

HILLSBOROUGH AREA REGIONAL TRANSIT AUTHORITY

BOARD OF DIRECTORS MEETING  
Conference Room, 4305 E. 21st Avenue  
Tampa, Florida

MINUTES

The Board of Directors of the Hillsborough Area Regional Transit Authority met in regular session on Thursday, May 23, 1985, at 8:00 AM. The meeting was called to order and presided over by the Chairman, Charles M. Banks.

ROLL CALL:

Board Members Present: Charles M. Banks  
Commissioner Rodney Colson  
Mayor Bob Martinez  
Dr. William Leonard  
Richard Maurer  
Lawrence J. O'Neil  
Councilman John King  
Robert Scott

Board Members Absent: C. Lawrence Stagg

Others Present: Cliff Hayden, Jr.  
Brad Vinson  
Harry Orr  
Neal Meader  
Frank Ahedo  
Jerry Harris  
Rob Gregg  
Dennis McDougal  
Eric Estell  
Irma Capaz  
Les Weakland  
Mike Nuechterlein

APPROVAL OF MINUTES:

Chairman Banks called for approval of the minutes of the April 25, 1985, regular meeting and the May 10, 1985, special meeting. Mr. Scott moved to approved, seconded by Commissioner Colson. Minutes approved unanimously.

DRIVER OF THE MONTH:

Mr. Eric Estell introduced the Driver of the Month for April, Operator Peggy Dahl.

**RESOLUTION #P-85-17: APPROVING THE FARES AND SERVICE HOURS FOR THE HARBOUR ISLAND PEOPLE MOVER:**

Mr. O'Neil stated that his law firm represented the developer and Island Transit Corporation and, therefore, because of conflict of interest will abstain from voting.

Mr. Chuck Smith from Harbour Island was present. Mr. Smith was asked about the running time of the people mover. Mr. Smith stated that the Resolution only gives a minimum running time and it is intended to keep running the people mover until the island empties. Mr. Scott moved to adopt, seconded by Councilman King. Resolution P-85-17 adopted with one abstention.

**RESOLUTION #P-85-18: BUDGET ADJUSTMENT:**

Mr. Hayden explained that this Resolution transfers \$106,000 of money that was left over from the 27 bus grant into the capital reserve.

Mr. Maurer moved to adopt, seconded by Commissioner Colson. Resolution P-85-18 unanimously adopted.

**RESOLUTION #P-85-19: BUDGET ADJUSTMENT:**

Mr. Hayden explained that money was being transferred out of the fuel account into utilities, contractual services, liability insurance and worker's compensation.

Dr. Leonard moved to adopt, seconded by Mr. Scott. Resolution P-85-19 unanimously adopted.

**RESOLUTION #P-85-20: AUTHORIZING A SUMMER PASS FOR STUDENTS:**

Brief discussion. Mr. O'Neil moved to adopt, seconded by Councilman King. Resolution P-85-20 unanimously adopted.

**RESOLUTION #P-85-21: AUTHORIZING JPA WITH FDOT FOR GANDY/ST. PETE EXPRESS:**

Mr. Hayden explained that basically our share of the service will be the Interbay Express we currently run. A joint marketing effort with Pinellas Suncoast will be done to promote service. The marketing funds are included in the JPA. This is Phase I of the Program, and Phase II will be run by Pinellas Suncoast.

Dr. Leonard moved to adopt, seconded by Commissioner Colson. Resolution P-85-21 unanimously adopted.

**TRANSIT BOARD DEVELOPMENT CONFERENCE - REPORT BY COUNCILMAN JOHN KING:**

Councilman King attended the conference held in Jacksonville and sponsored by UMTA and the University of North Florida. The thrust of the conference was basically the Board's role and Board communication with staff, the

community, funding issues and input on creative funding concepts. Many of the things recommended at the conference for the Board and staff to do is already being done by HART. One of the major things is the monthly summary update which the HART Board is already receiving. HART is fortunate in funding compared to other transit systems. We are fortunate in that our ridership is increasing where other transit systems have declining ridership. Some of the suggestions on how to improve funding dealt with route leasing, short lining certain times of the day, and others. One of the major topics was that the federal government would be less and less involved in funding transit systems.

Councilman King has handouts that will be passed out to the Board Members.

#### STAFF REPORTS:

##### Status of Bus Shelters at the Federal Building:

Mr. Hayden stated that as the Board requested, he has sent a letter to Judge Hodges requesting a meeting to discuss the situation. A meeting has been arranged for next Tuesday (May 28) at 5:00 PM.

Since the special Board Meeting, our attorneys have completed the title search. The property is owned by the City of Tampa. It is a State Highway and the State has some jurisdiction over what gets built on the property. We have located a computer run from the City of Tampa which lists umbrella canopy at the corner of Zack and Florida. Our Transition Agreement does not list a location, but does list umbrella canopy. We have tried to meet with Mr. Bob Hester of GSA, but he did not want to meet without first talking to Judge Hodges. Mr. Hayden has requested that Mr. Hester attend the meeting. Chairman Banks recommends that we follow through on what the Board decided to do at the last special meeting, and that is to meet with the Judge and work out something that is acceptable to all. The outcome of the meeting on Tuesday should put us in a position to make a determination on what our next step will be.

Councilman King stated he was concerned about prolonging this entire question. The Judge's last correspondence does not indicate any desire to compromise and raises other issues. Councilman King hopes that Tuesday will produce a settlement.

Chairman Banks stated that just as a practical matter a compromise is worth pursuing. If we take some other course of action, we do not know what legal steps will be taken that could tie us up for months.

##### Policy on Board/Employee Statements to the Press:

Chairman Banks asked staff to draw up a policy on statements to the press in order to avoid confusion on the position of the Board and the position of the Transit Authority on administrative matters. Chairman Banks asked for Board approval of the policy. Mr. Maurer moved to approve, seconded by Councilman King. Policy on Board/Employee Statements to the Press unanimously approved.

Fuel Tank Leak:

Mr. Hayden reported that the fuel tank leak is not as severe as originally thought. The tanks have been inspected and they are sound. The firm hired to do the EPA testing is preparing a letter saying that the leak was fairly minor and we should not be required to do all the testing originally imposed. We are probably looking at \$15,000 worth of expenditures. We are looking at the original specifications along with the change orders and the City Code to find out if anybody is liable for the expense. If the system was not installed as per specification, then we have a recourse to go after either the general contractor or the subcontractor.

Lakeview Park-n-Ride:

The Lakeview Park-n-Ride is under construction and looking at an opening date around August 1, 1985.

UMTA Grants:

The FY85 Operating and the 20 Bus Replacement Grants are in Washington waiting for release. The Downtown Terminal Grant is in Atlanta and the analysis has been completed to be sent to Washington.

Status of Downtown Terminal/Transitway:

We are investigating the ownership and approximate value of four sites at the North end of downtown. We should be in a position next month to review the blocks and try to make a decision on which would be the best site. We will be meeting with the City to discuss their plans for the North end of downtown and what we hope to do on Marion Street.

Report on Personnel Committee Meeting:

The Personnel Committee met to discuss some minor organizational changes. The establishment of a new position was requested. This position would be Director of Research and Development and would be temporary for about one year. This position would handle the detailed work on the re-routing of the buses during construction of the Marion Street mall, time schedules, the completed five year study for the new and modified routes. The Personnel Committee reviewed the plans and supports the creation of the new position and personnel assignment changes. No Board action is necessary.

Mr. O'Neil asked for a list of committees to be sent to the Board Members.

April Ridership:

Mr. Hayden commented that the ridership continues to increase.

April Financial Statement:

No comments - No questions

Old Business:

None

New Business:

Mayor Martinez would like to know the status of putting out requests for proposals for audits and other services.

Dr. Leonard is very pleased with the safety report and would like to set aside some time at a future meeting to comment and clarify some questions. Chairman Banks stated this would be put on the agenda for the next meeting.

Mr. O'Neil asked for an explanation of the Worker's Compensation premium.

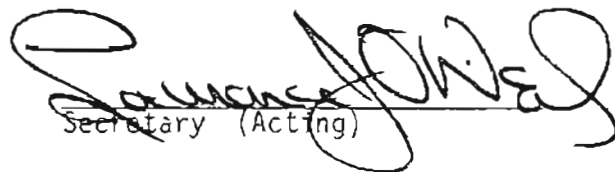
Mr. Meader explained that there are two factors involved. One is that the State Insurance Department sets the rate by classification and we have no control over the rate. The other is what is called experience which is either a credit or a premium. Our premium has gone up based on our experience. These rates are set by the State.

Mr. Maurer asked about the possibility of the Florida Transit Association pooling the Worker's Compensation coverage for all the systems in the State.

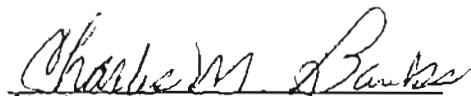
Chairman Banks stated that the Board has requested to look into the possibility of self-insurance and it is something the Board will consider.

Meeting adjourned at 8:55 AM.

Respectfully submitted,

  
Secretary (Acting)

Approved:

  
Chairman

HILLSBOROUGH AREA REGIONAL TRANSIT AUTHORITY

BOARD OF DIRECTORS MEETING

Thursday, May 23, 1985; 8:00 AM  
Conference Room, 4305 E, 21st Avenue  
Tampa, Florida

A G E N D A

1. Roll Call
  2. Approval of Minutes:
    - A. April 25, 1985 - Regular Meeting
    - B. May 10, 1985 - Special Meeting
  3. Driver of the Month: April, 1985
  4. Resolution #P-85-17: Resolution approving the fares and service hours for the Harbour Island People Mover
  5. Resolution #P-85-18: Budget Adjustment
  6. Resolution #P-85-19: Budget Adjustment
  7. Resolution #P-85-20: Resolution authorizing a summer pass for students
  8. Resolution #P-85-21: Resolution authorizing JPA with FDOT for Gandy/St. Pete Express
  9. Transit Board Development Conference: Councilman John King
  10. Staff Reports:
    - a) Status of Post Office Bus Shelters
    - b) Policy on Board/Employee Statements to the Press
    - c) Fuel Tank Leak
    - d) Lakeview Park-n-Ride
    - e) UMTA Grants: FY85 Operating  
20 Bus Replacement  
Downtown Terminal
    - f) Status of Downtown Terminal/Transitway
    - g) Report on Personnel Committee Meeting
    - h) April Ridership
    - i) April Financial Statement
  11. Old Business
  12. New Business
- Adjourn

## HILLSBOROUGH AREA REGIONAL TRANSIT AUTHORITY

### BOARD OF DIRECTORS MEETING

Thursday, April 25, 1985; 8:00 AM  
Conference Room, 4305 E. 21st Avenue  
Tampa, Florida

### MINUTES

The Board of Directors of the Hillsborough Area Regional Transit Authority met in regular session on Thursday, April 25, 1985, at 8:00 AM. The meeting was called to order and presided over by the Chairman, Charles M. Banks.

#### ROLL CALL:

Board Members Present: Charles M. Banks  
Commissioner Rodney Colson  
C. Lawrence Stagg  
Mayor Bob Martinez  
Dr. William Leonard  
Richard Maurer  
Councilman John King  
Robert Scott

Board Members Absent: Lawrence O'Neil

Others Present: Cliff Hayden, Jr.  
Brad Vinson  
Neal Meader  
Jerry Harris  
Rob Gregg  
Eric Estell  
Irma Capaz

#### APPROVAL OF MINUTES:

Chairman Banks called for motion to approve the minutes of the last meeting as circulated. Mr. Scott made the motion to approve, seconded by Commissioner Colson. Motion to approve minutes carried unanimously.

#### INTRODUCTION OF NEW DEPUTY DIRECTOR:

Mr. Hayden introduced the new Deputy Director, Mr. Bradley J. Vinson. Mr. Vinson stated he was very pleased to be here.

#### MAINTENANCE EMPLOYEE OF THE QUARTER:

Mr. Jerry Harris introduced the Maintenance Employee of the Quarter, Mr. John "Butch" Sibly.

RESOLUTION #P-85-16: BARTON-ASCHMAN CONTRACT AMENDMENT:

Mr. Hayden briefly explained the importance of looking at the type of funding that will be needed in the 1990's for construction costs, operating costs, people mover, some type of light rail in the northwest. Dr. Leonard moved to adopt, seconded by Commissioner Colson. Resolution #P-85-16 unanimously adopted.

PRESENTATION BY OTTO HENDERSON AND PAUL GOLDMAN: HART'S LIABILITY INSURANCE:

Mr. Henderson has met with Mr. Hayden and Mr. Meader to explain what was occurring in the general insurance industry that would have a direct effect on the Authority's November renewal. It was agreed that the Board would be advised of the situation.

Mr. Henderson stated that insurance companies are paying out more than what is being taken in in premiums. The re-insurance industry is drying up rapidly. The immediate concern to the Authority is the fleet liability insurance which renews on November 1, 1985. The Authority has the option to cancel this coverage and re-write now with the same insurance company on a pro rata basis accepting a rate increase now which will probably be much less than what would be charged in November. The re-insurance industry normally renews on an annual basis on January 1, and July 1, and it is predicted the July renewal will carry heavy increases which the Authority would pick up in November. By re-writing now, the Authority may be able to secure the lower rate for a 12-month period. While the Authority would experience a higher premium from now to November, it would most likely experience a lower rate than the predicted November increase in rates through April, 1986.

Mr. Paul Goldman stated that we are down to one viable consistent bus insurance writing flyer in the U.S. and it is the carrier with whom the Authority is dealing. Mr. Goldman gave a brief synopsis on what is going on in the insurance industry. The July 1 anniversary date of re-insurance is critical. Since January 1, several major re-insurers have withdrawn from the field internationally. Mr. Goldman has sounded out the market on a cancellation and re-write of HART's insurance program as of May 1, 1985, which will have the effect of securing us an additional six months in the sequence until 1986. The increase would be greater if renewed on November 1. The re-write would increase the rate from 3½¢ per mile to 6½¢ per mile. In dollars, the re-write would be about \$20,000 more per month until September.

Mayor Martinez asked about the possibility of self-insurance. Mr. Goldman stated that in the past it would have been logical, but now if you go to self-insurance you have the non-availability of re-insurance or catastrophic insurance. The Mayor agreed that by re-writing now it would give the Authority six months to investigate other possibilities.



Chairman Banks called for a motion authorizing the Director and the Chairman to pursue this matter. Dr. Leonard made the motion, seconded by Councilman King. Motion approved unanimously.

STAFF REPORTS:

A) FTA Legislation:

Mr. Hayden stated he traveled to Tallahassee and appeared before the Senate Transportation Committee. The legislation is now going before the Appropriations Committee and the House Transportation Committee. Several amendments have been made, but none that really impact the Bill.

Mr. Brad Vinson, Deputy Director and FTA President, stated we have a 50/50 chance of securing State operating assistance. He requested, as President of FTA, that everyone continue the effort being put forth. The current FTA Bill calls for the State to fund transit systems one-third of their operating expenses excluding labor expenses.

Mr. Vinson would like the Board to note that our Executive Director is the one who conceptualized the funding form of this Bill.

B) FEDERAL FUNDING:

Mr. Hayden stated negotiations are continuing in Congress. Staff has been instructed to count on about 15% cut in operating assistance.

C) NORTH LAKEVIEW PARK-N-RIDE:

No questions - No comments

DRIVER OF THE MONTH: MARCH, 1985:

Mr. Eric Estell introduced Mr. Roosevelt Armstrong the driver of the month for March, 1985.

D) TEMPLE TERRACE PARK-N-RIDE:

An appraisal has been received on the property and an offer has been put together. We are waiting for reaction from Seaboard.

E) UNIVERSITY MALL PROJECT:

Mr. Hayden has met with the University Mall people and a new site has been suggested. The possibilities of obtaining the site are being investigated.

F) RE-MANUFACTURED BUS:

The bus was purchased by the Florida Department of Transportation. DOT has signed an agreement with HART to pay operating and maintenance cost of the bus for a two year period.

Mr. Hayden stated that the paint scheme on the bus is slightly different than the paint scheme on our buses and it enhances the appearance of the bus. HART has sent Flxible a change order to use the same paint scheme on our current 33 bus order. We have received a letter from Flxible stating they will begin delivering buses in July.

G) EMPLOYEE ASSISTANCE PROGRAM:

This program was instituted several months ago and Mr. Hayden stated that it has proven to be beneficial. Mr. Hayden is recommending that we continue the program.

H) RIDERSHIP STATISTICS:

No questions - No comments

I) FINANCIAL REPORT:

Mr. Meader stated that there will probably be a resolution at the next Board meeting to adjust some items and the insurance.

OLD BUSINESS:

Dr. Leonard discussed the article that appeared in the Tampa Tribune regarding safety. Dr. Leonard would like a report from the Safety Director as to the steps we are taking to train our drivers and the procedures we follow with regard to drivers with poor safety records. Dr. Leonard would also like information comparing the safety rate on buses with the safety rate on cars. Dr. Leonard thinks we should respond to the article with some statistics.

Mr. Stagg stated that we ought to be fairly reserved in public documents we prepare and statements we make concerning at fault situations.

Mr. Hayden stated that our attorney is looking into the chargeable and non-chargeable accidents recorded by HART. In the attorney's opinion, the records of HART as far as chargeable and non-chargeable accidents are not admissible as evidence in a court of law.

OLD BUSINESS (CONTINUED):

Mr. Stagg mentioned that in view of the current situation we should be looking at imposing a hiring freeze.

Mr. Hayden stated that some internal organizational changes have been made within the last month and a few others are planned. A meeting of the Personnel Committee will be scheduled.

Mr. Hayden stated that the new Senior Planner position is needed and we will be making a decision next week.

Briefly mentioned the order from Judge Hodges to remove the shelters in front of the Federal courthouse.

NEW BUSINESS:

None

Meeting adjourned at 9:00 AM.

Respectfully submitted,

\_\_\_\_\_  
Secretary

Approved:

\_\_\_\_\_  
Chairman

## HILLSBOROUGH AREA REGIONAL TRANSIT AUTHORITY

### SPECIAL BOARD OF DIRECTORS MEETING

Friday, May 10, 1985; 8:00 AM  
Conference Room, 4305 E. 21st Avenue  
Tampa, Florida

### M I N U T E S

The Board of Directors of the Hillsborough Area Regional Transit Authority met in special session on Friday, May 10, 1985, at 8:00 AM. The meeting was called to order and presided over by the Vice-Chairman, Commissioner Rodney Colson.

#### ROLL CALL:

Board Members Present:            Commissioner Rodney Colson  
   C. Lawrence Stagg  
   Mayor Bob Martinez  
   Dr. William Leonard  
   Richard Maurer  
   Councilman John King  
   Robert Scott  
   Lawrence O'Neil

Board Members Absent:            Charles Banks

Others Present:                    Cliff Hayden, Jr.  
   Brad Vinson  
   Harry Orr  
   Neal Meader  
   Rob Gregg  
   Dennis McDougal  
   Eric Estell  
   Irma Capaz  
   George Barford

Mr. Hayden gave a brief background on the history of the shelters that were removed from in front of the Federal Courthouse:

The shelters were installed in 1972 under a grant from the Florida Department of Transportation to the City of Tampa. In 1972 when the shelters were installed, the officials at the General Services Administration had no objection. In 1980, when HART was formed, a transition agreement with the City of Tampa listed the assets given to the newly created Authority. One of these assets was listed as an umbrella canopy, no quantity and no location was listed. In 1982, under a grant from the Florida Department of Transportation, the downtown bus loop was implemented. Public hearings were held prior to the implementation of the loop and there was no opposition from the Federal Courts or General Services Administration. During 1982, my predecessor, Mr. Harry Orr, received several letters from the General Services Administration and the Federal Court System requesting removal or relocation of the bus shelters in front of the Federal Courthouse. While security was mentioned, the main thrust of the correspondence centered around the litter and the ground damage around the Courthouse. HART has

on several occasions attempted to work with the General Services Administration to help solve the litter problem and we have offered to resod the lawn.

On March 22, 1985, HART received a copy of a letter addressed to Mr. Robert Hester, Office Manager, General Services Administration from Judge Hodges. The letter indicated that the shelters constituted an intolerable congestion on the sidewalk and posed a threat to the safety and security of the jurors leaving the Courthouse. In the foregoing correspondence, Judge Hodges gave the Authority forty (40) days to remove the shelters or he would instruct the Federal Marshal to remove the shelters. HART asked the attorneys to look into the matter and suggested a meeting with Judge Hodges to discuss the plans for the transitway and a possible compromise until the transitway could be completed.

On April 23, 1985, Chairman Banks, HART Attorney Mike Nuechterlein, and I, met with Judge Hodges to discuss the situation and look for possible alternatives. Unfortunately, no compromise was reached.

On May 1, 1985, our attorney related to Judge Hodges that due to the controversy over the ownership of the shelters, HART was unable to remove them as instructed. The following Sunday, May 5, 1985, Federal Marshals removed the shelters in front of the Courthouse.

Part of the responsibility of the Authority is to provide passenger amenities to encourage the use of public transit and this includes transit shelters.

The legal authority for the Judge to remove the shelters rests with two facts - ownership of the shelters and ownership of the land. HART's attorney has been asked to research both of these issues.

Mr. George Barford, Attorney, stated that the firm (Carlton, Fields, Ward, Smith, & Cutler, P.A.) has begun an investigation into the ownership of the shelters and the land, but because of the shortness of time, did not have anything to report to the Board. The investigation should take about another week. Mr. Barford will continue title search and wait further instructions.

Mayor Martinez stated that a title search is required, but as a Board we need to make a recommendation regardless of who owns the property. HART needs to engage in dialogue with General Services Administration to resolve this issue. The new benches are more amenable to that site and perhaps could be located in a manner that does not block the steps to the Courthouse. The benches could be rearranged as to not occupy as much of the right-of-way as possible. Mayor Martinez stated that we ought to think of the comfort of the public, and government, regardless of level, should be sensitive to the public needs. Unless the Authority feels they do not want a bus stop there, we ought to go ahead and make provisions to have what is necessary.

Mr. Stagg stated that he knows Judge Hodges personally and the Judge is a fair, reasonable, patient, and very judicious person. Mr. Stagg said he was told this was the decision of the Federal Court and not just

the decision of one Judge. Mr. Stagg wanted to suggest we do something regardless of how the title search comes out. We should keep in mind the interest of the Federal Court in making sure that congestion on the sidewalk does not compound the problem.

Mr. Stagg suggested that we re-contact the Judge and try to set up a meeting with him, General Services Administration, and City and DOT representatives if necessary. We should try to come up with some sort of compromise solution to allow us to provide limited shelters only until such time as the Marion Street Transitway is ready.

Mr. Stagg moved to asked the Executive Director to contact the Court and arrange a meeting with staff and see if there is some sort of solution that can be agreed upon to take care of both interests.

Mr. O'Neil seconded the motion.

There was further discussion.

Councilman John King basically agreed with Mr. Stagg with some innovative thinking and willingness to compromise. If GSA were willing, as a partial solution, construct an additional sidewalk that routes from the first raised area and went either North or South from either side. In addition, we could use the new shelters and limit them to the North end of the property. Councilman King suggested that as part of the discussion these items be placed on the table.

Dr. Leonard stated that on April 25, 1985, the Judge was told that the title to these shelters was questionable and the Judge acted right after that. Dr. Leonard feels more due process was called for. Dr. Leonard feels it is possible to work out a solution and favors Councilman King's proposal. Dr. Leonard thinks we should go back and sit down and discuss this situation again so that both rights are safeguarded.

Mayor Martinez stated that if there is any adjustment to the ledge that exists it should be down to fit in with the design of the structure, and that should be discussed.

Mr. Hayden commented on the motion. He fully agrees with all the comments that have been made, but would like to remind the Board that he, along with Chariman Banks, and HART attorney did meet with the Judge and many of these solutions were discussed. Mr. Hayden fully supports the idea of meeting with the General Services Administration and the Judge again to try and work out a compromise, but we do have to be cognizant of the fact that many of these suggestions have been offered and turned down. By our regular Board meeting on May 23, we should be ready to face the fact that there may be no compromise.

Mr. Hayden is concerned that the Judge said if the problem was not relieved he will remove the bus stop.

Mr. O'Neil stated he would like to negotiate and solve the problem and not worry about taking action in the future.

Councilman King said he feels there is a good chance the Judge will ask us to remove the bus stop. The Board needs to set a time limit for these negotiations to finish.

Mayor Martinez suggested that before meeting with the Judge and others concerned have a consulting firm look at that block and analyze where benches ought to be and whatever else can be done to control traffic.

Commissioner Colson stated he agrees with the motion, but also feels that the Board will take a position on whatever it has to after the negotiations.

Mr. Maurer feels that the question of the shelters is a completed issue. The removal of the shelters was simply a first step and the correspondence clearly indicates that if that does not solve the basic problem the next step will be taken. The Board needs to be more concerned about the relocation of the bus stop than anything else. The ability of any organization to force the removal of a bus stop from public property is going to be the crust of the situation. The only way to get shelters back on that block is to buy some land from the Courthouse and extend the width of the sidewalk, and no funds exist.

Mr. Maurer feels the negotiations will not lead anywhere except to discuss whether or not the bus stop stays.

Mr. Bob Gilder, President NAACP, stated his concerns over the situation. We must be concerned about the inconvenience this has caused the people in the community. We need to get together and find a way for those people that ride the bus to have some kind of shelter.

Mr. Gilder asked everyone to sit down with good will and work this out in the best interest of the community. If need be, we will pass out folding chairs and umbrellas.

Commissioner Colson stated that a motion has been made and seconded that the Authority get together with the Judge, the City, the State, and General Services Administration to try and negotiate a solution. In the meantime, the attorney is going to determine the ownership of the right-of-way and at that time we will have information to come back together and make a decision.

Commissioner Colson asked for a vote on the motion. The motion was unanimously approved.

#### OFF-THE-AGENDA ITEM:

Mr. Hayden stated that last week we discovered a ruptured unleaded fuel tank. We have been instructed by the Department of Environmental Regulation to conduct certain tests to determine the extent of the leak. We have until May 24, to respond to DER's letter. Arrangements have been made for the tests to be done at an estimated price of \$12,000.

An investigation is being made to see what caused the damage. HART will seek to recover the damages.

Mr. Stagg motioned to approved with the stipulation that the manufacturer and the contractor are advised that they will be held responsible for the expenses incurred. Motion seconded by Councilman King. Motion unanimously approved.

Meeting adjourned at 8:37 AM.

Respectfully submitted,

\_\_\_\_\_  
Secretary

Approved:

\_\_\_\_\_  
Chairman



**A RESOLUTION APPROVING THE FARE STRUCTURE AND HOURS OF OPERATION FOR THE HARBOUR ISLAND PEOPLE MOVER PROPOSED BY TAMPA ISLAND TRANSIT CORPORATION.**

WHEREAS, the Hillsborough Area Regional Transit Authority has previously entered into an agreement with Tampa Island Transit Corporation for the construction, operation, and maintenance of an elevated rapid transit system between the Fort Brooke Parking Garage in Downtown Tampa and Harbour Island, and

WHEREAS, pursuant to said agreement, Island Transit shall prepare and submit to HART quarterly ridership, expense, and maintenance efforts regarding operation of the Harbour Island People Mover; and

WHEREAS, pursuant to the agreement, and in accordance with its statutory authority, HART must provide prior approval of fares and service standards promulgated by Island Transit, and

WHEREAS, Island Transit has submitted a fare structure of 25¢ per ride and hours of operation from 7:30 A.M. to 10:30 P.M., Monday through Saturday, and from 9:30 A.M. to 8:30 P.M. on Sunday for HART approval; now therefore,

**BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE HILLSBOROUGH AREA REGIONAL TRANSIT AUTHORITY THAT:**

**Section 1.** A maximum fare structure of 25¢ per ride for the Harbour Island People Mover is hereby approved.

**Section 2.** Minimum service hours of operation from 7:30 A.M. to 10:30 P.M., Monday through Saturday, and from 9:30 A.M. to 8:30 P.M. on Sunday for the Harbour Island People Mover are hereby approved.

**Section 3.** The Board reserves the right to revisit the above fares and hours of operation subject to service demands and local operating conditions.

**Section 4.** This Resolution shall take effect immediately upon its adoption.

**PASSED AND ADOPTED BY THE BOARD OF DIRECTORS OF THE HILLSBOROUGH AREA REGIONAL TRANSIT AUTHORITY ON \_\_\_\_\_, 1985.**

\_\_\_\_\_  
CHARLES M. BANKS  
CHAIRMAN  
BOARD OF DIRECTORS

ATTEST:

\_\_\_\_\_  
SECRETARY

RESOLUTION NO. P-85-18

A RESOLUTION AMENDING THE FISCAL YEAR 1985 OPERATING AND CAPITAL BUDGET BY TRANSFERRING SURPLUS FUNDS FOR THE 27 BUS CAPITAL GRANT TO THE CAPITAL RESERVE.

WHEREAS, there exists in the 27 Bus Capital Grant Fund local funds in excess of those necessary to match the Federal and State grants, and

WHEREAS, it is appropriate to transfer these funds to the capital reserve in the general fund; now therefore,

BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE HILLSBOROUGH AREA REGIONAL TRANSIT AUTHORITY THAT:

Section 1. The fiscal year 1985 operating and capital budget is amended as detailed below.

TRANSFER FROM:

27 Bus Grant - Ad Valorem	\$106,027
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TRANSFER TO:

Capital Reserve	\$106,027
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Section 2. This Resolution shall take effect immediately upon its adoption.

PASSED AND ADOPTED BY THE BOARD OF DIRECTORS OF THE HILLSBOROUGH AREA REGIONAL TRANSIT AUTHORITY ON \_\_\_\_\_, 1985.

\_\_\_\_\_  
CHARLES M. BANKS  
CHAIRMAN  
BOARD OF DIRECTORS

ATTEST:

\_\_\_\_\_  
SECRETARY

RESOLUTION NO. P-85-19

A RESOLUTION AMENDING THE FISCAL YEAR 1985 OPERATING AND CAPITAL BUDGET TO APPROPRIATE ADDITIONAL FUNDS FOR UTILITIES, CONTRACTUAL SERVICES, LIABILITY INSURANCE AND WORKER'S COMPENSATION INSURANCE.

WHEREAS, it is necessary to provide for unanticipated increases in insurance premiums, higher than anticipated utility usage and contractual services required in relation to the gasoline leak at the fuel tank farm; now therefore,

BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE HILLSBOROUGH AREA REGIONAL TRANSIT AUTHORITY THAT:

Section 1. The transfer and reallocation of \$205,000 within the fiscal year 1985 operating budget as detailed below is hereby authorized and approved:

TRANSFER FROM:

Fuel \$205,000

TRANSFER TO:

Utilities	\$ 20,000
Contractual Services	20,000
Liability Insurance	100,000
Worker's Compensation Insurance	<u>65,000</u>
	\$205,000

Section 2. This Resolution shall take effect immediately upon its adoption.

PASSED AND ADOPTED BY THE BOARD OF DIRECTORS OF THE HILLSBOROUGH AREA REGIONAL TRANSIT AUTHORITY ON \_\_\_\_\_, 1985.

\_\_\_\_\_  
CHARLES M. BANKS  
CHAIRMAN  
BOARD OF DIRECTORS

ATTEST:

\_\_\_\_\_  
SECRETARY

**A RESOLUTION AUTHORIZING THE CREATION OF A STUDENT SUMMER PASS PROGRAM.**

**WHEREAS,** it is in the best interest of HART to acquaint the young people of Hillsborough County with our service, and

**WHEREAS,** the access that these young people have to transportation is quite limited, and

**WHEREAS,** the institution of a Student Summer Pass Program would serve to both familiarize the young people of our area with the use of our system and to provide them access to a mode of transportation; now therefore,

**BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE HILLSBOROUGH AREA REGIONAL TRANSIT AUTHORITY THAT:**

**Section 1.** The Hillsborough Area Regional Transit Authority shall create a Summer Pass Program for students under eighteen years of age.

**Section 2.** This Student Summer Pass Program shall provide for purchase of a pass for \$10.00 that entitles the holder to unlimited rides for the period June 1, 1985, through August 31, 1985.

**Section 3.** Proper identification must be submitted for purchase of the pass.

**Section 4.** This Resolution shall be for 1985 only, and in no way alter HART's existing fare structure.

**Section 5.** This Resolution shall take effect immediately upon its adoption.

**PASSED AND ADOPTED BY THE BOARD OF DIRECTORS OF THE HILLSBOROUGH AREA REGIONAL TRANSIT AUTHORITY ON \_\_\_\_\_, 1985.**

\_\_\_\_\_  
CHARLES M. BANKS  
CHAIRMAN  
BOARD OF DIRECTORS

ATTEST:

\_\_\_\_\_  
SECRETARY

RESOLUTION NO. P-85-21

A RESOLUTION AUTHORIZING THE CHAIRMAN TO EXECUTE AND THE SECRETARY TO ATTEST TO A JOINT PARTICIPATION AGREEMENT BETWEEN THE HILLSBOROUGH AREA REGIONAL TRANSIT AUTHORITY AND THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION FOR A SERVICE DEMONSTRATION PROJECT INVOLVING EXPRESS BUS SERVICE BETWEEN PINELLAS COUNTY AND DOWNTOWN TAMPA VIA THE GANDY BRIDGE.

WHEREAS, there exists a potential express transit market of work trips originating in Pinellas County destined for Downtown Tampa, and

WHEREAS, the Florida Department of Transportation is constructing a park-n-ride facility on the Pinellas County side of the Gandy Bridge, and

WHEREAS, the Hillsborough Area Regional Transit Authority and the Pinellas Suncoast Transit Authority have been working together to develop inter-county service, and

WHEREAS, the Florida Department of Transportation has agreed to provide 50% of the necessary funds to operate, market, and administer a Gandy Bridge express service; now therefore,

BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE HILLSBOROUGH AREA REGIONAL TRANSIT AUTHORITY THAT:

Section 1. The Chairman is authorized to execute and the Secretary to attest to a Joint Participation Agreement between the State of Florida and the Hillsborough Area Regional Transit Authority for a two-year service demonstration project for express service via the Gandy Bridge. This agreement will entail a maximum project budget of \$300,000 for marketing.

Section 2. This Joint Participation Agreement for this project will be limited to a \$300,000 project budget of which FDOT will fund 50%.

Section 3. The Executive Director is authorized to furnish such additional information, records, invoices or assistance as may be required to complete the Authority's obligations under this Joint Participation Agreement.

Section 4. This Resolution shall take effect immediately upon its adoption.

PASSED AND ADOPTED BY THE BOARD OF DIRECTORS OF THE HILLSBOROUGH AREA REGIONAL TRANSIT AUTHORITY ON \_\_\_\_\_, 1985.

\_\_\_\_\_  
CHARLES M. BANKS  
CHAIRMAN  
BOARD OF DIRECTORS

ATTEST:

\_\_\_\_\_  
SECRETARY

**HILLSBOROUGH AREA REGIONAL TRANSIT AUTHORITY  
PUBLIC INFORMATION  
POLICY & PROCEDURE**

**POLICY**

It shall be the policy of the Hillsborough Area Regional Transit Authority to disseminate any and all information of public interest relative to its operation. In order that this information be as complete and accurate as possible, thereby assuring the public is knowledgeable of all the facts, the Authority has set forth the following procedure for the distribution of all policy positions, statements, and press releases.

**PROCEDURE**

1. All information requests from the media and/or general public shall be referred to the official spokesman as designated herein.
2. The Chairman of the Board of Directors, or his designee, shall be the spokesman on all policy matters pursued or adopted by the Board.
3. In the absence of the Chairman, the Vice Chairman shall be designated the official spokesman.
4. The Executive Director of the Authority, or his designee, shall be responsible for all press releases or public statements relative to the administration and operation of the Authority.
5. Information obtained from any individual other than those listed above shall not reflect the official position of the Board or the administration of HART.

ROUTE	TYPE OF FARE	THIS MONTH	LAST MONTH	%	THIS MONTH LAST YEAR	%	CURRENT YTD	LAST YTD	%
<b>SUMMARY TOTALS</b>									
CHR	CHARTER PASSENGERS	2502.00	5149.00	51.41-	.00	.00	17406.00	2889.00	502.49
EN	ELDERLY/HANDICAPPED	31187.00	31980.00	2.48-	24839.00	25.56	203634.00	125067.00	62.82
EHT	E/H TRANSFERS	574.00	601.00	4.49-	244.00	135.25	3837.00	2645.00	45.07
OP	OFF-PEAK PASSENGERS	217037.00	219512.00	1.13-	216250.00	.36	1514011.00	1479864.00	2.31
OPT	OFF-PEAK TRANSFERS	80166.00	82334.00	2.63-	.00	.00	55328.00	.00	.00
PP	PEAK-HOUR PASSENGERS	196492.00	198299.00	.91-	172696.00	13.78	1336912.00	1143364.00	16.93
PPT	PEAK PERIOD TRANSFER	83091.00	83040.00	.06	155161.00	46.45-	560487.00	1016341.00	44.85-
RP	REGULAR ROUTE-PASSES	12757.00	12438.00	2.56-	8088.00	57.73	75531.00	58190.00	29.80
S	SCHOOL PASSENGERS	12365.00	14631.00	15.49-	10062.00	22.89	88979.00	64880.00	37.14
TR	FREE-BEE PASSENGERS	7612.00	8163.00	6.75-	10911.00	30.24-	57213.00	71004.00	19.42-
X	EXPRESS PASSENGERS	21436.00	22222.00	3.54-	18936.00	13.20-	150608.00	134090.00	12.32
XP	EXPRESS PASSES	29064.00	28635.00	1.50	18131.00	60.30	188276.00	115136.00	63.52
TOTAL PASSENGERS		694283.00	707004.00	1.80-	635318.00	9.28	475622.00	4213470.00	12.88
TOTAL REVENUE		305618.30	322555.27	5.25-	250424.60	22.04	2103353.37	1821931.33	15.45
REVENUE HOURS		36917.53	36813.57	.28	34262.94	7.75	251570.70	217373.80	15.73
DEADHEAD HOURS		3460.03	3362.29	2.91	2645.66	30.78	25130.54	16787.57	149.70
TOTAL HOURS		40377.56	40175.86	.50	36908.60	9.40	276701.24	234161.37	18.17
REVENUE MILES		564942.00	560168.20	.85	516369.80	9.41	3807467.30	3252081.80	17.08
DEADHEAD MILES		60982.60	59698.80	2.15	45516.60	33.98	407958.90	251521.40	62.20
TOTAL MILES		625924.60	619867.00	.98	561886.40	11.40	4215426.20	3503603.20	20.32
PASSENGERS PER REVENUE HOUR		18.81	19.20	2.03-	18.54	1.46	18.91	19.38	2.43-
PASSENGERS PER REVENUE MILE		1.23	1.26	2.38-	1.23	.00	1.25	1.30	3.85-
REVENUE PER REVENUE HOUR		8.28	8.76	5.48-	7.31	13.27	8.36	8.38	.24-
REVENUE PER REVENUE MILE		.54	.58	6.90-	.48	12.50	.55	.56	1.79-

**HILLSBOROUGH AREA REGIONAL TRANSIT AUTHORITY**  
**SUMMARY STATEMENT OF OPERATING REVENUES AND EXPENSES**  
**FOR THE MONTH OF APRIL, 1985**

	<u>THIS MONTH LAST YEAR</u>	<u>CURRENT MONTH</u>	<u>CURRENT MONTH BUDGET</u>	<u>YEAR TO DATE ACTIVITY</u>	<u>YEAR TO DATE BUDGET</u>	<u>YEAR TO DATE BUDGET VARIANCE</u>	<u>ANNUAL BUDGET</u>
<b>REVENUES:</b>							
Passenger Fares	\$ 249,087	\$ 298,023	\$ 294,000	\$ 2,032,600	\$ 2,004,000	\$ 28,600	\$ 3,499,200
Charter Revenue	3,395	6,890	8,000	63,533	68,000	(4,467)	131,000
Other System Revenue	12,817	52,501	30,000	194,372	160,000	34,372	225,000
Sub-Total System Revenue	<u>\$ 265,299</u>	<u>\$ 357,414</u>	<u>\$ 332,000</u>	<u>\$ 2,290,505</u>	<u>\$ 2,232,000</u>	<u>\$ 58,505</u>	<u>\$ 3,855,200</u>
Ad Valorem Tax Revenue	\$ 93,848	\$ -0-	\$ -0-	\$ 4,073,460	\$ 4,073,460	\$ -0-	\$ 4,073,460
Current Use of Fund Balance	-0-	-0-	-0-	260,000	260,000	-0-	260,000
UMTA Operating Revenue	296,156	340,266	378,000	2,363,726	2,453,000	(89,275)	4,277,135
State Operating Revenue	-0-	35,237	40,000	164,612	265,000	(100,388)	495,575
Sub-Total System Subsidy	<u>\$ 390,004</u>	<u>\$ 375,503</u>	<u>\$ 418,000</u>	<u>\$ 6,861,798</u>	<u>\$ 7,051,460</u>	<u>\$ (189,662)</u>	<u>\$ 9,106,170</u>
<b>TOTAL OPERATING REVENUE</b>	<u>\$ 655,303</u>	<u>\$ 732,917</u>	<u>\$ 750,000</u>	<u>\$ 9,152,303</u>	<u>\$ 9,283,460</u>	<u>\$ (131,157)</u>	<u>\$12,961,370</u>
<b>EXPENSES:</b>							
Direct Labor:	\$ 71,127	\$ 84,379	\$ 85,000	\$ 577,425	\$ 583,000	\$ 5,575	\$ 1,012,895
Administration	284,558	328,597	324,000	2,172,670	2,185,000	12,330	3,787,075
Transportation	63,404	77,046	83,000	497,312	533,000	35,688	923,220
Maintenance	172,132	250,531	220,000	1,583,141	1,560,000	(23,141)	2,611,560
Fringe Benefits	138,170	139,406	183,000	895,538	1,233,000	337,462	2,149,440
Fuel and Oil	10,284	12,999	14,000	176,673	179,000	2,327	271,465
Outside Services	74,280	82,863	85,000	563,145	570,000	6,855	1,002,100
Parts and Supplies	3,845	43,123	30,000	163,694	160,000	(3,694)	350,500
Insurance Premiums	7,175	16,847	16,000	160,883	161,000	117	193,345
Tax Collector & Property	8,952	9,770	10,000	87,693	69,000	(18,693)	117,500
Appraiser Fees	10,283	13,682	15,000	93,618	110,000	16,382	191,100
Utilities	1,776	1,253	3,600	25,266	25,600	334	44,000
Marketing & Promotion	9,104	14,380	18,300	119,320	127,300	7,980	219,270
Legal	6,556	6,506	6,506	45,544	45,544	-0-	87,900
Other Operating Expenses	<u>\$ 861,646</u>	<u>\$1,081,382</u>	<u>\$1,093,406</u>	<u>\$ 7,161,922</u>	<u>\$ 7,541,444</u>	<u>\$ 379,522</u>	<u>\$12,961,370</u>
I3(c) Back Pension Payment	<u>\$ 206,343</u>	<u>\$ 348,465</u>	<u>\$ 343,406</u>	<u>\$ 1,990,381</u>	<u>\$ 1,742,016</u>	<u>\$ 248,365</u>	<u>\$ -0-</u>
<b>TOTAL OPERATING EXPENSES</b>	<u>\$ 254,556</u>	<u>\$ 433,726</u>	<u>\$ 435,000</u>	<u>\$ 1,027,036</u>	<u>\$ 1,025,000</u>	<u>\$ 2,036</u>	<u>\$ 1,070,495</u>
<b>NET OF REVENUE OVER EXPENSES</b>							
<b>BUDGETED AD VALOREM RESERVES</b>							





# INSTITUTE FOR HUMAN RESOURCES

NAME OF ORGANIZATION: HARTline

Monthly Report for: April, 1985

	Month	YTD	%
A. Relationship to Company:			
1. Employee	6	18	75
2. Family Member	2	6	25
B. Referral Source:			
1. Supervisor	1	3	12
2. Self	7	21	88
3. Medical	-	-	-
C. How did client decide to use program ?			
1. Brochure	2	6	26
2. Letter	-	1	4
3. Poster	3	5	21
4. Family member	2	7	31
5. Co-worker	-	3	14
6. Other material	1	1	4
D. Type of Problem;			
1. Legal	-	1	4
2. Financial	2	2	8
3. Alcohol	-	2	8
4. Drugs	1	1	4
5. Marital/Family	1	7	20
6. Mental Health (Stress)	4	11	46
7. Gambling	-	-	-
8. Other	-	-	-
E. Counseling Sessions Held:	15	36	

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Suite 175  
Tampa, Florida 33614  
(813) 932-6811

Pinellas Office  
Sugar Creek Professional Center  
655 Ulmerton Road  
Suite 78  
Largo, Florida 33541  
(813) 581-1341