

APPENDIX H (CONTINUED)

H4 – TOWN ‘N COUNTRY FACILITATED GROUP NOTES (ORIGINALS)



Christina / Eric

Town n Country
Cans Wood
Northwest

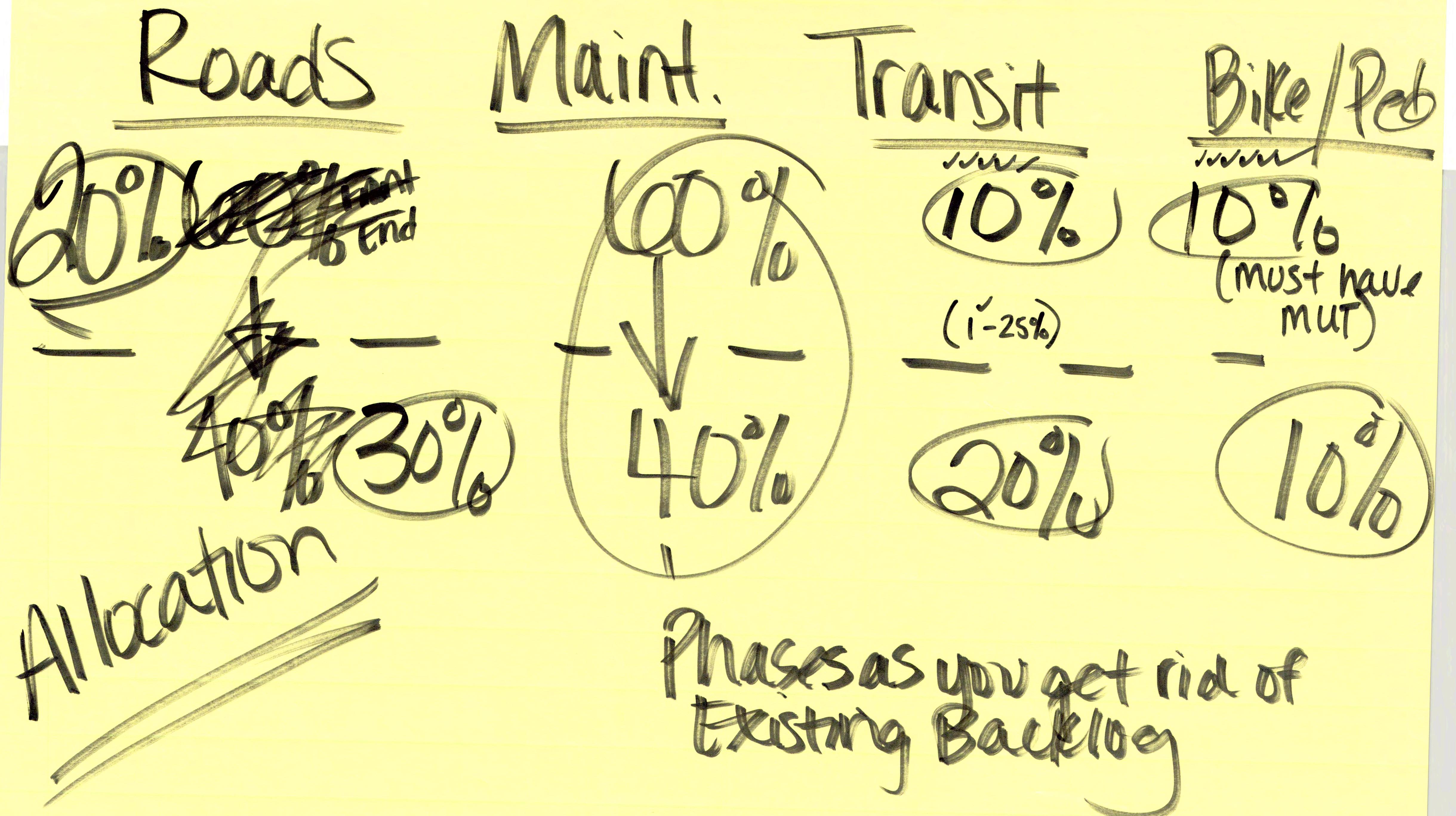
Group #1

Segment #1 Projects / Categories

- Bike lanes - Unsafe
- More towards Roads
 - Take away from Maint. & Transit
 - Reduce % to Bike / Ped.
- Different priorities by community
- Smart traffic signals won't work here
- #1 Roads : ~~Traffic~~ Intelligent Transportation
- More Maint / less Roads
- Less Bike / Ped
- Need more Toll Roads
- 10% Bike / Ped (Reduce from 15%)
- Bike - 4% Red
- Transit - Down 10%
- Roads - Down - Down 10%
- Maint - 60% ←
- Maintenance First - Sliding Scale.
 - ✓ - Then Roads
 - ✓ - HOV lanes need to be considered (2+ people/Buses)
- Sidewalk - Adjacent to Road - but not on own lane

5 attendees
4- New
1- Returning

-Sharon
-Joe
-Michael
-Edward
-Tina
-Angela



Funding Sources

- ⑥ ~~More than 1 source~~
 - 50/50 - Gas & Sales Tax
 - Gas - Maint / Road
- ⑦ ~~Sales Tax = Transit / Bike / Ped~~
 - Don't max out any source
 - Property Tax - 2
- ⑧ ~~Gas Tax - Some but not all~~
 - Sales Tax - not max
- ⑨ ~~1/2% Sales Tax~~
 - ✓ • NO Sales Tax
 - ✓ • Full 1% Sales Tax
- ⑩ ~~6 Years to come back~~

L.G./K.O.

①

Lynette Thomas
A'L Flora
Rosemarie John

5/18/15

6 people

T+C
Round 1

- Why bike/Sidewalks in places where no one uses them?
- Bike lane where cars have to cross bike lane to make a turn - dangerous

m	1	2	1
R	2	1	3
T	3	3	2
B/P	4	4	4

We don't have a good bus system

L.G./K.O.

(2)

T+C 5/18/15 Round 1

m	30	40	35	$33\frac{1}{3}$
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R	30	25	35	$33\frac{1}{3}$
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T	30	25	20	$33\frac{1}{3}$
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B/P	10	10	10	0
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M	15
---	----

R	40
---	----

T	40
---	----

B/P	5
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L.G./K.O.

(3)

T+C 5/18/15

Gas Tax No ~~||||~~

Gas Tax Yes 1

Prop Tax No ~~||||~~
Yes

Sales Tax No 1
Yes ~~|||~~

L.G./K.O.

(4)

T+C 5/18/15

- Elevated light rail
- Need robust bus system
- Buses/Trolleys etc. are all the tools to supplement rail system
- Will there be federal funds
- How are voters going to understand "Sell to voters" Sell it based on their values

TNC

Brian

May 18 - 7 prep -

SEGMENT I - Categories

- Agree
- Show plan to all elected officials
- Plan for all ag/graphs
- Construction fatigue
- Maintain what we have
- Better materials / quality low bid not always best
- No confidence in
- Look @ other funding sources
- Transparency
- Better communication w/ community .
- User pays ... tolls
- Test projects ~~for~~ to draw success

#2

Seg 2

- Tolls
- User fees
- Impact fees
- Hotel tax to buses
- Tax tourists
- mix of sources
- tire tax

- Synchronizing lights.
- Do more flex hrs / telecommute, etc. - empty pavement at night.

- Sales - III

- Gas & ~~Prop~~ Sales - I

- Prop - I

- Gas - I

Seg #3

M	R	T	P-P
40	40	-	20
30	25	30	15
20	20	50	10
30	30	40	-
30	30	30	10 (2)

BARBARA, JAY, ARTHUR, Jon, Lynn, Rich
- BE CLEAR ABOUT HOW IT AFFECTS Individuals/
Communities.

- Need a Clear level of Specificity
 - Where is the money going
- NO SPORTS STADIUMS
- NO MAJOR ENTERTAINMENT

FACILITIES W/O/T ADEQUATE

- Transportation for the facility (TRANSIT)

- NEW GROWTH MUST PAY an increased and equitable share
- Increased/new transit must be a competitive option
- Sales Tax 1% 30 years
- balance needs/^{allocations} don't spend more than you need
- FOCUS ON COMMUTE TRIPS

- Limited Use is Problematic
- One Charge Pick a Source that Can be used for everything.
- Sales tax others pay
- Gas or Sales tax
- 30 yrs?
- 1%

Bike/Ped Usage and knowledge
are critical

ITEMs That will Also be needed:

- New Growth must pay an increased and equitable share
- Tollsing will be considered where feasible
- Leverage State, Federal, and other sources of funding

- Silent Majority Ready for Enhanced Transit (Light Rail/BRT)
- Commute Congestion - Need Viable Options (Transit - Dedicated Rdn)
- Transit needs to be time competitive
- Transit Connectivity
- Choices - Use transit if
- Diverse Needs - How do we pay?
- What are we doing differently so this doesn't happen again.
- Transit - Work trips are important
- Reliability is critical

Priorities Potential New Sources Allocation

ROADS

- Widening
- New Intersections
- ATM sites

MAINTENANCE ✓

TRANSIT ✓

- New routes / mode
- Increased service
- Increased Frequency
- hours of operation

Bike/Sidewalk - GRAPS

- New
- Bike lanes
- Multi-use trails

MW
5/8/15 Group 1: Carl, Bill, Joseph O., Barry, Reggie
Town-N-Country

SEGMENT 1- Project Concensus

- List includes types of projects the county should focus on / prioritize.

SEGMENT 2-

MAINT. - \$933 MILLION
ROADS \$3.4 - 3.7 BILLION
TRANSIT \$4. - 5.7 BILLION
BIKE/PED \$107 MILLION

GAS TAX - BOCC can pass w/ super maj.
or ballot vote

PROP TAX - BOCC ↑ or ↓ w/ restriction or vote

SALES TAX - BOCC has to vote to put onto
a ballot or a petition

Prop - affects only owners.
Sales - collected from every consumer not
just residents (Bill)

Hills Cty. is attempting to include projects
to meet the needs of all areas in the Cty.

Carl - Curious about current prop + gas tax.

Assuming:

If the prop. tax was raised it would be transportation specific revenue.

Bill: Prop. tax would not generate enough revenue.

Joe - Sales tax and gas tax combination option, Bill agrees w/ idea of a combo. Reggie agrees w/ combo of those. Prop. tax would cause people to be upset w/ increase of what's already collected.

Joe - Gives an idea w/ combo that everyone is contributing. If prop taxes go up & no projects are in the owners' area, they will feel like they are paying for another area.

Barry - Has heard we have the worst transit; we lose so much time in traffic. Transit gaps cause major problems for handicaps, etc. (Walking in the rain, slow service) Need more; (combo); a little from each option instead of hitting people all @ once.

North of 60, no connection to Pinellas, service or expressway.

NO connection to Polk or South City (Manatee)

SEGMENT 3: Support/Allocation

People seem to lean toward sales + gas tax ↑ (in agreement w/ this small group)

Bill - Why has the county not pushed for or developed a town (city) center?
~~Once a~~ Why not do this to allow transit to grow out of a flagship m.
Locating these hubs take time to develop.

Reagie - Believed @ one time TNC library was intended to be like a town center

Allocations-

Joe 35% Maint. (Resurface etc)
 30% Roads (Widen, Intersections)
↓ 35% Transit (Bus, New, Expanded)
Bike/Ped - 5% (Sidewalk, trails)

Bill can
be on board
w/ this break
down.

~~Bat~~ Barry - transit needs higher than
what it gets currently.

Joe: ~~Gives~~ Gave an example of what
would happen to his lifestyle if he could
no longer rely on his car.

Bill: compared previous residence to Tampa &
the noticeable shortfalls his family has
dealt w/ because of the shortcomings in the
transportation system here in Tampa.

MW, 5/18/15 TNC
~~Group~~ Group II - Jennifer, Kathleen, Tim, Sharon, Sandy, Annalise
- check on % of sales tax
minimum (statute controlled)

SEGMENT 1: Project Consensus

Tim: Categories seem to cover everything.

• **Consensus:** Categorized correctly + includes ~~over~~ all appropriate project types.

SEGMENT 2: Revenue Sources

Gas Tax - BOCC Supermajority or referendum

Prop Tax - BOCC Supermajority or ref.
- Mill can be dedicated to transp.

Sales Tax - must be approved by BOCC to go to ballot.

CIT - similar to sales tax, unavailable to renew until 2027.

ANNELESE - PROP TAX

KATHLEEN - SALES TAX, but I
want trails + that
won't cover it. How,
do we get ~~sa~~ trails. I'd
be ok if we can get some trails

SHARON - Prioritize existing
budget first. Prop. Tax
w/ dedicated mil to go
to transp.

Sandy - Prop tax, owner pays gas, sales not
only residents use it, but willing to go up than
the small amt going to trans. now.

Comparison to other metro areas, we
don't quite ~~do~~ measure up w/ ridership etc.

Jennifer - Phoenix is doing it w/
sprawl.

Sharon - Gas tax could be levied @
various rates

J|K|A - Still ^{GT} so low compared to
what Sales Tax can raise.

Shann - What about impact fees

- mobility fee levied as a response to
developers "paying their portion"

MAINT - \$933 MIL

ROADS - \$3.6 BIL

TRANSIT - \$4-5.7 BIL

BIKE/PE - \$174 MIL

Kathleen - It's cheap, let's do it first.

Gas tax will ~~low~~ go down as cars become more fuel efficient / autonomous vehicles.

Mobility fee - used generally in the zone where it's collected. Impact fee zones are already established. Could be changed.

SEGMENT 3: Allocation

Sharon: concerned w/ no time description for people to really give an accurate or reasonable thought.

Kathleen: Will projects be specific to areas in the county.

Anneliese

Sharon : Description doesn't allow for an approval or disapproval of this category @ this time. Transp. innovation needs to be taken advantage of so that projects aren't stalled.
Depends on what's included in transit. transit is too high @ 29.3%

Sandy : It's hard too really get an idea what \$100 Mill could do for roads, transit, etc.)

Jennifer : OK w/ tree allocation, would like to see road break down less emphasized on new roads.

Kathleen :

PLG = 6/11 1:30 PM

County Bldg.

601 E. Kennedy