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Florida

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M E M O R A N D U M

DATE: June 11, 2009

TO: Commissioner Kevin Beckner, District 6

THROUGH: Patricia G. Bean, County Administrator

FROM: Lucia E. Garsys, Planning and Infrastructure Services Administrator

SUBJECT: Supplemental Information in Response to May 29, 2009 Memorandum on 2010 Transportation Referendum

This memorandum provides supplemental information to your request of May 29, 2009.

The following is a list of the key entities and their respective roles in response to your question number 1

Board of County Commissioners (BOCC) The BOCC is the only entity authorized and empowered to place this referendum question on the ballot. This includes the language and all supporting material. The BOCC is the entity responsible for directing the revenues generated by the Charter County Transit Surtax, the source currently being discussed in the community. BOCC members serve on the MPO, HART, and TBARTA.

BOCC Transportation Task Force Makes recommendations to the BOCC on improving mobility in the community by identifying a transportation program and funding.

Metropolitan Planning Organization (MPO) Mandated by federal and state law, the MPO is responsible for establishing priorities to meet short-term (next 5 years) and long-term multi-modal transportation needs for Tampa, Temple Terrace, Plant City and unincorporated Hillsborough County. Federal, state and local funding of capital projects is to be based on the MPO Plan. The MPO is the forum where agencies and governments make decisions on the plan content. Annually, the MPO reviews and approves a 5 year program of projects including those for federal and state funds.

Hillsborough Area Regional Transit (HART) HART is responsible for providing public mass transit for its member jurisdictions. Within the planning process, HART has membership on the MPO. HART performs planning for transit service. Capital projects that HART wants to undertake must be in the MPO's Long Range Transportation Plan and the Transportation Improvement Program. Federal and state funding for HART must be based on the MPO documents. HART is the designated agency to receive implementation and operation funds from the federal and state governments. HART has taxing authority.

Tampa Bay Area Regional Transportation Authority (TBARTA) TBARTA was created to plan, finance, implement, operate, own, maintain, and manage multimodal transportation systems in a seven county region. The Authority has, as required, developed and adopted a Regional Transportation Plan. The Hillsborough County Transportation Plan is a component of the Regional Plan. It has the ability to receive Federal and State funds.

Planning Commission The Planning Commission makes a recommendation to the BOCC on the Comprehensive Plan. By state law, the MPO Long Range Plan is to be consistent with the County's Comprehensive Plan. The transportation projects in the MPO Long Range Transportation Plan are based on the Future Land Use plans and vision for growth recommended by the Planning Commission.

Tampa Bay Partnership This organization is developing a vision for the region and advocates the implementation of a supporting regional transportation network.

City of Tampa Members of City Council serve on HART and MPO. The Mayor serves as a Board member of TBARTA. The City of Tampa submitted a list of transportation projects which could potentially be funded from a new revenue source.

City of Plant City The Mayor of Plant City serves on the MPO Board. The City of Plant City submitted a list of projects which could potentially be funded from a new revenue source.

City of Temple Terrace Members of the City of Temple Terrace serve on the MPO and the HART Boards. The City of Temple Terrace submitted a list of projects which could potentially be funded from a new revenue source.

Florida Department of Transportation (FDOT) Responsible for multimodal regional planning for State and Federally funded transportation programs and projects. Responsible by law for oversight of Federal funds provided to the MPO and transit agencies. FDOT is directly responsible for the technical support provided to TBARTA for the regional transportation planning for seven counties. FDOT will be responsible for oversight of any state funds and possibly any federal funds provided for the planning, design, right-of-way acquisition and construction of a light rail system. FDOT has the ability to be a designated recipient of Federal funds and to sub-designate to other entities (County, TBARTA).

In addition, the following consulting firms are providing assistance to TBARTA, MPO, and HART.

Tampa Bay Area Regional Transportation Authority (TBARTA)

Jacobs Engineering Group, Inc. (Lead Consultant)
Program Management, Planning, Conceptual Design, Technical Analyses, Board and
Committee Administration, Public Engagement

AECOM Consult, Inc. Travel Demand Modeling, Funding and Finance

Connectics Transportation Group Bus Planning and Operations

CRL Associates Public Engagement, Media Relations

Gannett Fleming Travel Demand Modeling

Martin Communications Public Engagement, Graphic Design

PB Americas, Inc. Public Engagement, Planning

Sharpe Public Relations, Inc. Public Engagement, Media Relations

Tampa Digital Website Development, Online Tools

Tucker/Hall Public Engagement, Media Relations

Metropolitan Planning Organization (MPO)

URS Project Management and Documentation and Goals & Objectives, Security &
Intermodal Transportation, Public Participation, Visualizations

Jacobs and Cambridge Systematics Economic Vitality, Costs and Revenues, Sustainable
Growth & Greenhouse Gases

Tindale Oliver Associates Transit Level of Service Evaluation

Renaissance Planning Group Growth Management (coordinating transportation with
comprehensive plans) and Regional Transportation

Renaissance Planning Group and Tindale Oliver Associates MPO Chairs Coordinating
Committee Regional Long Range Transportation Plan (incorporates TBARTA Master
Plan and adds regionally significant road and trails plans for eight counties)

Hillsborough Area Regional Transit (HART)

Gannett Fleming (prime), with AECOM and Tindale-Oliver Undertake early planning work on the New Starts project: updating the purpose and need, recommending the starter line corridor for the project and developing the action plan for the work to re-enter the New Starts Project.

PB Americas Provide strategic advice on the Federal New Starts Program and National Environmental Policy Act process and requirements

HDR (prime), Quest Corporation Assist in developing HART's long term needs and service and capital priorities. This includes developing the additional service and capital projects needed over the next 25 years, and preparing an annual cash flow model presenting projects, cost projections and anticipated revenues. This effort will provide input into HART's New Start project as well as the MPO 2035 Long Range Transportation Plan Update.

Additional Contract Recommendations for award of an additional contract are scheduled to be presented at the June 29, 2009 HART Board meeting

Scope Undertaking the detailed planning work (Alternative Analysis effort) on the preferred starter line corridor for the Tampa Rail Plan project. The effort involves

- Updating the forecasting models to enable the required level of analysis to be undertaken: the regional travel demand model and operating and maintenance cost model
- Identifying and evaluating alternatives to recommend the alternative that would best address needs, challenges and opportunities
- Defining the recommended alternative, including the technology, alignment, terminus, costs, funding program and target implementation program
- Determining the scope of the environmental work required to address federal National Environmental Policy Act (NEPA) regulations.
- Preparing information, maps and templates for submitting the project for evaluating and rating under the federal New Starts process

The effort will include extensive public and stakeholder involvement and close coordination with other agencies, including the cities, Hillsborough County, Hillsborough MPO, FDOT and TBARTA. In addition, there will be close coordination with Federal Transit Administration, and regular updates and approvals by the HART Board.

We are providing a timeline and an action plan in response to your question 4. The action plan will need to be revised and updated since some of the specific activities between the months of May through August have changed. However, the final date for the Task Force to shape a recommendation to the Board of County Commissioners remains to be September.

Commissioner Kevin Beckner

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In response to your question 5, the recommended “deadline” for the Board to approve the referendum and appropriate ordinances is early summer of 2010.

We are also attaching the “workbook” for the Transportation Task Force’s Phase II Multi-Modal discussion. We will provide the additional information for your book as we provide it to Task Force members.

Again, once you have this information, I would be happy to meet with you and the appropriate staff to review any of this material and discuss these attachments in more detail.

Attachments: Timeline
 Action Plan
 Transportation Task Force Phase II Workbook
 May 29, 2009 Memorandum from Commissioner Beckner – 2010 Transportation Referendum
 June 4, 2009 response to Commissioner Beckner – 2010 Transportation Referendum

c: Board of County Commissioners
 Renée Lee, County Attorney
 Jim Barnes, Internal Performance Auditor