

**HILLSBOROUGH COUNTY
METROPOLITAN PLANNING ORGANIZATION
2035 PLAN REVISIT - INTERAGENCY WORKING GROUP (IWG)
MAY 20, 2011 (FRIDAY) AT 1:30 P.M.
HILLSBOROUGH COUNTY CENTER, 601 E. KENNEDY BLVD.
18th FLOOR BOARD ROOM**

MEEETING SUMMARY

ATTENDEES:

**Beth Alden, MPO Staff
Randy Kranjec, MPO Staff
Ned Baier, Jacobs
Vivian Bacca, UCAN
Chris Weber, Westshore Alliance
Krista Kelly, Planning Commission
Calvin Thornton, City of Tampa
Giovardham Muthyalagari, HNTB
Charles White, Hills. Co. Development Services
Bob Campbell, Hillsborough County
Mary Shavalier, HART
Sue Chrzan, THEA
Jay Collins, Planning Commission
Karen Kress, Tampa Downtown Partnership
Ming Gao, FDOT
Ben Money, City of Tampa
Michael Marino, Tampa Downtown Partnership
Lorraine Duffy, School District of Hillsborough County
Chris Bridges, Hillsborough County Public Works**

INTERAGENCY WORKING GROUP MEETING OF MAY 20, 2011

The meeting was called to order at 1:35 pm by Beth Alden, MPO Staff. All attending introduced themselves. There were no public comments. Ms. Alden gave a presentation summarizing main points of the previous meeting and recommending potential funding sources and cost reduction strategies to be explored further in Phase 2 of the study. The recommendations will be presented to the MPO Board in June. Today's meeting is to give the working group an additional opportunity to consider the Phase 1 findings and guide the next steps. Comments from the attendees included:

- Explore use of the Community Investment Tax post-2026. It's already in place so not quite like adding a new tax.
- Focus group research indicated that tolls to add more lanes or new roads would be perceived positively as giving options.
- There are some restrictions on how tolls can be used. You can't currently toll existing interstate lanes; but that may change in the new federal transportation bill. "Managed lanes" revenues can only be used for operating and maintenance of the road facility; but at least that could free up some revenues currently being used for operating and maintenance. An I-75 proposal in Naples for 3 toll lanes, 2 general lanes was not well received because it would reduce the number of general lanes; the project did not move forward.
- FDOT intends to distribute a new policy on managed lanes on interstates in June.
- The county has a report from Fishkind and Associates on mobility fees.
- You should also look at the Caltran Director's recent presentation to the Tampa Bay Partnership about Measure "R" in Orange County, CA.
- A utility tax makes more sense for energy infrastructure than for transportation. I like the "User Pays" philosophy.
- Consider a "do nothing" approach, to show the implications of that choice. But not 2035, that's too far away – maybe 2015. Show some scenarios. For example, if you're on Hillsborough Avenue today, here's what it looks like in five years in this scenario, vs. a do-nothing scenario.

- How long does it take to implement meaningful change?
- I really liked the “instant” bus improvements that were part of the referendum package, the things that would happen right away.
- With ad valorem revenues continuing to go down, HART is facing major service cuts. We can’t even maintain the existing system, much less think about expanding.
- Similarly, Hillsborough County has an issue with road maintenance. The county budget is currently consumed with maintaining roads and traffic signals. And funding even for that is inadequate.
- The study needs to include information about and address critical asset management, i.e. what you need just to maintain the existing system.
- Gas tax not a sustainable source due to hybrid vehicles, more fuel efficient cars, etc.
- It would be tough to swallow that a new tax is needed just to maintain what is there.
- At the federal level there are no solutions either. A proposal by Congressman Mica for the next transportation bill costs \$350 Billion. Meanwhile revenue estimates are \$220 Billion over the six years. Obama’s proposal is no better. No one has proposed a solution for the dwindling gas tax. Other countries, China, India, Brazil are spending a trillion dollars over 5-6 years on their infrastructure. Article in the paper said the US actually needs \$2 trillion.
- You shouldn’t show people the aggregate funding numbers. All of these huge dollar figures are hard even for me to comprehend. Translate to people in terms of their households. For example, everyone bought their washer/dryer or A/C unit sometime in the past, and oh no! It’s a shock when these things have to be replaced. Parts of the transportation system have to be replaced too. Maybe it seems like a surprise, but it shouldn’t be. We’re a very young country and we’re not used to this.
- Another example: crossing state lines –it is very apparent when crossing from one state to another which state is maintain its roads better.
- All this has to boil down to a 15 second sound bite. You have to tell me how it affects me.

- Some people may have no problem with transportation. There is a portion of the population that has an easy commute, or they are retired, etc.
- I support the idea of special districts, with caveat that you have to show direct benefit to the folks paying the assessments.
- TIF districts have an expiration date. Find out when it is and coordinate with the local board about the next round of improvements to be funded with the TIF revenues.

Members were then invited to provide updates from their organizations in Round Robin fashion:

- HART discussed its special board meeting coming up on Monday. Options for wrapping up the rail alternatives analysis will be presented.
- Tampa Bay Partnership is in strategic planning and deciding what to do regarding transportation: submitted a grant for developing a high-quality video simulating transit; doing a listening tour; forming subcommittees on outreach, BRT, CSX; maybe will do a new visioning effort; going to Center for Transportation Excellence conference in St. Louis with Commissioner Sharpe. There has been some interest in BRT, with transit oriented development, and hybrid electric buses.
- School district is reworking its Carrollwood area bus service, but looking at crossing of major roads. The Facilities Plan is being updated. There may be a new school in Tampa Heights. Would the District consider putting high school students on city buses. The Department of Education may have restrictions. But Broward has done it in past.
- FDOT is concerned about maintenance getting cut by locals. Also, FDOT may also change its priorities if a local government lowers its level of service standards as a result of changes at State level to growth management laws.
- Tampa staff suggests the Streetcar be on the list of transportation solutions. Maybe this could be the "Demonstration Line." Why not extend it up 22nd Street? With the I-4 Connector taking truck traffic, a lane will be removed here, putting back grass and sidewalk. Why not put the streetcar line in that lane instead? And extend to South Howard?

With no further business, the meeting adjourned at 3:45 pm.