

Transportation Task Force

Chair, Ken Hagan
Hillsborough County Commissioner, Chair

Recap of Meeting on March 10, 2008 at 1:30 p.m.
County Center

The following Transportation Task Force members were present:

Members

Ken Hagan, Chair

Robert Abberger

Ray Chiaramonte

Frank M. Chillura*

Randy Coen

Jill Collins**

John G. Evon, III**

John Fernandes

Edward F. Giunta, II**

Scott Jones

Rick Lott**

Dave Mechanik**

Gwen Miller*

Louis Miller

Dan Molloy

Ron Pierce

Steve Polzin

Jerome Ryans*

Thomas Scott**

Mark Sharpe

Richard Wainio

Phil Waller

*Not in attendance

**Late arrival

Welcome

Commissioner Ken Hagan called the meeting to order at 1:34 p.m. He apologized for not making the last meeting. He thanked Commissioner Mark Sharpe for his leadership. He officially welcomed Richard Wainio to the Task Force.

Review and Approval of Recap

Commissioner Hagan requested that Task Force members review meeting recaps for January 10, 2007 and February 4, 2007. Scott Jones made a correction to page 3 to read "Scott Jones mentioned that the TBARTA plan is due in July 2009. However, TBARTA will approve it in December 2008." Motion to approve with correction by Commissioner Mark Sharpe, seconded by Louis Miller, and passed unanimously.

Port Authority Presentation

Richard Wainio, Port Authority Executive Director, made a presentation to the task force.

Question and Answer session followed

- Phil Waller asked about the I4 / Crosstown connector, will it take care of your needs? – Some widening of Causeway and 41. Key to the future is to elevate rail crossings. Will cost \$40-\$50 million each.
- Bob Abberger asked how capacity and CSX relocation will impact the project? – As a challenge. The Port is working closely with CSX so it is beneficial to everyone.
- Bob Abberger asked about the Winter Haven rail yard that moves containers already in the state – Rail needs to be expanded. Can't share with commuter lines. Overall issue of traffic congestion. Doubling of container movement by 2015.

- Steve Polzin asked if Port has taken these numbers and quantified their impact? – For short-term yes. Long-term no.
- Commissioner Ken Hagan congratulated Mr. Wainio on his work. He asked with respect to dredging, are 30 – 40 year projects now advanced? – The Federal government controls dredging. A 10 – 15 year project is considered fast tracked. For example, Houston had a channel deepened that tool 40 years. We are falling behind the rest of the world. We are not talking about meeting that until 2020.

Expressway Authority Presentation

Joseph Waggoner, Expressway Authority Executive Director, made a presentation to the Task Force.

Question and Answer session followed

- Commissioner Ken Hagan asked about the East/West Road and for an explanation of issues outstanding with respect to \$500K shortfall? – Yes.
- Commissioner Ken Hagan asked if it is not unheard of for Pat Bean to fund the project? – It is not typical for Pat Bean to take over. Usually, the public sector to take over work.
- Commissioner Ken Hagan asked if it is worth the County getting involved? This Task Force approved \$10M for bridge. We can entertain using that money to keep project moving. – Parties involved would like to meet with Hillsborough County. It is a high risk project. Expand term limits in P3. Now revenue bonds are 20 – 25 years.
- Commissioner Ken Hagan asked if from the Expressway Authority’s perspective, they are in waiting pattern? – Yes.
- Councilman Thomas Scott asked if this project has existing high tolls? – Initial responders have been discarded. Now toll is \$1.50 and looking for steady increase over time.
- Robert Abberger asked about the duration of deduction. How do you generalize amortization of the asset over the life of the loan? This process clouds true cost because it is not known over time. – Very preliminary. One option may be widen rather than just replace. Keep two lanes open.
- Commissioner Ken Hagan asked if scope was limited to toll projects on highway? – Yes. SunPass and revenue collection in parking.

Public / Private Partnership

Mike Merrill, Debt Management, made a presentation to the Task Force.

Question and Answer session followed

- Dan Molloy asked for a simple equation
- Steve Polzin is looking forward to participation of revenue stream. Replicate this. Hurdles vs. proportionate share strategy. What is realistic? – Being successful in the past, participating in share agreement? – Multi-modal solution. Multiple revenue streams. Not one source gas tax as in the past.
- Dave Mechanik expressed that this is a good model. Should consider institutionalizing. Charges to legislature. County does not want to deny projects. – Look for upcoming legislature we have a lot of points for negotiation.
- Jill Collins asked what happens with the alternative? – Have partnership.
- Randy Coen mentioned that he is involved in Hernando County development. If you have concurrency, private owners can come to the table.

- Mayor Rick Lott asked how it was done? – Mr. Coen answered that the developer calculated the impact fees. That became credit pools for them. They had an impact fee surcharge. Very few developers had things to say except positive.
- Mayor Lott asked if assessments sit there? – Mr. Coen answered yes. Until property turned over. This gave the county a great deal of comfort.
- Scott Jones asked how many residential units were developer contributions? – Bob Campbell will send this information to Mr. Jones.
- Bob Abberger commented that complexity of large projects and roadway impacts renders most projects infeasible.
- Dave Mechanik asked the reason why this approach is relevant to this group? – Engineering is quick – negotiations take time.
- Scott Jones asked about the organizational development patterns.
- Commissioner Mark Sharpe asked if the Public/Private example could be used for rail mass transit? – Yes. Quite common.
- Steve Polzin commented that most rail is exempt from concurrency.
- Commissioner Mark Sharpe asked how?
- Steve Polzin suggested unexempting rail.
- Bob Campbell said bus shelters satisfy concurrency today.
- David Mechanik said that Broward County has a fee system. 100% of transportation impact assessed go toward transit.

Unfunded Road Needs

Bob Gordon, Public Works and Ned Baier, Planning and Growth Management made a presentation to the Task Force. They distributed a top 20 unfunded road list.

Question and Answer session followed

- Commissioner Ken Hagan mentioned he was pleased to find Phase I and II of BBD. This takes certain degree of private sector. He asked how numbers were in the past and currently? – MPO plan uses engineering type calculations current within two years.
- Steve Polzin when the next comprehensive assessment be held? – MPO highway/roads needs updated in two years.

Discussion

Lucia Garsys led the Task Force in a review of the Working Agenda. Staff is working hard at bringing speakers to the Task Force.

Public Comment

Pierre Mathurin distributed a letter to Task Force members and spoke about mass transit and HART.

Commissioner Mark Sharpe thanked Mr. Mathurin for putting data together.

The meeting was adjourned at 3:40 p.m.

Staff and Support

Ned Baier, Planning & Growth Management
Lucia Garsys, Strategic Management Initiatives
Bob Gordon, Public Works
Ken Griffin, Assistant County Administrator
Sandra Pinol, Strategic Management Initiatives
Leigh Ann Pyron, Public Works
Rich Reidy, Aide to Commissioner Ken Hagan
Bonnie Rubesha, Planning & Growth Mgt.

Interested Parties

Craig Toth, HNTB
Don Schings, TBARTA - CAC
Mike Van Salter, St. Pete Times
Pierre Mathurin
Tom Aderhold, HC & KCA
Vivian Bacca, U-Can
Ram Kancharla, Port
Linda Stachewicz, FDOT
JR Kocera, HSA
Nina Mabileau, COT Transportation
Elaine McCloud, City of Tampa
Lucie Ayer, HC MPO
Susan Chanen