviewed two options which had been generated by the members, including:

- Option A: (Ad Valorem Decreased to 0.50 mils)
If a sales tax is pursued for transportation improvements (regional or just in Pinellas County) the PSTA ad valorem tax should be decreased to a rate of 0.50 mils.
- Option B: (Ad Valorem Eliminated)
If a sales tax is pursued for transportation improvements (regional or just in Pinellas County) the PSTA ad valorem tax should be eliminated.

Chairman Seel related that the members could vote for Option A, Option B, or simply choose not to make a recommendation to the BCC at this point; whereupon, the members discussed sales taxes versus ad valorem taxes, and Commissioner Welch related that he supports a reduction or elimination of the ad valorem tax going forward pending the finalization of the cost estimates from the Alternatives Analysis and other sources; and stated that it is an equity issue since five cities do not contribute to the funding of PSTA, and Messrs. Carlson and Pergolizzi and Ms. Harrelson provided input.

Commissioner Welch moved, seconded by Mayor Johnson, that the members support the reduction or elimination of the PSTA ad valorem tax pending the outcome of the cost analysis from the Alternatives Analysis. Following further discussion and upon call for the vote, the motion carried unanimously.

LOCAL OPTION GAS TAX:

Referring to the recommendation made by the Task Force during the Collaborative Lab process, Chairman Seel related that the members had discussed recommending that a five-cent increase to the Local Option Gas Tax be pursued by the BCC; and that the direction needs to be further defined as it relates to the recommendation by the Task Force of a Transit Surtax; whereupon, she related that the Local Option Gas Tax would have to be adopted by a super-majority vote of the BCC or by referendum; and that it produces about \$3 million in revenue per penny of tax.

Mr. Carlson moved, seconded by Mr. Allen, that the proposed five-cent Local Option Gas Tax not be recommended to the BCC, and discussion ensued.

Mr. Bomstein, with input by Mr. Mann, indicated that the full five-cent Local Option Gas Tax should be enacted; whereupon, discussion ensued and the members offered the following comments:

- Mr. Heimborg related that although he would agree with enacting the gas tax, he would rather the members concentrate on the Penny.
- Ms. Harrelson related that she would be in favor of a referendum vote; that enacting the gas tax would provide funding for what drivers already use; and that it would provide for an improved transportation system in the future.
- Mrs. O'Shea requested that school buses be exempt from the tax.
- Mr. Smolik related that the Penny would provide sufficient funds for transportation; and that a gas tax would complicate matters and would lessen support among the voters.
- Chairman Seel related that the gas tax would be shared with 40 percent being allocated to the cities and 60 percent being allocated to the county.

Upon call for the vote, the motion carried 16 to 6 that the Task Force not recommend the five-cent Local Option Gas Tax to the Board of County Commissioners.

NEXT STEPS

Mr. Carlson moved, seconded by Mr. Godwin and carried unanimously, that the Transportation Task Force reconvene in six to nine months.

PUBLIC COMMENT

In response to the Chairman's call for individuals wishing to be heard, Jonathan Chambers, Barbara Haselden, and Hamilton Hanson, St. Petersburg, appeared and expressed their concerns.

Following Public Comment, Chairman Seel thanked those in attendance, and related that interested citizens can go to www.pinellascounty.org, select Transportation Task Force, and submit comments via the website.

ADJOURNMENT

The meeting was adjourned at 3:12 P.M.