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## FLORIDA'S URBAN TRANSPORTATION COALITION

### Summary of Meeting - November 6, 2008

This kick-off meeting for Florida's Urban Transportation Coalition brought together members from Jacksonville, Central Florida, Tampa Bay and South Florida. This included elected officials, transportation executives from MPOs, RTAs and FDOT Districts, and leaders from economic development and business organizations.

We were honored to be joined by three members of the Florida Legislature: Senator Lee Constantine (Central Florida), Representative Bill Galvano (Tampa Bay) and Representative Marcelo Llorente (South Florida).

Guests included representatives from allied organizations, civic groups, advocacy entities and the media.

An agenda for the meeting is attached, along with a list of attendees.

Orlando Mayor Buddy Dyer provided welcoming remarks, spoke to the importance of finding the common ground and how this could improve our collective success rate with getting things done.

Mayor Dyer called attention to the Central Florida commuter rail project being a top priority. He acknowledged that our shared interest in rail projects is part of what brought the Coalition together. However, he said Central Florida is committed to the Coalition concept even after all approvals have been obtained for the Central Florida commuter rail project.

Commissioner Carlton Henley (Board Chairman of both METROPLAN ORLANDO and the Central Florida Regional Transportation Authority) provided background information on the formation of the Coalition and voiced his personal commitment to the concept.

Senator Constantine, Representative Galvano and Representative Llorente all spoke to the importance of transportation and its relationship to our economy. They also expressed their support for the Coalition concept.

There was a review of some business aspects of the new Coalition -- its purpose, structure, focus and proposed method of operations. Everyone was comfortable with what was presented as a starting point for this initiative.

Representatives from the four markets – South Florida, Tampa Bay, Jacksonville and Central Florida – reported on major projects that are underway or planned, along with critical issues facing each region.

Representatives from business organizations and economic development agencies provided their perspectives on transportation and the challenges we face. The value and importance of partnerships with the business community was emphasized. Strong support was expressed for the Coalition concept.

Based on the information that had been shared and the discussions that had taken place up to this point in the meeting, there appeared to be a great deal of "common ground." These fit under seven general headers:

Funding - Existing funding sources are not adequate to get the job done. And the largest source of transportation funding – the gas tax – is a declining source of revenue because of more efficient vehicles, the decline in gas consumption and use of alternative fuels (e.g., ethanol). The need for transit funding (both capital and operating) is a particular concern in all four markets.

The need for more transit – There needs to be more emphasis on transit (bus and rail) in Florida's urban areas. While additional investments are needed in highways, a greater share of personal travel needs to be handled by transit. Future investment decisions need to reflect this, along with the development of new funding sources.

Rail – It was acknowledged that we're all in this together. Tri-Rail needs to thrive to demonstrate our commitment to rail transit and the opportunities it provides. This will help with the advancement of the Central Florida commuter rail project. And the development of the Central Florida commuter rail project sets the stage for similar projects in Tampa Bay and Jacksonville.

Transportation = economic development - History shows us this is true. Economies cannot prosper without effective transportation systems. Think of the role that our state's ports, railroads, interstate system and airports have played in our development. Let's also remember the importance of the Kennedy Space Center and Cape Canaveral. And given our current economic situation, there is growing interest in infrastructure investment and putting people to work at the same time. Providing the State of Florida with a world class transportation system is critical for us to be globally competitive.

Coordinating transportation and land use planning – More emphasis needs to be put on corridor development, transit oriented development and mixed use projects. Markets need to be built that make transit (bus and rail) convenient to use and economically viable. These can be done in a way that make for attractive, vibrant urban areas. South Florida is further ahead with this than other Florida markets. Others can learn from them, and they are eager to help.

New federal transportation legislation – Current federal transportation legislation (SAFETEA-LU) expires in September 2009. Preliminary work is already underway on the development of a new national transportation policy. This presents exciting opportunities for our nation and the State of Florida. Most believe the new legislation will include more emphasis on urban areas, energy conservation and climate change – all of which suggests more emphasis on transit and other alternatives to the single-occupant automobile. We can play a role in helping to shape this legislation in cooperation with FDOT, allied organizations and the members of our Congressional delegation.

Engaging the business community – We all believe the business community – represented principally by economic development organizations and chambers of commerce -- can play a critical role with addressing transportation issues. And given the importance of transportation, they are eager to help. This was acknowledged by all interests. Various methods of engagement and coordination are being used in all four markets. These relationships need to be nurtured. The role that the Tampa Bay Partnership played in the creation of TBARTA serves as an excellent example. We can all learn from one another and success stories need to be shared.

A number of allied organizations have already been contacted about the Coalition and have expressed their support. These are shown on the membership roster. Many of these organizations had representatives at the kick-off meeting. In addition to those organizations, it was suggested that the Coalition also include:

- Florida Association of Counties
- Florida League of Cities
- Department of Community Affairs
- Florida Department of Community Affairs
- A representative from the Governor's office
- Freight interests

Attention was called to the fact that South Florida, Tampa Bay and Central Florida all have regional transportation authorities (RTA), although their authority and responsibilities vary. However, Jacksonville does not have a RTA. The Jacksonville Transportation Authority has broad responsibilities (highways and transit) and a unique governance structure (no elected officials) but their activities are currently restricted to Duval County, unless invited to take part in a project in a neighboring jurisdiction. It was reported that discussions are underway that could lead to the formation of a RTA in the Jacksonville region.

With agreement on the “common ground,” attention shifted to formulating a short-term agenda for the Coalition. A number of prospective issues surfaced during conversations over the past several months. A poll was conducted prior to this meeting to get a sense of members' interests. Poll results were reviewed.

After considerable discussion, it was decided that the Coalition would focus on five items during the 2009 legislative session in Tallahassee. These are:

1. Protecting the State Transportation Trust Fund from diversions for non-transportation purposes, along with documentary stamp revenue that was to be used for transportation projects through growth management legislation. This is important for all four markets, as well as the entire state.
2. Obtain legislative approval of generic language in state statutes to make it easier to implement commuter rail projects throughout the state (e.g., insurance provisions). This is an immediate issue for Central Florida with important implications for projects being development by Tampa Bay and Jacksonville.

3. Obtain legislative approval of a local option rental car surcharge with the yield committed to transportation projects. It was decided to try getting this approved without a voter referendum. The suggestion was made that this include an exemption for people who are renting a car (paid for by a third party) while theirs is in the shop for repair work. This is a critical issue for Tri-Rail in South Florida but important for all four markets.
4. Make the Charter County Transit System Surtax available to all counties in the state. The state statute now restricts this counties that adopted their charter prior to 1984, which limits it to seven counties (Broward, Miami-Dade, Hillsborough, Pinellas, Sarasota, Duval and Volusia). This restriction makes it impossible for any of the four urban markets to consider this as a regional solution. Making this option available is important to all Coalition members.
5. Restore funding for the Road Rangers program. The legislature instructed FDOT to substantially reduce funding for this program in 2008. This is a very popular program in urban markets that provides roadside assistance on interstate highways. The goodwill generated by this program and the public's appreciation has been enormous – and this should not be undervalued. However, there are additional benefits to this program in terms of safety and reducing breakdown-related traffic congestion. If the legislature is forced to cut FDOT funding, they should not stipulate specific programs; instead, these decisions should be left to the Department. This is important for all four markets.

We also agreed that additional work needs to be done on three larger topics of major significance:

- Revising growth management legislation and related practices to better link transportation and land use planning to achieve urban development objectives and build markets that can be effectively served by transit.
- Eliminate restrictions on the use of current funding sources to provide more flexibility to urban areas in addressing their top priorities. This includes revising language having to do with local option gas taxes, the infrastructure gas tax, proportionate share agreements, etc.
- Develop recommendations for the new federal transportation bill that will advance urban transportation interests in South Florida, Tampa Bay, Central Florida and Jacksonville. At a minimum, this needs to address problems with the transit “New Starts” program and providing more flexibility with funding.

With agreement having been reached on the short-term agenda, the next step was to focus on strategies. Some of the obvious ones were emphasizing these topics in legislative delegation public hearings that are coming up and giving appropriate instructions to Coalition members' lobbyists.

Further work will need to be done on these agenda items beginning at the staff level to develop supporting research, address specific provisions and coordinate efforts to find sponsors. Coalition members will be kept posted on developments.

There was discussion of a suggestion made by TBARTA to plan an all-day program focused on urban transportation interests. Given the success of the Coalition's first meeting, there was strong support for this. A suggestion was made to arrange for this in Tallahassee in January or February while legislative committee meetings were being held. This would make it easy to involve our delegation members.

Another suggestion was to bring together the Coalition's allied organizations to obtain their support and coordinate efforts.

Mention was made that there might be a significant loophole in the documentary stamp legislation and, if closed, it could result in billions of additional dollars each year. This will need to be researched and monitored.

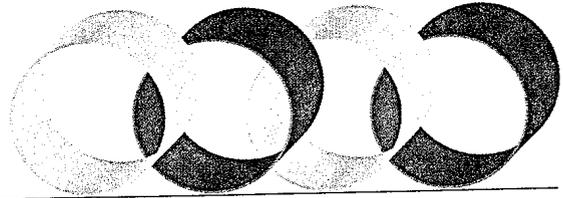
Attention was also called to the possibility that legislation from the last session might be resurrected that would direct the current statewide rental car surcharge to RTAs. Although funding for RTAs is important, there was general agreement from all four markets that this is not a good idea since these funds are already committed to projects in FDOT's Five-Year Work program that are considered to be top regional priorities by the respective MPOs. This matter also needs to be monitored.

When it comes to asking the legislature for additional funding authority, Coalition members were reminded that this can be difficult if existing authority -- such as with local option gas taxes -- has not been used. South Florida reported they have implemented all of the local option gas taxes; Tampa Bay, Central Florida and Jacksonville have not.

Commissioner Henley and Mayor Dyer thanked everyone for their interest and enthusiasm. The objectives of the kick-off meeting were accomplished . . . and more. It was acknowledged that staff had lots of follow-up work to do and all Coalition members would be kept posted on developments.

Frozen "Dove Bars" and "Edy's Fruit Bars" were distributed to everyone as they left to board trains for Jacksonville, Tampa Bay and South Florida.

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## FLORIDA'S URBAN TRANSPORTATION COALITION

November 6, 2008  
10:00 a.m. – 1:30 p.m.  
Hosted by METROPLAN ORLANDO

Continental breakfast available at 9:30 a.m.; meeting will start at 10:00 a.m.

### Welcome Remarks

Mayor Buddy Dyer  
City of Orlando  
and  
Chairman  
Central Florida Commuter Rail Commission

### Coalition Concept

Commissioner Carlton Henley  
Board Chairman, METROPLAN ORLANDO  
and CFRTA (LYNX)

### Tallahassee Perspective

Senator Daniel Webster  
Senator Lee Constantine  
Representative Bill Galvano  
Representative Marcelo Llorente

### Coalition Operations

Harold Barley  
METROPLAN ORLANDO

### Transportation Highlights

Brief reports on major projects underway or planned,  
along with critical issues facing each region

- South Florida

Ysela Llort  
Miami-Dade County Government

Commissioner Jeff Koons  
Board Chairman, Palm Beach County MPO

- Tampa Bay

Don Skelton  
FDOT District Seven Secretary

Commissioner Ronnie Duncan  
Board Vice Chairman, TBARTA

- Jacksonville

Councilman Art Graham  
Board Chairman, North Florida TPO

Michael Blaylock  
Executive Director  
Jacksonville Transportation Authority

- Central Florida

Commissioner Carlton Henley  
Board Chairman  
METROPLAN ORLANDO and LYNX

Linda Watson  
Chief Executive Officer, LYNX

### **Business Partners' Perspective**

Sonny Holtzman  
Greater Miami Chamber of Commerce

James Tarlton  
The Broward Alliance

Gary Hines  
Business Development Board  
of Palm Beach County

Jacob Stuart  
Central Florida Partnership

Stuart Rogel  
Tampa Bay Partnership

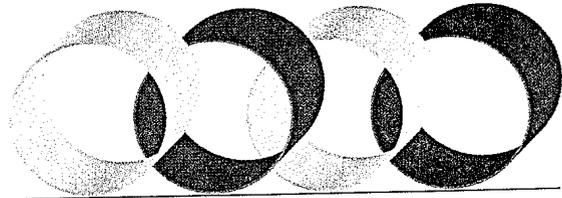
Jessica Deal  
Jacksonville Chamber of Commerce

### **Finding the Common Ground**

### **Formulating "The Agenda"**

### **Advancing "The Agenda"**

### **Next Steps**



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### Attendees

#### Members

1. Hon. Carlton Henley, METROPLAN ORLANDO and LYNX
2. Hon. Buddy Dyer, Mayor, City of Orlando
3. Hon. Lee Constantine, Florida Senate
4. Hon. Bill Galvano, Florida House of Representatives
5. Hon. Marcelo Llorente, Florida House of Representatives
6. Hon. Christine Teel, City of Ft. Lauderdale
7. Hon. Jeff Danner, City of St. Petersburg
8. Mr. Randy Whitfield, Palm Beach MPO
9. Hon. Jeff Koons, Palm Beach MPO
10. Mr. Brad Thorburn, City of Jacksonville
11. Mr. Todd Bowlarron, Palm Beach County
12. Ms. Sarah Ward, Pinellas County MPO
13. Hon. Ronnie Duncan, Pinellas County BCC and TBARTA
14. Hon. Joe Affronti, Hillsborough County MPO
15. Ms. Denise Bunnewith, North Florida TPO
16. Mr. Mike Miller, Jacksonville Transportation Authority
17. Mr. Sonny Holtzman, Greater Miami Chamber of Commerce
18. Mr. Jacob Stuart, Central Florida Partnership
19. Ms. Vicki Wooldridge, SFRTA
20. Ms. Susan Sadighi, FDOT, District 5
21. Mr. Don Skelton, FDOT, District 7
22. Ms. Linda Watson, LYNX
23. Mr. Enrique Zelaya, Broward MPO
24. Mr. Stuart Rogel, Tampa Bay Partnership
25. Mr. Jim Harrison, Orange County Government
26. Mr. Gary Hines, Business Development Board, Palm Beach County
27. Mr. Ray Gilley, Mid-Florida Economic Development Council
28. Mr. Ray Chiaramonte, Hillsborough County MPO
29. Ms. Alice Bravo, FDOT, District 6
30. Ms. Ysela Llort, Miami-Dade County Government
31. Mr. Ned Baier, Hillsborough County Government
32. Mr. Harold Barley, METROPLAN ORLANDO
33. Ms. Kelley Teague, METROPLAN ORLANDO

Guests:

1. Mr. Howard Glassman, Florida MPO Advisory Council
2. Mr. Mark Reichert, Florida Transportation Commission
3. Ms. Christine Kefauver, City of Orlando
4. Mr. Bob Hartnett, TEAMFL
5. Mr. Kevin Walford, City of Ft. Lauderdale
6. Mr. Todd Bowlarron, Palm Beach County
7. Ms. Carla Coleman, ULI Southeast FloridaCaribbean
8. Ms. Katie Nohe, Tampa Bay Partnership
9. Mr. Jeff Kramer, USF/CUTR
10. Mr. J. Marsh McLawhorn, LYNX
11. Ms. Lynn Eberly, Orange County League of Women Voters
12. Mr. Mark Jeffries, Orange County Government
13. Ms. Maria Gacia Berry, TBARTA
14. Mr. Mark Flynn, Associated Industries of Florida
15. Mr. Ned Baier, Hillsborough County Government
16. Mr. Louis Rotundo
17. Mr. Eric Hill, METROPLAN ORLANDO
18. Mr. David Grovdahl, METROPLAN ORLANDO
19. Ms. Carolyn Small, METROPLAN ORLANDO
20. Ms. Virginia L. Whittington, METROPLAN ORLANDO
21. Ms. Kiesha Johnson, METROPLAN ORLANDO
22. Ms. Lena Tolliver, METROPLAN ORLANDO
23. Mr. Dennis Hooker, METROPLAN ORLANDO
24. Mr. Keith Caskey, METROPLAN ORLANDO
25. Ms. Cynthia Lambert, METROPLAN ORLANDO
26. Mr. Scott Harris, News Channel 13
27. Mr. Mike Synan, WDBO