



**TBARTA**

**Tampa Bay Area  
Regional Transportation Authority**

**2015  
Regional Transportation Master Plan**

A summary of TBARTA's current efforts and the key components of the 2015 Regional Transportation Master Plan Update (also known as the 2015 Master Plan).



## Our Needs

By the year 2040, our region is expected to grow by approximately 43 percent. As we grow, commute times, travel costs, and congestion will continue to increase exponentially. Compared to today, by 2040 traffic congestion is expected to nearly double; meaning a commute of 30 minutes today could be nearly 60 minutes in 2040. The Tampa metro area is ranked as having the 11th worst congestion levels in the US.<sup>1</sup> Only large metropolitan areas like Los Angeles, San Francisco, and New York experience more congestion according to the TomTom Traffic Index.

Our area's rapid, sprawling growth has resulted in dispersed employment centers, predominantly suburban development, and a transportation system with few options. Residents often drive alone, overloading the roadways that link our suburban areas. Providing choices to travel around the region will improve mobility, resulting in more free time with our families and less time stuck in traffic.

<sup>1</sup> TomTom® Traffic Index List, [http://www.tomtom.com/en\\_gb/trafficindex/#/list](http://www.tomtom.com/en_gb/trafficindex/#/list); TomTom® uses GPS data to document traffic congestions trends.

## Meeting the Challenge

While a regional transportation solution has become more complex given today's challenges, the Tampa Bay Area Regional Transportation Authority (TBARTA) is actively working to meet the community's needs. Public and private organizations are being challenged to adapt and find new and better ways of doing business. TBARTA has maximized existing funds, identified cost savings through agency consolidation, and focused on building partnerships to more efficiently serve the Tampa Bay region.

### TBARTA Board and Committees

The **TBARTA Board** consists of 16 members representing the seven counties, four largest cities, West Central Florida Metropolitan Planning Organizations (MPOs), Chairs Coordinating Committee (CCC), business community, and Florida Department of Transportation (FDOT) (non-voting member).

The **Citizens Advisory Committee** consists of 15 residents and business persons from around the region. Members are appointed by the TBARTA Board members.

The **Transit Management Committee** consists of the region's seven transit agency directors, plus a representative from Polk County's transit agency, and the FDOT District One Commuter Services of Southwest Florida representative.

### TBARTA Outreach

TBARTA is a leader in public engagement by providing continuous opportunities for the public to be part of the decision-making process. This holds true for the 2015 Master Plan update where Telephone Town Hall meetings, a formal public comment period, Speakers Bureau events, updates on the TBARTA website ([www.tbarta.com](http://www.tbarta.com)), media alerts, and social media were used to engage the public in an open and meaningful dialogue.



The Tampa metro area is  
**11th Worst**  
in congestion levels  
in the US<sup>1</sup>

### Outreach

**21,400+**  
people involved in the  
Master Plan update

**28**  
events

**45**  
day comment period

**4**  
Telephone Town Hall events

**4,769**  
average participants per Town Hall

## The Tampa Bay Region...

- ▶ **7** Counties
- ▶ **3,626,760** People
- ▶ **4,394** Square Miles
- ▶ **7** Transit Providers
- ▶ **5** Metropolitan Planning Organizations
- ▶ **2** FDOT Districts
- ▶ **46** Cities
- ▶ **3** Commercial Service Airports
- ▶ **3** Seaports
- ▶ **2** Highway Toll Authorities
- ▶ **3** Regional Planning Councils

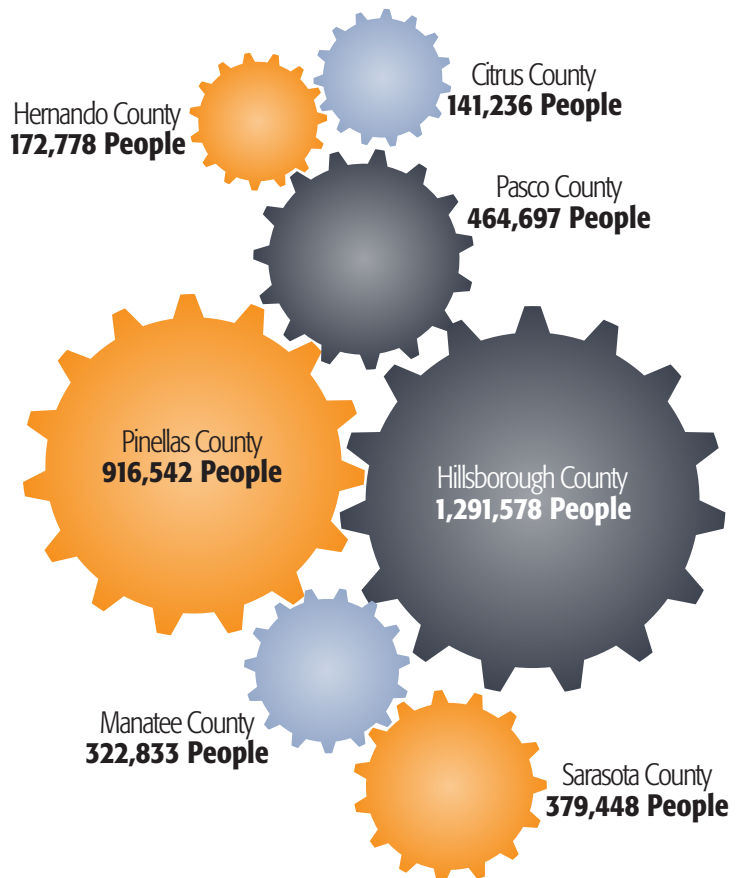
## One Region. One Plan. One Voice.

Established by the Florida State Legislature in July 2007, TBARTA serves the seven counties of Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, and Sarasota. In 2009, as required, TBARTA developed a Regional Transportation Master Plan for a balanced transportation system to guide us into the future and ensure our region continues to be a desirable place to live, work, and visit. The Master Plan is updated every two years to reflect our changing community.

Planning for the region requires a strong partnership between TBARTA, transportation and planning agencies, and the Tampa Bay business community. Consensus among TBARTA and its partners is clear. **Now is the time for a single regional plan, moving forward with a regional transportation vision, and implementing a cohesive and incremental transportation system that balances the movement of passengers and freight.**

## Our Region

The Tampa Bay region is one of the largest of its kind with over 3.6 million residents living within approximately 4,400 square miles in the seven-county area. To put this in perspective; the size of our region is four times larger than the state of Rhode Island. Below and to the left are several facts about the Tampa Bay region.



Source: 2010 U.S. Census

## How Our Region Travels

**9%**

or 3,272 **Citrus** County commuters travel to a job in another county

- 4% to Hernando
- 5% to Pasco, Hillsborough, or Pinellas

**34%**

or 19,497 **Hernando** County commuters travel to a job in another county

- 15% to Pasco
- 17% to Hillsborough or Pinellas
- 2% to Citrus

**47%**

or 83,140 **Pasco** County commuters travel to a job in another county

- **29%** to Hillsborough
- 15% to Pinellas
- 3% to Hernando or Citrus

**12%**

or 50,562 **Pinellas** County commuters travel to a job in another county

- 10% to Hillsborough
- 1% to Pasco, Hernando, or Citrus
- 1% to Manatee or Sarasota

**8%**

or 43,741 **Hillsborough** County commuters travel to a job in another county

- 5% to Pinellas
- 2% to Pasco, Hernando, or Citrus
- 1% to Manatee or Sarasota Counties

**26%**

or 33,219 **Manatee** County commuters travel to a job in another county

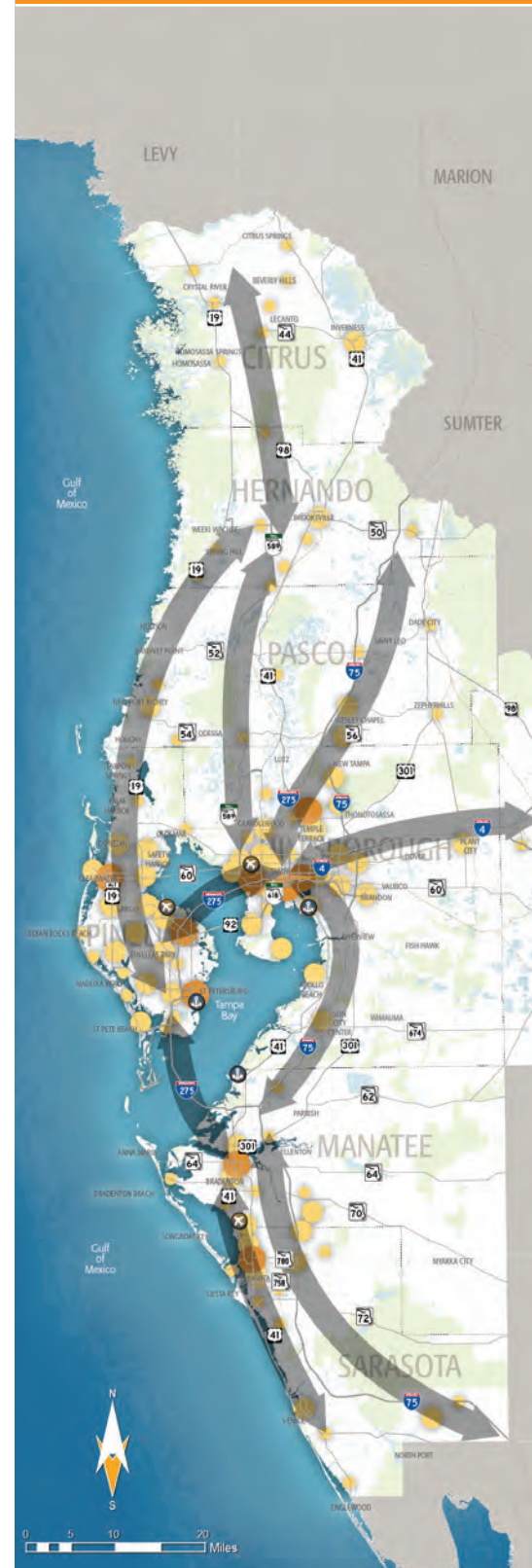
- **20%** to Sarasota
- 3% to Pinellas
- 3% to Hillsborough

**10%**

or 13,086 **Sarasota** County commuters travel to a job in another county

- 8% to Manatee
- 2% to Pinellas or Hillsborough

## Regional Activity Centers & Travel Markets



## Most Congested Corridors

Regional Corridors with Highest Volume to Capacity (V/C) Ratios

**US 19** (Pinellas/Pasco)

**Roosevelt Blvd Ext.** (Pinellas/Hillsborough/Pasco)

**McMullen Booth Road** (Pinellas/Hillsborough)

**SR 60/Kennedy Blvd** (Pinellas/Hillsborough)

**SR 580** (Pinellas/Hillsborough)

**I-275** (Pinellas/Hillsborough)

**US 19** (Pasco/Pasco/Hernando)

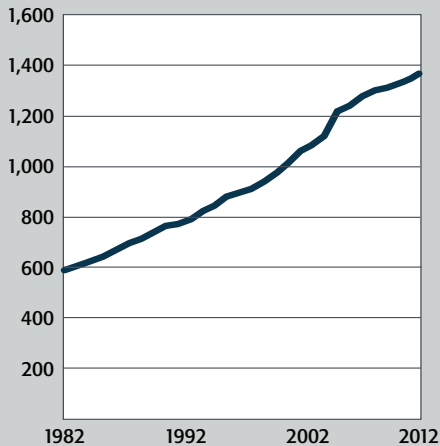
**SR 60/Adamo Dr** (Hillsborough/Polk)

**SR 54** (Pasco/Hernando)

**US 41** (Pasco/Hillsborough)

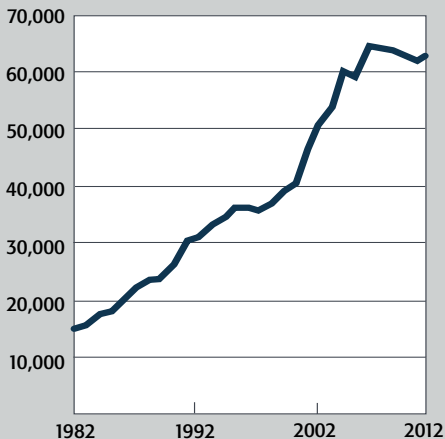
Source: MPO LRTP Travel Demand Forecasts (Existing+Committed)

### Peak Period Travelers (million)



Source: Texas Transportation Institute, 2012 Urban Mobility Report

### Total Annual Hours Delay (million)



Source: Texas Transportation Institute, 2012 Urban Mobility Report

## Managing The Demand for Transportation

This is the first TBARTA Master Plan to include regional Transportation Demand Management. Addressing demand will support partner agencies as they implement strategies locally while working towards coordinated regional strategies to manage regional travel. To coordinate regional transportation plans and enhance regional mobility, the Master Plan incorporates established practices defined by the CCC Congestion Management Plan (CMP) Handbook. The CMP follows federal guidelines and recommends using strategies that manage demand, reduce single occupant vehicle travel, and improve transportation system management and operations.

### Transportation Demand Management "Toolbox"

The CCC's CMP Handbook and the TBARTA Master Plan identify corridor-based strategies that address transportation demand. These strategies can often be accomplished in the short-term or complement other transportation projects recommended by the TBARTA Master Plan. A sampling of these strategies are described below.

- **Reduce vehicle miles traveled and increase vehicle occupancy** by encouraging ridesharing, telecommuting, and preferential treatment for high occupancy vehicles
- **Shift trips to alternate modes** like transit, walking, and biking by expanding transit service, providing convenient and fast transit options, supporting real-time transit and traveler information, expanding sidewalk and bicycle networks, and making walking and bicycling environments safer
- **Improve roadway operations** by employing traveler information systems, electronic real-time traffic signs, coordinated traffic signal systems, improved roadway conditions for goods movement, and improved traffic incident management

## Transportation for the Disadvantaged

Florida's transportation disadvantaged program was created to enhance local participation in the planning and delivery of transportation disadvantaged services through local coordinating boards and Community Transportation Coordinators. The mission of Florida's transportation disadvantaged program is to ensure the availability of safe, efficient, cost-effective, and quality transportation services for the transportation disadvantaged population of a designated service area: those living with a disability or in areas of poverty.

Two regional plans address transportation disadvantaged in the TBARTA region: the Tri-County Access Plan for Hillsborough, Pasco, and Pinellas Counties and the New Freedom Study for Citrus and Hernando Counties. The Tri-County Access Plan identified the tri-county area's unmet transportation needs and developed strategies to achieve the plan's goals and address the existing needs and barriers to coordination while identifying implementable projects eligible for FTA funding programs. The New Freedom Study identified solutions to overcome barriers facing the mobility-impaired, particularly the disabled and elderly, within and between Hernando and Citrus Counties, and to assist with pursuing funding to implement the strategies. While Manatee and Sarasota Counties do not have a regional plan to address transportation for the disadvantaged, both counties' local plans identify the opportunity for regional coordination as a way to improve service across boundaries. This opportunity could be explored for disadvantaged services throughout the Tampa Bay area in the future.

## TBARTA's Accomplishments By County

Since 2007, TBARTA has worked tirelessly to provide regional vision, direction, leadership, collaboration, and seamless coordination - leading Tampa Bay's regional transportation discussion. Since its establishment, TBARTA has played a vital role in the success of several accomplishments that have involved defining priorities, partnering with agencies, and providing a valuable regional information resource.

### Hernando and Citrus Counties



- **Suncoast Parkway 2:** Partially funded Regional Priority Project
- **Hernando/Citrus MPO:** Agency consolidation resulting in regional MPO
- **Westshore to Crystal River Corridor Evaluation:** Led transit study evaluation
- **Coordinated Transit Services:** Secured New Freedom grant for the transportation dependent population and local transit services

### Pasco County



- **Suncoast Parkway 2:** Funded or partially funded Regional Priority Project
- **SR 54/56 Corridor Improvements:** Identified as Regional Priority Project
- **Tampa Bay Transportation Management Area Leadership Group:** Provided regional coordination and direction
- **Westshore to Crystal River Corridor Evaluation:** Led transit study evaluation
- **Express Bus in Express Lanes Feasibility Evaluation:** Transit study coordination
- **I-75 Wesley Chapel to Bradenton Corridor Evaluation:** Transit study collaboration
- **USF to Wesley Chapel Corridor Evaluation:** Transit study collaboration

### Pinellas County



- **Gateway Expressway:** Funded or partially funded Regional Priority Project
- **Howard Frankland Bridge:** Funded or partially funded Regional Priority Project
- **Tampa Bay Express (Starter Projects):** Funded or partially funded Regional Priority Project
- **Tampa Bay Transportation Management Area Leadership Group:** Provided regional coordination and direction
- **HART/PSTA Financial Analysis Study:** Directed study
- **Express Bus in Express Lanes Feasibility Evaluation:** Transit study coordination
- **Pinellas Transit Alternatives Analysis:** Transit study management



### TBARTA'S VISION

**A world class transportation network for the Tampa Bay Region that will connect people and places, move goods and services, enhance the quality of life, and offer transportation options that are safe, sustainable, affordable, and efficient.**

**We will act as a catalyst for a vibrant economic future through leadership, collaboration, and partnerships.**

## GUIDING PRINCIPLES



### Regionalism

Develop an interconnected, balanced transportation system that, to the extent feasible, provides for longterm equity across the region.

### Planning

Create an implementable Master Plan that builds on the lessons of others and comprehensively and sustainably addresses the needs of the region.

### Funding & Financing

Develop equitable, sustainable funding options with public support that leverage multiple financing opportunities.

### Communicating

Communicate with all local jurisdictions and the diverse public with honesty, integrity, and realism to build a credible reputation in word and action.

## TBARTA's Accomplishments By County

### Hillsborough County



- **Howard Frankland Bridge:** Funded Regional Priority Project
- **TIA People Mover Connection/Westshore Multimodal Center:** Funded or partially funded Regional Priority Project
- **Tampa Bay Express (Starter Projects):** Funded or partially funded Regional Priority Project
- **I-275/SR 60/Memorial Interchange:** Identified as Regional Priority Project
- **Tampa Bay Transportation Management Area Leadership Group:** Provided regional coordination and direction
- **HART/PSTA Financial Analysis Study:** Directed study
- **Express Bus in Express Lanes Feasibility Evaluation:** Transit study coordination
- **Westshore to Crystal River Corridor Evaluation:** Led transit study evaluation
- **I-75 Wesley Chapel to Bradenton Corridor Evaluation:** Transit study collaboration
- **USF to Wesley Chapel Corridor Evaluation:** Transit study collaboration
- **Westshore Multimodal Center Project Development and Environment (PD&E) Study:** Facility study collaboration



### Manatee and Sarasota Counties



- **University Parkway/I-75 Interchange:** Funded or partially funded Regional Priority Project
- **Sarasota Manatee Area Regional Transit (SMART) Connect Study:** Transit study collaboration
- **I-75 Wesley Chapel to Bradenton Corridor Evaluation:** Transit study collaboration

## TBARTA's Accomplishments

### Tampa Bay Region

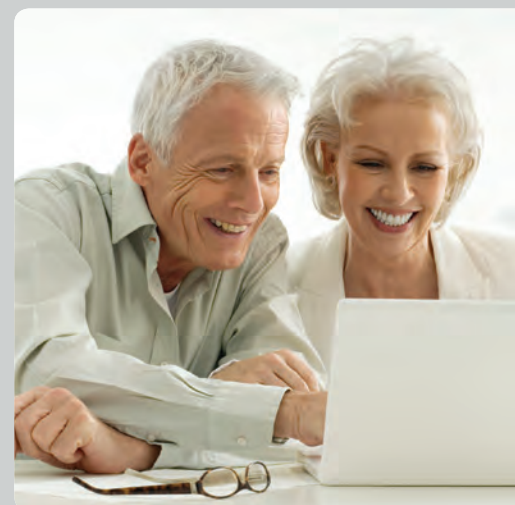


- **Regional Transportation Master Plan:** 2009, 2011, 2013, and 2015 Master Plan for regional transportation
- **Regional Fare Collection Process:** Provided funding and coordination for the evaluation of a seamless regional fare card system
- **TOD Guiding Principles and Resource Guide:** Convened the Land Use Working Group to develop a toolbox to assist communities in planning for successful Transit Oriented Development
- **Regional Clearinghouse for Transportation Information:** Leads public engagement and a user-friendly website providing more information on transportation and services
- **Short-Term Regional Enhancements Study:** Led and directed study
- **Regional Transportation Interagency Exchange (R/TIEs) Group:** Coordination regarding ongoing projects and process for developing a Regional Transportation Development Plan
- **One Region. One Plan. One Voice:** Merged with the CCC to combine administrative, public participation, and other functions with TBARTA to consolidate regional efforts; merged the Regional Long Range Transportation Plan with TBARTA Master Plan, creating one regional plan

### Commuter Services



- **myCOMMUTE:** TBARTA Commuter Services in five of the TBARTA counties; TBARTA collaborates for state grants, as well as federal National Transit Database dollars previously not available to region
  - **Ride-matching:** matches potential vanpool and carpool commuters
  - **Bike Buddy:** matches potential bicycle commuters
  - **School Commute:** matches carpool participants specifically for school
  - **Transit Information:** provides links to region's transit agencies and information regarding the region's park-and-ride locations, including map, routes served, parking, and amenities available
  - **Emergency Ride Home:** provides rides for commuters stranded due to unforeseen circumstances (must be registered participant)
  - **Telecommuting Information:** provides assistance to interested employers
  - **Trip Planner:** provides Google Maps-powered trip planning by mode
- **myRIDE:** Referral service to connect residents and visitors with transportation services based on need, eligibility, and origin/destination
- **myDRIVE:** Web-based service providing real-time regionwide traffic information







**TBARTA's regional support can be linked to over a billion dollars towards assisting other agencies, furthering planning studies, and implementing projects.**

### Funded or Partially Funded Regional Priorities

- ▶ Gateway Expressway
- ▶ Howard Frankland Bridge
- ▶ Suncoast Parkway 2
- ▶ Tampa Bay Express (Starter Projects)
- ▶ TIA People Mover Connection/Westshore Intermodal Center
- ▶ University Parkway/ I-75 Interchange Area

*Project descriptions provided on following pages*

## Updating The Master Plan

The Master Plan is updated every two years to reflect the changes that occur in the community over time. Developing the inaugural Master Plan and subsequent updates was, and continues to be, a cooperative process between transit agencies, local and regional planning organizations, and all levels of government, with substantial participation from the public.

The 2015 Master Plan Update was developed in collaboration with the CCC, Tampa Bay Transportation Management Area (TMA) Leadership Group, and local transportation stakeholders and consolidates several regional planning documents into one Regional Transportation Master Plan. This Master Plan Update also serves as the CCC's Regional LRTP update and ensures consistency with the MPOs' LRTPs.

The Master Plan focuses on regional transportation efforts and projects. This distinction guides the selection of regional projects to be included in the Master Plan. The TBARTA regional transportation networks for transit, roadway, freight, and multi-use trails (new to the 2015 Master Plan) represents our existing (including funded projects or projects under construction) regional transportation facilities.

Transportation projects or investments proposed by area MPOs, FDOT, and agency partners along the regional network are defined as a regionally significant transportation investment and included in the Master Plan. TBARTA recommends incremental investment in our transportation infrastructure starting with the adopted TBARTA priorities, followed by the Future Priorities, 2040 Projects, and Longer Range Projects. TBARTA's Strategic Investment Plan identifies these needed implementation steps.

## Regional Priority Projects

Before distributing funding, FDOT and USDOT want to see that projects are supported consistently across local and regional plans. TBARTA Board members, who represent all seven counties and the state, confirm consensus on regional transportation priorities.

TBARTA's Regional Priority Projects are selected because they are regionally significant, offer immediate solutions, and can be implemented incrementally. These projects are stepping stones to realizing the TBARTA Master Plan Vision. Since 2013, six of eight Regional Priority Projects have been either fully or partially funded (right). The Regional Priority Projects that still require funding include:

- **I-275/SR 60/Memorial Interchange:** Interchange improvements in Hillsborough County at I-275, SR 60, and Memorial Highway, which are necessary for success of a multimodal interstate corridor
- **SR 54/56 Corridor Improvements:** Corridor improvements in Pasco County with premium transit connecting the Suncoast Parkway, I-75, and Bruce B Downs Boulevard



## Regional Priority Projects - Unfunded

### MI I-275/SR 60/Memorial Interchange

**The Project:** The I-275/SR 60/Memorial Interchange was identified as a “Bottleneck” in the Statewide Bottleneck Study. Improving the interchange is critical to the successful completion of the Howard Frankland Bridge, I-275 Express Lanes, a multimodal interstate corridor, and the Westshore Multimodal Center with a people mover connection to the Tampa International Airport (TIA). Reconstruction of the interchange will provide sufficient space to accommodate future express lanes and premium transit.

**Progress:** \$55 million was committed for right-of-way in the FDOT Work Program in FY15/16 and FY16/17

**TBARTA Request:** Secure funding for construction of the approximately \$515 million interchange improvement

### CI SR 54/56 Corridor Improvements

**The Project:** The SR 54/56 corridor has undergone study over the past several years to evaluate existing and future travel demands and to determine feasible alternatives that help address demands.

**Progress:** FDOT is continuing to work on projects that will impact the corridor. The Pasco County MPO committed to further evaluation of improvements in FY 2015/16, including significant public engagement. Additional coordination is required with Pasco County regarding planned development throughout the corridor.

**TBARTA Request:** Support continued implementation of current FDOT improvements, including the interchange modification at SR 56/I-75 and implementation of new interchanges at SR 54/US 41 with a focus on the I-75 to US 4 portion of the corridor. Support the MPO’s initiative to determine ultimate corridor improvements through 2040.

## Regional Priority Projects - Funded/Partially Funded

### GE Gateway Expressway

**The Project:** The Gateway Expressway is a tolled highway facility, with premium transit capability. The project includes a single-lane flyover from the southbound Bayside Bridge to eastbound Roosevelt Boulevard (SR 686) and four express lanes from the St. Petersburg-Clearwater International Airport (across from SR 688/Ulmerton Road), south to CR 296/118th Avenue. The existing portion of Roosevelt Boulevard from CR 611 to SR 688 will serve as a frontage road.

**Progress:** Six segments of the project are in various stages of design and right-of-way. The project is advancing as a Design Build with federal funding and funding from Pinellas County and FDOT. Construction will begin in Fall 2016.

**TBARTA Request:** **Funded/Partially Funded** – Federal, State and Pinellas County funds were secured for this \$454.3 million project (\$394 million provided by the state of Florida).

## TBARTA 2015 Regional Priorities



## TBARTA 2015 Regional Priorities



### Regional Priority Projects - Funded/Partially Funded

#### **HFB** Howard Frankland Bridge

**The Project:** The northbound span of the Howard Frankland Bridge is nearing the end of its design life. FDOT conducted a Project Development and Environment (PD&E) Study on the bridge replacement. The study examined express lanes and a transit connection, both of which are included in the TBARTA Master Plan.

**Progress:** FDOT conducted public hearings in Hillsborough and Pinellas Counties in Fall 2013 and completed the required PD&E study. Next step is the initiation of a Design Build project funded in FY18/19.

**TBARTA Request:** **Funded/Partially Funded** – \$490 million was secured to construct the northbound span with four lanes as well as strengthening the bridge substructure to support future rail transit.

#### **SP2** Suncoast Parkway 2

**The Project:** The Suncoast Parkway 2 is a future expansion of the existing Suncoast Parkway toll facility traveling north through Hernando and Citrus Counties.

**Progress:** The Florida Turnpike Enterprise funded \$44 million for ROW acquisition in FY16 and FY17 for Suncoast Parkway 2/SR 589 from US 98 to SR 44.

**TBARTA Request:** **Funded/Partially Funded** – FDOT committed funding for construction of the approximately \$203 million project.

#### **TBX** Tampa Bay Express (Starter Projects)

**The Project:** FDOT District Seven is studying tolled express lanes on the interstate system, including I-275, I-75, and I-4. Variable-priced toll lanes will provide options for cars and transit. The projects will be split into two phases; the first phase includes the Starter Projects. The project supports express bus service between Pinellas, Hillsborough, and Pasco Counties.

**Progress:** FDOT held public hearings for the Tampa Bay Express in January 2015.

**TBARTA Request:** **Funded/Partially Funded** – FDOT funded the Tampa Bay Express PD&E studies. Continue to support FDOT in moving the \$3.3 billion project, including express bus service, towards construction.

#### **TIA** TIA People Mover Connection/Westshore Intermodal Center

**The Project:** As part of the most recent TIA Master Plan update, the airport identified construction of an automated people mover with stops at the main terminal and future Consolidated Rental Car Facility (ConRAC). TIA, FDOT and TBARTA are working together to identify the people mover connection from the ConRAC to a future Westshore Multimodal Center.

**Progress:** Project is advancing with funding from FDOT and TIA. Construction of the TIA Master Plan has begun and is expected to be complete by 2017.

**TBARTA Request:** **Funded/Partially Funded** – \$943 million to construct TIA Master Plan. \$194 million was committed by FDOT and \$749 million by TIA.

Additional funding is needed to construct the Westshore Multimodal Center and a people mover connection from the center to the ConRAC facility.

## Regional Priority Projects - Funded/Partially Funded

### UP University Parkway/I-75 Interchange Area

**The Project:** As growth and regional activity centers develop in Manatee and Sarasota Counties, intersection improvements will be needed to ensure seamless connectivity along both University Parkway and I-75. FDOT and local officials have both identified the University Parkway corridor as an emerging mixed-use activity center. Transportation improvements are needed to accommodate the planned growth of developments including a world-class rowing center Park for national competitions, and enhance connectivity to the Sarasota-Bradenton International Airport.

**Progress:** Construction on the interchange could begin as early as summer of 2015. Completion of the project is expected to precede the World Rowing Championships in 2017.

**TBARTA Request:** **Funded/Partially Funded** –\$83 million in advanced funding from the State of Florida for ROW and construction.



## TBARTA 2015 Regional Priorities



## TBARTA 2015 Future Regional Priorities



## Future Regional Priority Projects

First introduced in 2015, TBARTA's Future Regional Priority Projects are also regionally significant solutions that require some additional evaluation to become the next series of priorities. Future Regional Priority Projects are regional, can be implemented, and have support. Future Regional Priority Projects differ from priorities in that they often require additional analysis to define costs, technology, alignment, and/or design.

### 15th 15th Street East

**The Project:** The 15th Street East project includes widening the existing two-lane undivided roadway to three lanes by adding a center left-turn lane, bicycle lanes, sidewalks, and transit facility improvements. The project spans from Tallevast Road to 1st Street (US 41) along 15th Street East and 301 Boulevard East. 15th Street East serves downtown Bradenton to the north of the project, and the Sarasota-Bradenton International Airport is located at the southern terminus of the project.

**Progress:** Currently, the 15th Street East project is in the PD&E phase. The study completion is anticipated for late Summer 2015. Preliminary Engineering is scheduled to begin in 2016 for a cost of \$5.6 million.

**TBARTA Request:** Support the 15th Street PD&E phase and secure funding for engineering and design.

*We must continue planning for future generations. In doing so, our region will be poised for new opportunities and a brighter future.*

## TBARTA 2015 Future Regional Priorities



### Future Regional Priority Projects

#### 50 SR 50 Improvements

**The Project:** SR 50 (Cortez Boulevard) is a priority corridor in Hernando County that provides an integral connection between the Tampa Bay and Central Florida regions. The segment from Windmere Road to US 98 is programmed to be widened to 6 lanes; the segment from US 98 to US 301 is programmed to be widened to 4 lanes. In addition, SR 50 from US 301 to Burwell Road is to be widened to 4 lanes as identified in the 2040 Cost Affordable Plan. Improvements east of Burwell Road to Sumter County are needed to provide a seamless interregional connection.

**Progress:** Construction of SR 50 from Windmere Road to US 301 is scheduled to begin in 2019. Currently, SR 50 from US 301 to Burwell Road is funded for design in the 2025-2030 time frame at a cost of \$2.3 million and right-of-way in the 2031-2040 time frame at a cost of \$5.2 million.

**TBARTA Request:** Support current roadway improvements along SR 50 and request a feasibility study east of Burwell Road.

#### BE Beach Express

**The Project:** Currently, there is no service that efficiently links downtown Tampa to Pinellas County beaches. The Beach Express will be a new partnership between Hillsborough Area Regional Transit (HART) and Pinellas Suncoast Transit Authority (PSTA) to implement regional express service connecting Clearwater Beach, Tampa International Airport, and Downtown Tampa via Memorial Causeway and SR 60.

**Progress:** HART recently applied for state funding totaling \$3.8 million.

**TBARTA Request:** Secure \$3.8 million in funding for capital and operating costs of the beach express service.

#### BRT Central Avenue Bus Rapid Transit (Central Ave BRT)

**The Project:** The Central Avenue Bus Rapid Transit (BRT) service seeks to connect downtown St. Petersburg to St. Pete Beach and the Beach Trolley. This premium transit service would provide a connection between St. Petersburg's downtown, hotels, restaurants and museums, with hotels along the beaches via 1st Avenue North and South as well as Pasadena Avenue.

**Progress:** As of 2012, the City was awarded \$975,000 in Federal Transit Administration grants to implement the Central Avenue BRT Corridor Enhancement Project. The City programmed \$1 million in local funding as a match for the federal grants and PSTA has agreed to contribute \$300,000 towards the Project.

The 2015 legislative agenda included a \$17 million capital request for Express Rapid Bus Service from Downtown St. Petersburg to St. Pete Beach with limited station/stops on one of the highest demand transit corridors.

**TBARTA Request:** Secure funding for capital and operations to construct this approximately \$15 million transit project.



## FII Florida Interstate Improvements (I-275)

**The Project:** Currently FDOT is evaluating the opportunity to improve lane continuity along I-275 south of Gandy Boulevard to 54th Avenue South in Pinellas County. Future improvements may include tolled express lanes and express bus service that connects to downtown St. Petersburg.

**Progress:** FDOT District Seven is conducting a PD&E and Preliminary Engineering Study along 16.3 miles identified on I-275.

**TBARTA Request:** Support FDOT's PD&E Study and identify opportunities to coordinate and evaluate future express lanes and express bus improvements with FDOT, Pinellas MPO, PSTA, and Pinellas County.

## FFC Florida Future Corridors

**The Project:** The Future Corridors program is a statewide effort led by FDOT to plan for major state transportation corridors. Tampa Bay is part of the future corridor program, which will assess connection between Tampa and Jacksonville.

**Progress:** FDOT has developed a three-stage process for planning future statewide corridors: Concept, Evaluation, and Project Development. To date, the Concept Report has been completed. FDOT is beginning the evaluation study.

**TBARTA Request:** Support continued study and implementation of the Florida Future Corridors Initiative.

## II Interchange Improvements I-75/I-4

**The Project:** The I-75/I-4 interchange is a vital interchange in the regional transportation network. FDOT District Seven is currently conducting two PD&E Studies and also identified proposed interim improvements.

**Progress:** The I-75/I-4 interim interchange improvements are split into nine separate phases, which are in various stages of project development. Preliminary engineering is funded in the Five-Year Work Program (2014-2019) and construction was identified in the SIS Cost Feasible Plan.

**TBARTA Request:** Secure funding to implement the \$123 million interchange.

## MM US 41 Multimodal Emphasis Corridor

**The Project:** Multimodal projects have been defined along US 41 from 17th Street in the City of Palmetto to the Sarasota/Charlotte County Line. Projects include roundabouts, pedestrian crossings, bicycle racks, and new sidewalks.

**Progress:** In June 2014, the Sarasota/Manatee MPO adopted a priority list of 18 projects totaling \$31.4 million. Of that, eight received funding for PD&E studies. The next phase is preliminary engineering and construction.

**TBARTA Request:** Support PD&E Studies for priority projects and secure \$31.4 million to construct the multimodal corridor improvements.

## TBARTA 2015 Future Regional Priorities



## TBARTA 2015 Future Regional Priorities



## Future Regional Priority Projects

### RR River Road

**The Project:** Increased congestion between I-75 and US 41 makes River Road a priority for the City of North Port and Sarasota County. The project is divided into two segments. Segment 1 from US 41 to Center Road will be widened from a two-lane to a six-lane divided road. Segment 2 from Center Road to I-75 will be widened from a two-lane to a four-lane divided road. Both segments will include drainage improvements, sidewalks, bicycle lanes, street lighting, and traffic signal updates.

**Progress:** The design for Segments 1 and 2 is complete. In addition, the Army Corps of Engineers and Southwest Florida Water Management District have issued permits. Construction costs are expected to total \$55.3 million for the two segments. Sarasota County is applying for a 2015 TIGER grant for a segment of the project.

**TBARTA Request:** Support Sarasota County's TIGER Grant application and secure funding for the construction of the \$55.3 million road widening.

### TBX Tampa Bay Express (Ultimate)

**The Project:** FDOT District Seven is studying tolled express lanes on the interstate system, including I-275, I-75, and I-4. Variable-priced toll lanes will provide options for cars and transit. The projects will be split into two phases with the second phase known as the Ultimate. The project supports express bus service between Pinellas, Hillsborough, and Pasco Counties.

**Progress:** FDOT held public hearings for the Tampa Bay Express in January 2015.

**TBARTA Request:** Continue to support FDOT in moving the project forward towards Design Build or a Public-Private Partnership of the approximately \$6 billion project (including the Starter Projects). Support express bus service on express lanes.



### TFG Tampa Fixed Guideway

**The Project:** To better support the InVision Tampa plan of a walkable and vibrant downtown area, the Hillsborough MPO's 2040 L RTP calls for the heritage TECO Line Streetcar system to be modernized and extended further north into downtown Tampa.

**Progress:** The Transit Assets and Opportunities Study, completed in September 2014, made long-term recommendations to upgrade the existing TECO Line Streetcar system to modern streetcar or tram. Fixed guideway between Ybor City and downtown Tampa is identified in the Hillsborough MPO's 2040 Cost Affordable Plan, with an implementation time period between 2021 and 2025 at a cost of approximately \$48 million. FDOT has agreed to provide \$1 million for a feasibility study, the next step in the project, and is partnering with the City of Tampa to lead the study.

**TBARTA Request:** Support the feasibility study by the City of Tampa and FDOT and secure funding for construction of the approximately \$48 million project.

## Future Regional Priority Projects

### **VXB** Veterans Expressway Express Bus

**The Project:** The Veterans Expressway Express Bus proposes premium transit service from the Westshore area in Tampa, north along the Veterans Expressway/Suncoast Parkway, connecting Hillsborough, Pasco, Hernando and Citrus Counties. The transit service will branch off the Suncoast Parkway and will extend to park-and-ride locations within the northern counties.

**Progress:** A feasibility study is currently being completed. TBARTA is reviewing potential corridor alternatives as well as stations and technology. Staff is refining alternatives through additional stakeholder coordination and evaluation. Next steps include developing a phased implementation and operating plan, travel times, fare structure, and costs.

**TBARTA Request:** Complete the feasibility study through a partnership with FDOT and secure funding to develop an implementation plan.

### **Florida Coast-to-Coast Trail**

**The Project:** When completed, the Florida Coast-to-Coast Trail will be a 275-mile multi-use trail linking the Cities of St. Petersburg and Titusville. An estimated 72 miles of trail gaps remain. Two trails are important to complete Tampa Bay's segment: the six-mile Suncoast Trail/Good Neighbor Trail (Hernando County) and the seven-mile Tri-County Trail from SR 54 in Pasco County to the Duke Energy Trail in Pinellas County. Both trails are estimated to cost a total of \$7.5 million.

**Progress:** A study was completed in 2014 on the Tri-County Trail connection. A PD&E study was conducted in 2003 for the Suncoast Trail/Good Neighbor Trail. FDOT is currently in the design phase for the portion of the trail along SR 50, and plans to study the segment between SR 50 Bypass/Cobb Road to the Good Neighbor Trailhead at Russell Avenue. The purpose of the corridor study is to determine a trail alignment through the City of Brooksville.

**TBARTA Request:** Support Hernando County's continued study of the segment between SR 50 Bypass/Cobb Road and secure funding for construction of each trail project.

### **Regional Multi-Use Trails and Greenways**

**The Project:** To recognize that a well-connected trail network is a vital part of Tampa Bay's transportation system, 15 multi-use trails were identified as future priorities. The trail projects account for approximately 151 miles of new or improved trails, and range in cost from \$285,000 to \$23.5 million to design and build.

**Progress:** The trails are all in various phases of project development. For example, parts of the Upper Tampa Bay Trail-Suncoast Trail Connection are scheduled for construction in 2015, whereas costs for the Suncoast II trail have not been determined yet.

**TBARTA Request:** Support the evaluation and implementation of all 15 projects while securing funding for construction.



## TBARTA 2015 Future Regional Priorities





The vision for a regional transit system in the year 2040 is shown to the right. This vision is built upon collaboration with each local MPO's respective Long Range Transportation Plan and are characterized as one of the following:

Transit services or projects included have been adopted within each MPO's respective Long Range Transportation Plan and are characterized as one of the following:

### Regional Fixed Guideway

Service operating on rail or within a dedicated transit lane

### Regional Premium Transit

Bus Rapid Transit or express bus service in express lanes or water ferry (or similar)

### Regional Commuter Transit

Commuter express bus service (or similar)

### Supporting Transit

Local transit service

When this regional transit system is realized, Tampa Bay residents, businesses, and visitors will have access to:

- ▶ Over **2,000** miles of new transit service
- ▶ Attracting approximately **53,000** new transit riders daily in Citrus, Hernando, Hillsborough, Pasco, and Pinellas Counties



## 2040 Regional Transit Projects



## Longer Range Regional Transit Needs



The longer range vision for a regional transit system beyond the year 2040 is shown to the left. This vision is built upon collaboration with each local MPO as well as with the CCC.

Transit services or projects included have been identified as a need within each MPO's respective Long Range Transportation Plan or by a regional stakeholder and are characterized as one of the following:

### Regional Fixed Guideway

Service operating on rail or within a dedicated transit lane

### Regional Premium Transit

Bus Rapid Transit or express bus service in express lanes or water ferry (or similar)

### Regional Commuter Transit

Commuter express bus service (or similar)

### Supporting Transit

Local transit service

When this regional transit system is realized, Tampa Bay residents, businesses, and visitors will have access to:

- ▶ Over **3,000** miles of new transit service
- ▶ Attracting approximately **240,000** new transit riders daily in Citrus, Hernando, Hillsborough, Pasco, and Pinellas Counties



## 2040 Regional Roadway Projects

The vision for a regional road system in the year 2040 is shown to the right. This vision is built upon collaboration with each local MPO as well as with the CCC.

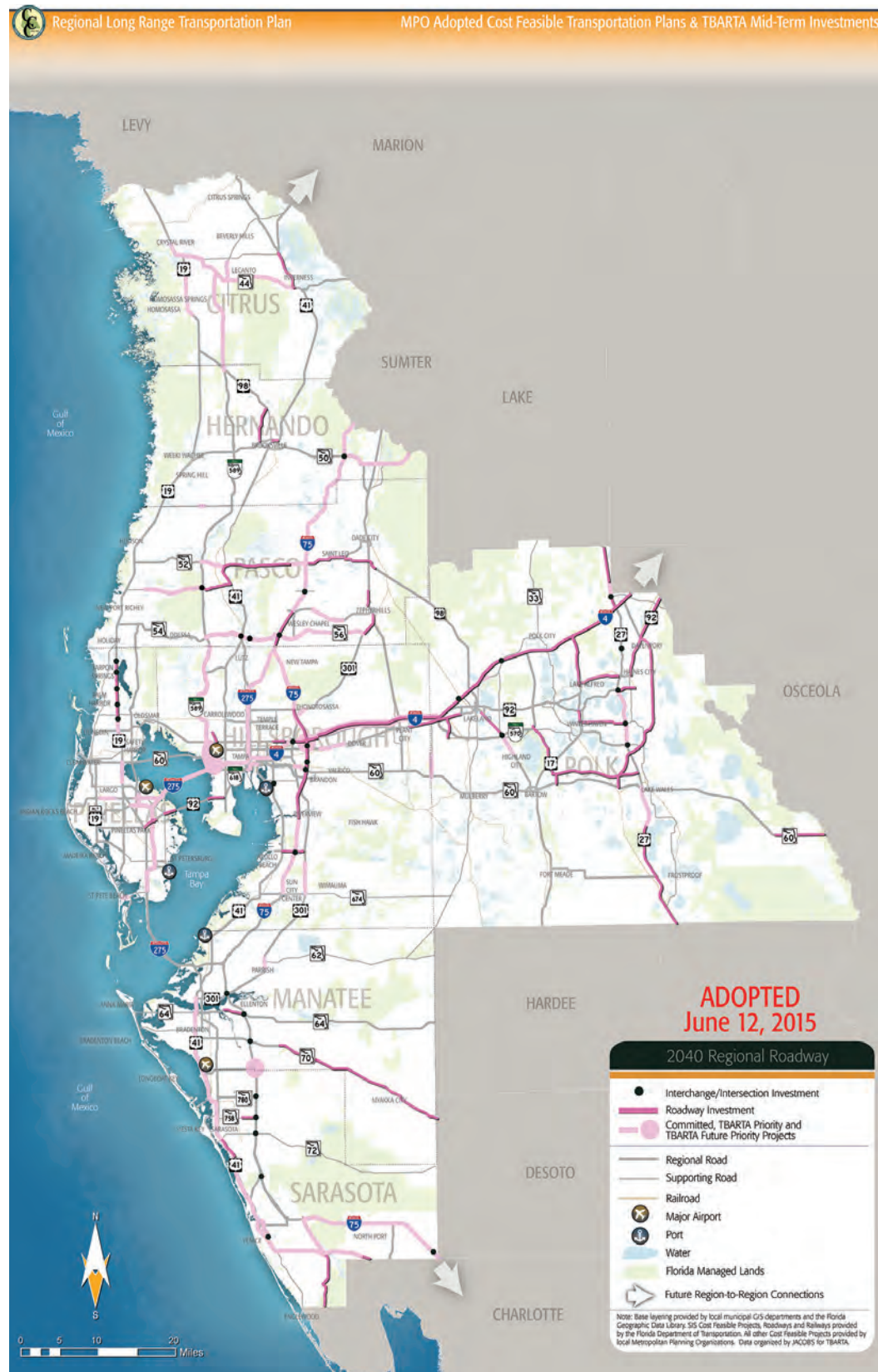
Projects included have been adopted as a cost feasible project within each MPO's respective Long Range Transportation Plan.

When this regional roadway system is realized, Tampa Bay residents, businesses, and visitors will have access to:

- ▶ Over **127** miles of new interstate lanes
- ▶ Over **457** miles of new arterial roadway lanes

The regional roadway system will also:

- ▶ Remove over **310,000** kilograms of carbon dioxide emissions from our air daily
- ▶ Reduce the total number of hours drivers spend in congestion per day by over **510,000** hours



## Longer Range Regional Roadway Needs



The longer range vision for a regional road system beyond the year 2040 is shown to the left. This vision is built upon collaboration with each local MPO as well as with the CCC.

Projects included have been identified as a need within each MPO's respective Long Range Transportation Plan or by a regional stakeholder.

When this regional roadway system is realized, Tampa Bay residents, businesses, and visitors will have access to:

- ▶ An additional **65** miles of new interstate lanes
- ▶ An additional **817** miles of new arterial roadway lanes

The regional roadway system will also:

- ▶ Remove an additional **51,000** kilograms of carbon dioxide emissions from our air daily
- ▶ Reduce the total number of hours drivers spend in congestion per day by an additional **150,000** hours

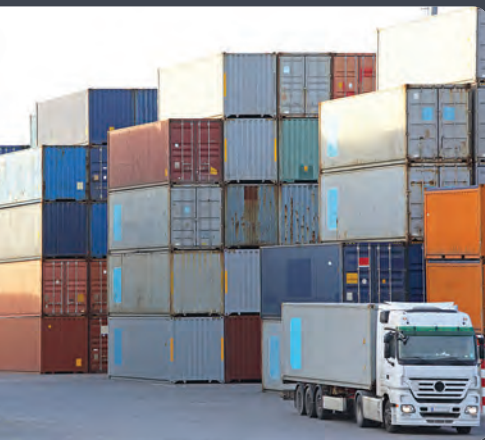


The vision for a regional freight system in the year 2040 is shown to the right and includes roadway projects. This vision is built upon collaboration with each local MPO as well as with the CCC.

Projects included have been adopted as a cost feasible project within each MPO's respective Long Range Transportation Plan.

When this regional freight system is realized, Tampa Bay businesses will have access to:

- ▶ Over **127** miles of new interstate lanes
- ▶ Over **457** miles of new arterial roadway lanes



## 2040 Regional Freight Projects



## Longer Range Regional Freight Needs



The longer range vision for a regional freight system beyond the year 2040 is shown to the left and includes roadway projects. This vision is built upon collaboration with each local MPO as well as with the CCC.

Projects included have been identified as a need within each MPO's respective Long Range Transportation Plan or by a regional stakeholder.

When this regional freight system is realized, Tampa Bay businesses will have access to:

- ▶ An additional **65** miles of new interstate lanes
- ▶ An additional **817** miles of new arterial roadway lanes



The vision for a regional trail system in the year 2040 and longer range or beyond the year 2040 is shown to the right. This vision is built upon collaboration with each local MPO's respective Long Range Transportation Plan or by a regional stakeholder.

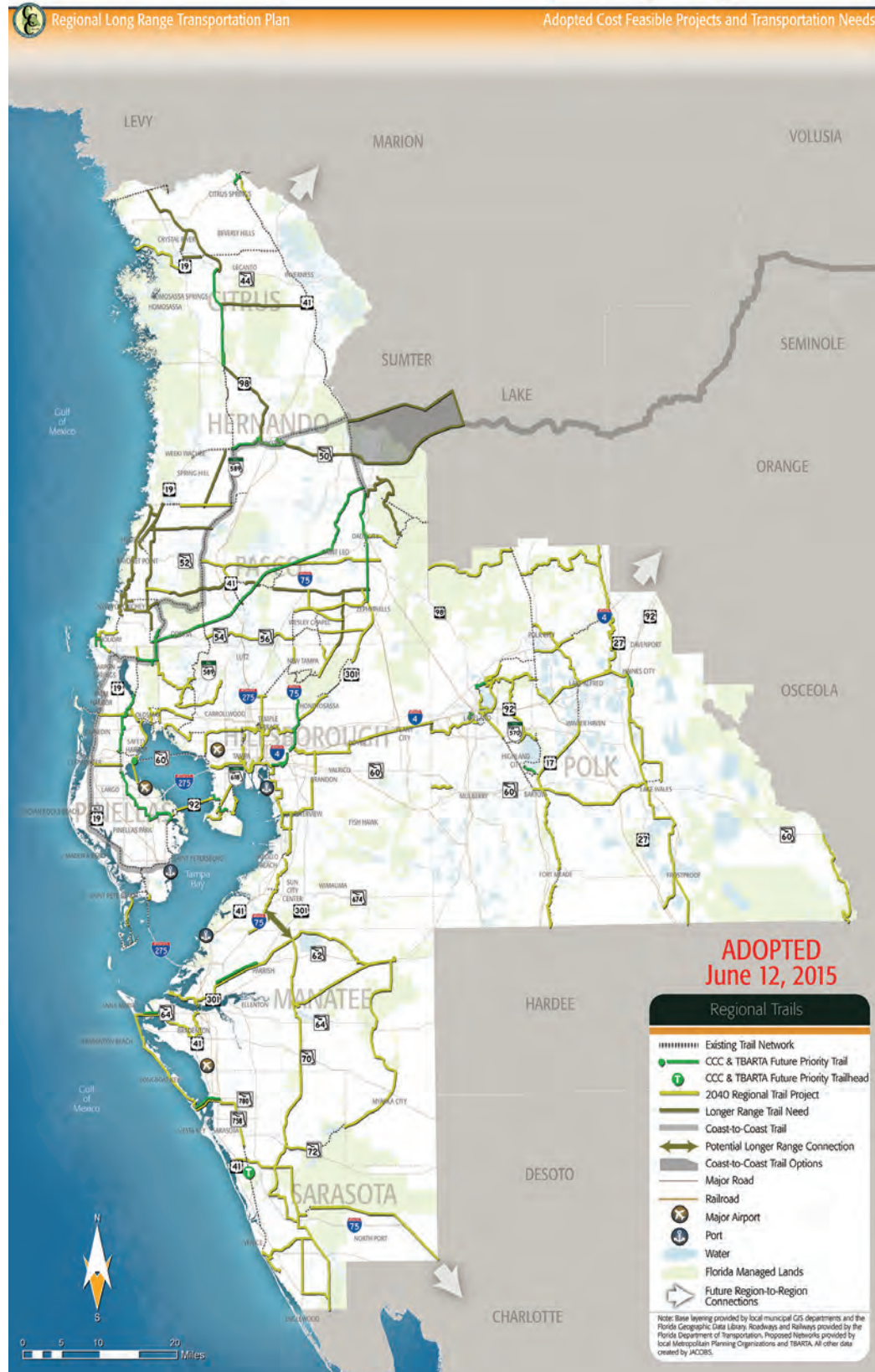
Projects included have either been adopted or identified as a need within each MPO's respective Long Range Transportation Plan or by a regional stakeholder.

When this regional trail system is realized, Tampa Bay residents, businesses, and visitors will have access to:

► **1,025** miles of new regional trails



## 2040 and Longer Range Regional Trails



## TBARTA Programs

TBARTA offers tools to help people get where they need to go while saving commuters money, fuel, and wear and tear on their vehicles. TBARTA programs include:

### myRIDE

This referral service connects residents and visitors to transportation services based on need, eligibility, and origin/destination. The searchable database includes information about public, private, and specialized transportation resources for transportation information across the seven-county TBARTA region.

### myDRIVE

TBARTA provides an interactive map powered by Google Maps showing traffic information across the seven-county TBARTA region. Users may view by county or zoom into a specific location to see if there is congestion.

### myCOMMUTE

TBARTA assists commuters and business owners/managers with services and information to cut the costs associated with commuting to and from work, and to lessen congestion during the busiest travel times, typically when employees are going to and from work in the morning and late afternoon.

- **Ride-Matching** - TBARTA's online ride-matching software matches potential carpool and vanpool users.
- **Carpool** - Allows commuters to ride together to share expenses with fellow carpool members. Riders can car pool as few or many times per week as desired, allowing flexibility of having their car for pre-arranged meetings or appointments.
- **Vanpool** - Provides a mini-van or passenger van to a group of 5-15 commuters for a monthly fee. The vans, insurance, preventative maintenance, and repairs are provided. Participants share fuel, tolls, and sales tax costs.
- **Bike Buddy** - Matches two or more bicycle commuters together to encourage more residents to try bicycle commuting.
- **Regional School Commute Program** - Applies the benefit of carpooling to the trip to and from school for parents and students. Similar to carpool ride-matching, the service matches parents of students at participating schools to arrange a carpool, walking school bus, or bike train.
- **Emergency Ride Home** - Emergency rides for registered commuters that carpool, Vanpool, ride the bus, bike, or walk to work at least twice a week. This service ensures participants will not be stranded without a ride.
- **Trip Planner** - While not solely a commuting tool, the TBARTA website contains a trip planner function powered by Google Maps. Users can input origin and destination addresses throughout the region to explore options for driving, transit, bicycling, and walking, and the corresponding routes to make the trip.
- **Transit Options (Information)** - TBARTA provides links to local transit agency websites to find individual route maps and time tables. TBARTA also provides information for all region-wide park-and-ride locations, including maps, transit routes served, parking, and amenities.
- **Telecommuting** - Telecommuting involves working from home virtually, using a computer, phone, and internet connection. TBARTA provides assistance to businesses and employees looking to transition to telecommuting as a solution to lengthy commutes or challenging congestion.





## What's Next?

The TBARTA Board is asking for your continued participation as we work to prioritize projects, develop financial strategies for implementation, coordinate more detailed planning and environmental analysis for the prioritized projects, and continue public engagement and education efforts. We will work with our partners to explore our funding options, including how to use private partnerships, and answer the questions of how the regional system will operate and who will operate it.

Our next steps toward implementation:

- ▶ Work with local governments to continue to implement TBARTA's Strategic Investment Plan
- ▶ Build more partnerships with a focus on service implementation, freight movement, and FDOT capital improvements
- ▶ Expand collaboration and communication
- ▶ Coordinate people and goods movement with ports and CSX
- ▶ Expand commuter services such as carpool, Vanpool, Regional School Commute Program, Bike Buddy, Emergency Ride Home, and Telework programs



## TBARTA Board

### Executive Committee

- Chairman – Ronnie Duncan *(pictured at right)*
- Vice Chairman – Jim Kimbrough
- Secretary – Cliff Manuel, Jr.
- Treasurer – Commissioner Betsy Benac
- Director At Large - Commissioner Nick Nicholson
- Secretary Paul Steinman, FDOT *(ex officio)*



### Board Members

Citrus County Commissioner . . . . .	Ronald Kitchen Jr.
Hernando County Commissioner . . . . .	Nick Nicholson
Hillsborough County Commissioner . . . . .	Sandra Murman
Manatee County Commissioner . . . . .	Betsy Benac
Pasco County Commissioner . . . . .	Mike Moore
Pinellas County Commissioner . . . . .	Charlie Justice
Sarasota County Commissioner . . . . .	Paul Caragiulo
City of North Port Mayor . . . . .	Rhonda Y. DiFranco
City of St. Petersburg Mayor . . . . .	Rick Kriseman
City of Tampa Councilman . . . . .	Mike Suarez
West Central FL MPOs CCC Councilwoman . . . . .	Lisa Montelione
Gubernatorial Appointee . . . . .	Hugh E. McGuire
Gubernatorial Appointee . . . . .	Ronnie Duncan
Gubernatorial Appointee . . . . .	Jim Kimbrough
Gubernatorial Appointee . . . . .	Cliff Manuel, Jr.
Florida Department of Transportation (District 7) . . . . .	Secretary Paul Steinman <i>(non-voting)</i>

### Executive Director

Ramond Chiamonte *(pictured at right)*



## Acronyms & Terms

**Bus** – A rubber-tired, self-propelled, manually steered vehicle with fuel supply carried on board the vehicle.

**Bus Rapid Transit (BRT)** – Enhanced limited stop bus system that operates on roadways or dedicated lanes to operate at faster speeds than traditional bus service by utilizing a combination of advanced technologies.

**Carpool or Vanpool** – A group of commuters who voluntarily participate in a ridesharing arrangement, and shares the cost of the monthly rate plus sales tax (where applicable), fuel, tolls and any other commute related expenses that may be incurred. Carpool and vanpool programs can help match commuters with similar trips and schedules.

**Commuter Rail** – Local and regional passenger train operations between a central city, its suburbs and/or another central city, either locomotive-hauled or self-propelled.

**Corridor** – A broad geographical band that follows a general directional flow connecting major sources of trips that may contain a number of streets, highways and transit route alignments.



**Express Bus** – A bus that operates a portion of the route without stops or with a limited number of stops.

**FDOT** – The Florida Department of Transportation (FDOT) is a decentralized agency charged with the establishment, maintenance, and regulation of transportation in the state of Florida.

**Freight** – Goods carried by a vessel or vehicle, or the commercial transportation of goods.

**Heavy Rail** – A grade-separated electric railway with the capacity for a “heavy volume” of riders

and characterized by exclusive rights-of-way, multi-car trains, high speed and rapid acceleration, sophisticated signaling and high platform loading.



**Light Rail** – Flexible rail service with lighter vehicle body weight and ability to meet speed demands for short or long distance trips. Light rail may use shared or exclusive rights-of-way, high or low platform loading and multi-car trains or single cars. Typically uses an overhead electric power source.

**Managed Lanes** – Lanes separated from general travel lanes, often with a toll associated – can be High Occupancy Vehicle (HOV) lanes or High Occupancy Toll (HOT) lanes.

**Metropolitan Planning Organization (MPO)** – Transportation policy-making organization made up of local government and transportation authority representatives of areas with a population greater than 50,000. Federal funding for transportation projects and programs are prioritized through the MPO planning process.

**Non-Attainment Area** – An area considered to have air quality worse than the National Ambient Air Quality Standards for several pollutants. Non attainment areas must have and implement a plan to meet the standards, or risk losing some forms of federal funding.

**Ozone** – A highly reactive gas (O<sub>3</sub>) that when formed at ground-level creates two major classes of air pollutants: volatile organic compounds (VOCs) and nitrogen oxides (NO<sub>x</sub>).

**Particulate matter** – A combination of tiny specks of soot, dust, and aerosols that are suspended in the air we breathe.

**Rail** – Land transport of passengers and goods along railways or railroads.

**School Pool** – Carpool to school, a program offered to parents at selected elementary, middle and high schools in Hillsborough and Pinellas Counties. The primary focus is to match parents whose children attend the same school, in order to facilitate carpooling of the children. The match list is distributed to parents through a designated School Pool Coordinators at the participating schools. Parents are responsible for making the rideshare arrangements.

**Strategic Intermodal System (SIS)** – Integrated network of all types of transportation facilities and services of statewide and interregional significance for moving people and goods with efficient transfer points. It includes Florida’s largest and most significant airports, spaceport, deepwater seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways and highways.

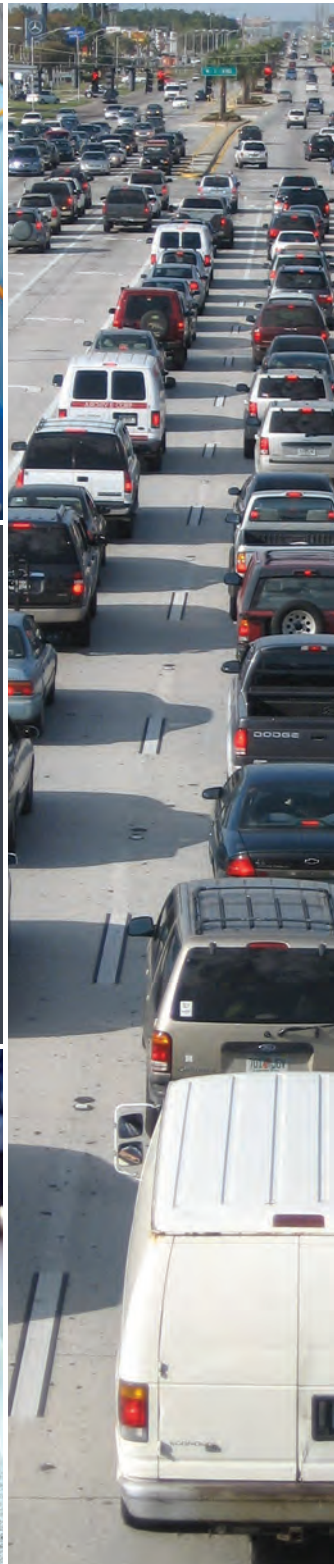
**Telecommute or Telework** – The practice of working at home or another location on a full or part time basis using telecommunications technologies. While telework can be done with as little technology as a phone, it most often involves some remote access, computer hardware and software, email and other technologies.

**Transit Oriented Development (TOD)** – A mixed use residential or commercial area designed to maximize access to public transport, and often incorporates features to encourage transit ridership.

**USF** – University of South Florida campus located in Tampa.

**West Central Florida MPOs Chairs Coordinating Committee (CCC)** – Transportation policy-making body composed of chairpersons from the six member-MPOs (Hernando, Hillsborough, Pinellas, Polk, Manatee and Sarasota Counties). Citrus County, FDOT, Florida’s Turnpike Authority, four Regional Planning Councils, and TBARTA are represented in a non-voting capacity.

# 2015 Regional Transportation Master Plan



## YOUR OPINION COUNTS

To keep informed about TBARTA's ongoing work building a connected region, and to learn about future public engagement and education efforts, including public workshops and meetings in your community, join our mailing list by visiting our website ([www.tbarta.com](http://www.tbarta.com)), follow us on Twitter, or interact with us on Facebook.



For more information:

TBARTA

4350 West Cypress Street, Suite 700, Tampa, FL 33607 | 813-282-8200 | [www.tbarta.com](http://www.tbarta.com)

TBARTA 2015

# Regional Transportation Master Plan

Context Technical Memorandum

AUGUST 2015



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## 1.0 INTRODUCTION

The Tampa Bay Area Regional Transportation Authority (TBARTA) was created by the Florida State Legislature in 2007 to develop and implement a Regional Transportation Master Plan (Master Plan) for the seven-county West Central Florida area covering Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, and Sarasota Counties. The Master Plan outlines improvements for a balanced transportation system to improve mobility of passengers and freight.

Planning for the region requires a strong partnership between TBARTA and the transportation and planning agencies around Tampa Bay. TBARTA and its partners agree now is the time to move forward with a regional transportation vision and begin implementing a cohesive plan that balances the movement of passengers and freight.

### 1.1 UPDATING THE MASTER PLAN

The 2015 Master Plan Update was developed by TBARTA's Board and Committees in collaboration with the West Central Florida Metropolitan Planning Organization (MPO) Chairs Coordinating Committee (CCC) — representing each of the region's MPOs and TPO. The 2015 Update ensures consistency with the MPOs' Long Range Transportation Plans (LRTPs) and updates the CCC's Regional LRTP.

The 2015 Master Plan Update is organized into two components: the Regional LRTP and the TBARTA Vision.

The Regional LRTP reflects regional projects adopted by each MPO and the Vision includes near-term priorities for implementation.

Figure 1-1: Organization of 2015 Master Plan

#### 2040 Regional Transportation Plan

- Regional Cost Feasible
  - Transit Projects
  - Roadway Projects
  - Freight Projects
  - Trail Projects
- Longer Range Needs

#### TBARTA Priorities

- Priorities
- Future Priorities

### 1.2 ABOUT THIS DOCUMENT

TBARTA recommends the incremental investment in our transportation infrastructure starting with the adopted TBARTA priorities, followed by the Future Priorities, 2040 Projects, and Longer Range Projects.

This Technical Memorandum describes the history, background, and context of the 2015 Master Plan Update. Included is an overview of TBARTA and the agency's recent accomplishments which are the foundation for the 2015 Master Plan Update. Also included is a definition of Tampa Bay's regional transportation network, the basis for all regional transportation projects and investments included in the 2015 Master Plan. This process began November 2014 and was adopted by the TBARTA Board on June 12, 2015. This memorandum is one of several documents that describe in detail the steps taken to complete the 2015 Master Plan Update.

## 2.0 WHAT IS TBARTA?

Established by the Florida State Legislature in July 2007, TBARTA is the transportation authority for the Tampa Bay region, covering the seven counties of Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, and Sarasota. As required by state law, TBARTA produced a Regional Transportation Master Plan in 2009. The Master Plan established a framework for developing a balanced transportation system. It guides the region into the future and ensures that Tampa Bay continues to be a desirable place to live and work, attracting major employers, tourists and talented workforce. The Master Plan is updated every two years to reflect the changes that occur in our community over time.

### 2.1 TBARTA VISION

In 2008, the TBARTA Board adopted the following vision statement for the authority: “A world class transportation network for the Tampa Bay region that will connect people and places, move goods and services, enhance the quality of life, and offer transportation options that are safe, sustainable, affordable, and efficient. We will act as a catalyst for a vibrant economic future through leadership, collaboration, and partnerships.”

### 2.2 TBARTA GUIDING PRINCIPLES

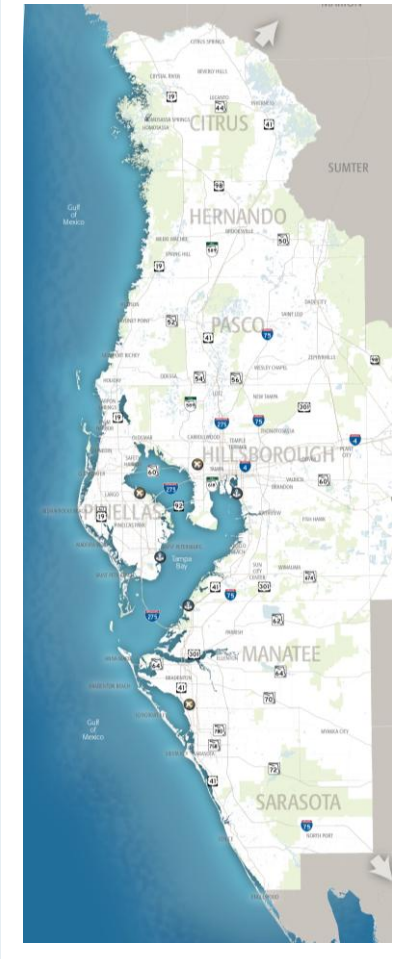
The TBARTA Board adopted the following four guiding principles in November 2007 to shape the planning process:

- **Regionalism:** Develop an interconnected, balanced transportation system that, to the extent feasible, provides for long-term equity across the region.
- **Planning:** Create an implementable Master Plan that builds on the lessons of others and comprehensively and sustainably addresses the needs of the region.
- **Funding & Financing:** Develop equitable, sustainable funding options with public support that leverage multiple financing opportunities.
- **Communicating:** Communicate with all local jurisdictions and the diverse public with honesty, integrity, and realism to build a credible reputation in word and action.

### 2.3 TBARTA BOARD AND COMMITTEES

Coordination and collaboration with partner agencies, stakeholders, and the public are important for planning a viable regional transportation system. To that end, TBARTA's planning process includes the TBARTA Board, a Citizens Advisory Committee (CAC), and the Transit Management Committee (TMC). Each is described below.

Figure 2-1: TBARTA Region



**TBARTA Board:** consists of 16 members made up of representatives from the seven counties, four largest cities, the region's Metropolitan Planning Organizations (MPOs), Business Community, and Florida Department of Transportation (FDOT) (non-voting member). The Board meets regularly to discuss implementing the Regional Transportation Master Plan.

**Citizens Advisory Committee:** consists of 15 residents and business persons from around the region. Members are appointed by the TBARTA Board members and volunteer their time to advise the Board on a range of issues that affect TBARTA and the region.

**Transit Management Committee:** made up of the region's eight transit agency directors (including Polk County) and the FDOT District One Commuter Assistance Program representative, who advise the Board on implementation of the Regional Transportation Master Plan.

## 3.0 WHAT HAS TBARTA ACCOMPLISHED?

In its first six years, TBARTA's return on investment totals more than one billion dollars secured to support partner agencies, planning studies, and project implementation. TBARTA's accomplishments are numerous.

### 3.1 REGIONAL EFFORTS

The agency produced the 2009 Master Plan and subsequent updates in 2011, 2013, and now 2015. TBARTA has also worked tirelessly to:

#### **Be a leader in the transportation conversation**

- Initiated working with local governments to coordinate, collaborate, and consolidate
- Initiated discussions with CSX Corporation on regional transportation issues, commuter rail, and freight
- Began serving the region as an information resource
- Began coordination of local transit-oriented development (TOD) land use decisions through the work of the Land Use Working Group (LUWG) and the CAC Land Use Subcommittee to provide a forum for information exchange and the creation of the TOD Resource Guide

#### **Take steps toward implementation**

- Began working with FDOT on "right now" solutions to traffic congestion
- Supported initiation of six Corridor Studies around the region
- Identified and updated the Regional Priority Projects
- Provided technical assistance to the CCC and Citrus County Transportation Planning Organization (TPO)
- Identified viable solutions to overcome barriers facing mobility-impaired persons, particularly the disabled and elderly, within and between Hernando and Citrus Counties as part of the New Freedom study



### **Find new and better ways of doing business**

- Merged with Bay Area Commuter Services (BACS) to consolidate regional efforts and reduce costs; as TBARTA Commuter Services, eliminated more than 20 million vehicle miles and saved more than \$11 million in individual transportation costs
- Provided significant technical resources for Long Range Transportation Plans at county and regional levels; provided assistance to the CCC in the management of regional meetings
- Secured additional federal funds for the region by becoming a part of the National Transit Database(NTD), reporting on the vanpool program

### **Be a leader in public engagement, and provide a steadfast web presence and social media conversation and lead other innovative efforts**

- Launched the TellTBARTA website, which gave the public a convenient way to comment on various regional and local transportation topics, post their ideas, and converse with each other and TBARTA staff
- Helped coordinate and participate in the area's first live web, telephone, and television eTownHall meeting in connection with the Pinellas Alternatives Analysis

## **3.2 CITRUS TRANSPORTATION PLANNING ORGANIZATION RE-DESIGNATION**

TBARTA staff assisted the Citrus TPO in the process of merging with the Hernando MPO to create a joint Hernando/Citrus MPO in July 2014.

## **3.3 TRANSPORTATION PLANNING ASSET**

TBARTA has been active in planning for regional transportation. The agency is involved in the Regional Transportation Interagency Exchange (R/TIE's), led the study of transportation efficiencies, and outlined "Critical Core" projects for the region to address from TBARTA's corridor studies and regional priority projects, with long-term transit options.

### **3.3.1 REGIONAL TRANSPORTATION INTERAGENCY EXCHANGE**

TBARTA participates in the R/TIE's Group, which FDOT District Seven initiated to coordinate regional projects, establish a process for Regional Transit Development Plans (TDPs), and develop a prioritization process for transit projects. R/TIE's recommendations and activities go to the TBARTA TMC for multi-level staff coordination.

### **3.3.2 FINANCIAL FEASIBILITY STUDY**

At the request of the Florida State Legislature, TBARTA led the Hillsborough Area Regional Transit Authority (HART)/Pinellas Suncoast Transit Authority (PSTA) Financial Analysis Study, which looked at efficiencies in consolidated transit operations. TBARTA examined their business and administrative practices to identify cost savings through collaboration and consolidation of the organizations.

### **3.3.3 WESTSHORE REGIONAL MULTIMODAL CENTER**

After TBARTA identified the Westshore Regional Multimodal Center (WRMC) as a regional priority, regional partners united to support this project. At the time, Commissioner Mark Sharpe provided direction and led the Tampa Bay Partnership Transportation Task Force subcommittee. TBARTA staff supported Commissioner Sharpe and facilitated the technical and existing/future conditions analysis while developing the WRMC Vision.

### 3.3.4 TAMPA BAY TRANSIT: CONNECTING A REGIONAL SPINE

The Tampa Bay Partnership requested that TBARTA, in conjunction with FDOT, produce the planning report, *Tampa Bay Transit: Connecting a Regional Spine*, comparing regional transit options. It outlined long-term transit options for the “Critical Core” projects from TBARTA’s corridor studies and regional priority projects.

## 3.4 TRANSPORTATION MASTER PLAN

Every two years, TBARTA updates its Regional Transportation Master Plan for the seven-county Tampa Bay region to reflect changes. The Master Plan is important because it defines a regional Vision to guide the planning process. Planning studies and projects have originated from the Master Plan.

For the 2015 Master Plan Update, TBARTA and the CCC eliminated duplication of efforts for the Master Plan and Regional LRTP Updates by making them one in the same. Consolidating these activities reduces the cost for each organization and presents a clear, uniform planning process to the public.

TBARTA works closely with the MPO Staff Directors to do the following:

- Consolidate planning tasks
- Reduce duplication
- Ensure planning consistency between counties
- Spend limited funding efficiently

## 3.5 REGIONAL PRIORITY PROJECTS

Before distributing substantial federal and state funding, FDOT and the United States Department of Transportation (USDOT) want to see that projects are supported consistently across local and regional plans. By identifying Regional Priority Projects, TBARTA Board members, who represent all seven counties and the state, showcase the regional consensus for major transportation investments. These priorities highlight projects from Citrus to Sarasota Counties that are crucial to improving transportation, economic competitiveness, and quality of life for residents and visitors.

Since being identified by TBARTA, all but two the following TBARTA Regional Priority Projects have either been fully or partially funded:

- I-275/SR 60/Memorial Interchange — Unfunded
- SR 54/56 Corridor Improvements — Unfunded
- Gateway Expressway — Funded/Partially Funded
- Howard Frankland Bridge — Funded/Partially Funded
- Suncoast Parkway 2 — Funded/Partially Funded
- Tampa Bay Express (Starter Projects) — Funded/Partially Funded
- Tampa International Airport People Mover Connection/Westshore Regional Multimodal Center — Funded/Partially Funded
- University Parkway/I-75 Interchange Area — Funded/Partially Funded

For more information on TBARTA’s Regional Project Priorities, see the *Regional Priorities Technical Memorandum*.

### 3.6 MASTER PLAN CORRIDOR STUDIES

TBARTA has taken an active role in leading the following corridor studies:

- The **Short-term Regional Premium Transportation Enhancements Study** identified alternatives for short-term transportation improvements to decrease congestion and improve mobility in our region.
- The **Howard Frankland Bridge Project Development & Environment (PD&E) Study** identified a four-lane bridge replacement option with consideration of express lanes and transit opportunities. Regional support and prioritization of this project has moved the project forward for funding in 2019. (Study Partners: FDOT, TBARTA)
- TBARTA and FDOT, in partnership with the Pinellas MPO and PSTA, conducted the **Pinellas Alternatives Analysis** to look at premium transit options connecting the major activity centers in Pinellas County—Clearwater, Gateway area, and St. Petersburg; connections to Hillsborough County were also examined. The study evaluated feasible alternatives and identified a preferred alternative, as consistent with the TBARTA Master Plan.
- The **USF to Wesley Chapel Regional Transit Corridor Study** evaluated transit options to extend premium transit service between the USF area in Hillsborough County and the Wesley Chapel area in Pasco County.
- The **Westshore Area to Crystal River/Inverness Transit Corridor Evaluation** looked at the extension of premium transit service from the Westshore area in Tampa, along the Veterans Expressway/Suncoast Parkway north, connecting Hillsborough, Pasco, Hernando, and Citrus counties.
- The **SR 54/56 Transit Corridor Study** evaluated premium bus service, possibly bus rapid transit (BRT), express bus in managed lanes, express bus in mixed traffic, or some combination. The premium bus service is envisioned to serve transit oriented developments being planned along the SR 54/56 corridor.
- The **Sarasota Manatee Area Regional Transit (SMART) Connect Study** identified premium transit service opportunities from Sarasota to Bradenton and North Port. These services would connect major activity centers, redevelopment areas, and employment centers. The SMART Connect Study provided resources to local decision makers to develop and implement future multimodal improvements. (Study Partners: FDOT, TBARTA, Sarasota/Manatee MPO, Manatee County Area Transit, Sarasota County Area Transit)
- The **I-75 Wesley Chapel-Bradenton/Manatee Transportation Corridor Evaluation** will identify opportunities for premium transit along the I-75 corridor from SR 52 in Pasco County to SR 64 in Manatee County, with connections to Tampa, Brandon, and Bradenton.

### 3.7 REGIONAL FARE COLLECTION

The region's transit agencies are coordinating transit interoperability through a **Regional Fare Collection Process** that will include smartcard technology. TBARTA contributed initial funding towards the development of technical specifications. TBARTA will provide additional funding from its One Call/One Click grant program to create a regional "epicenter" for regional fare policy, procedures, and costs for passengers throughout the region. Future capability will include a regional "back office" management site and a utility to allow passengers to manage their fare accounts which includes reloading fare media. Through coordination in the TBARTA TMC, this project also includes TBARTA member counties from FDOT District One. The TMC is also looking to incorporate the real-time transit application, OneBusAway.

### 3.8 TRANSIT-ORIENTED DEVELOPMENT RESOURCE GUIDE

TBARTA convened the Land Use Working Group (LUWG) to bring community leaders, experts, activists and citizens together to review land use assumptions for the Master Plan. Convening this diverse group shed light on the need for a toolkit to assist communities to plan for successful TOD. The TOD Guiding Principles and Resource Guide are available to the entire region. Many communities have already incorporated the TOD Guiding Principles into their Comprehensive Plans.

### 3.9 COMMUTER SERVICES

TBARTA operates Commuter Services programs in five of the TBARTA counties. From these services, TBARTA receives substantial state grants, as well as federal National Transit Database (NTD) dollars based on vanpool success. Staff is working to coordinate Commuter Services programs between FDOT District One and District Seven. Due to the vanpool NTD reporting, more NTD dollars are coming to our region, and TBARTA is able to leverage portions of this funding to advance regional projects.

### 3.10 REGIONAL INFORMATION SOURCE

TBARTA is the regional clearinghouse for transportation information. The agency's award-winning public engagement set the standard as the first in the region to utilize Telephone Town Hall meetings. Along with a robust Speakers Bureau Program and a user-friendly website providing more information on transportation and services, TBARTA is leading the way to provide more to the public and agency partners. The agency's daily Transportation News Digest is distributed throughout the region. This represents a greater level of regional engagement coordination never done before.

## 4.0 HOW IS THE MASTER PLAN BEING UPDATED?

The Master Plan is updated every two years to reflect the changes that occur in the community over time. Developing the inaugural Master Plan and subsequent updates was, and continues to be, a cooperative process between transit agencies, local and regional planning organizations, and all levels of government, with substantial participation from the public.

The primary differences between the 2015 Master Plan Update, previous updates, and the 2009 Master Plan are summarized as follows.

- The Mid-term Network defined by past Master Plan updates is now defined as the 2040 Regional Projects (Regional Long Range Transportation Plan)
- The Long-term Network defined by past Master Plan updates is now defined as the Longer Range Projects (Regional Long Range Transportation Plan)
- The 2015 Master plan update incorporates the TBARTA priorities, previously defined by the Board independently of the Master Plan

#### 4.1 2015 MASTER PLAN UPDATE

The 2015 Master Plan Update consolidates several regional planning documents into one Regional Transportation Master Plan. The 2015 Master Plan Update was developed in collaboration with the CCC, Tampa Bay Transportation Management Area (TMA) Leadership Group, and local transportation stakeholders. The Update ensures consistency with the MPOs' L RTPs and updates the CCC's Regional L RTP (Figure 4-2).

Founded in 1991, the **CCC** is comprised of the chairpersons from the TBARTA region's MPOs plus Polk County's TPO. The group is responsible for coordinating regional transportation planning for the eight-county region on Florida's Gulf Coast. **The Regional L RTP** is the CCC's primary means for coordination. It identifies regional transportation projects that are funded and will be built over a 25-year period as well as other projects that are needed but not funded.

The **Tampa Bay TMA Leadership Group** is comprised of voting representatives from the Hillsborough, Pasco, and Pinellas MPOs and non-voting advisors from the FDOT District Seven and TBARTA. The primary purpose of the Tampa Bay TMA Leadership Group is to identify transportation projects that are regional priorities for the three counties included in the urbanized area of the TMA.

#### 4.2 COMPARISON TO PAST UPDATES

The 2009 Master Plan and subsequent updates contribute to TBARTA's Vision. For example, following the adoption of the 2009 Master Plan, the Tampa Bay region's MPOs and the Citrus County Board of County Commissioners (BOCC) adopted several key regional transportation projects and efforts proposed by the TBARTA Mid-Term Regional Network into their respective 2035 Cost Affordable L RTPs.

The accomplishments of the inaugural Master Plan and each update are listed in **Table 4-1**.



**Table 4-1: Comparison of Master Plan Updates**

Master Plan	Accomplishment
<b>2009 Master Plan</b>	Developed a Long-Term (2050) Regional Transit Network
	Developed a Mid-Term (2035) Regional Transit Network
	Identified Critical Regional Transit Services
<b>2011 Master Plan Update</b>	Developed a (2050) Regional Freight Network
	Developed a (2050) Regional Roadway Network
	Refined the (2050) Regional Transit Network
	Identified Regional Priority Projects for Study
	Incorporated Land Use and Air Quality
<b>2013 Master Plan Update</b>	Adopted 5 Regional Priority Projects
	Refined Mid-Term and Long-Term Regional Transit Networks
	Refined Mid-Term and Long-Term Regional Roadway Networks
	Refined Mid-Term and Long-Term Regional Freight Networks
	Refined Land Use and Air Quality
<b>2015 Master Plan Update</b>	Coordinated with the CCC to develop one Regional LRTP
	Identified Future Regional Priority Projects
	Refined Regional Priority Projects
	Refined Regional Transit, Roadway, and Freight Networks
	Refined Regional Activity Centers
	Refined CCC's Regional Travel Markets
	Developed 2040 Regional Transit, Road, and Freight Projects
	Developed Longer-Term (2050) Regional Transit, Road, and Freight Projects
	Developed Regional Multi-Use Trails Network and Projects
	Incorporated the Transportation Demand Management strategies
	Refined Air Quality

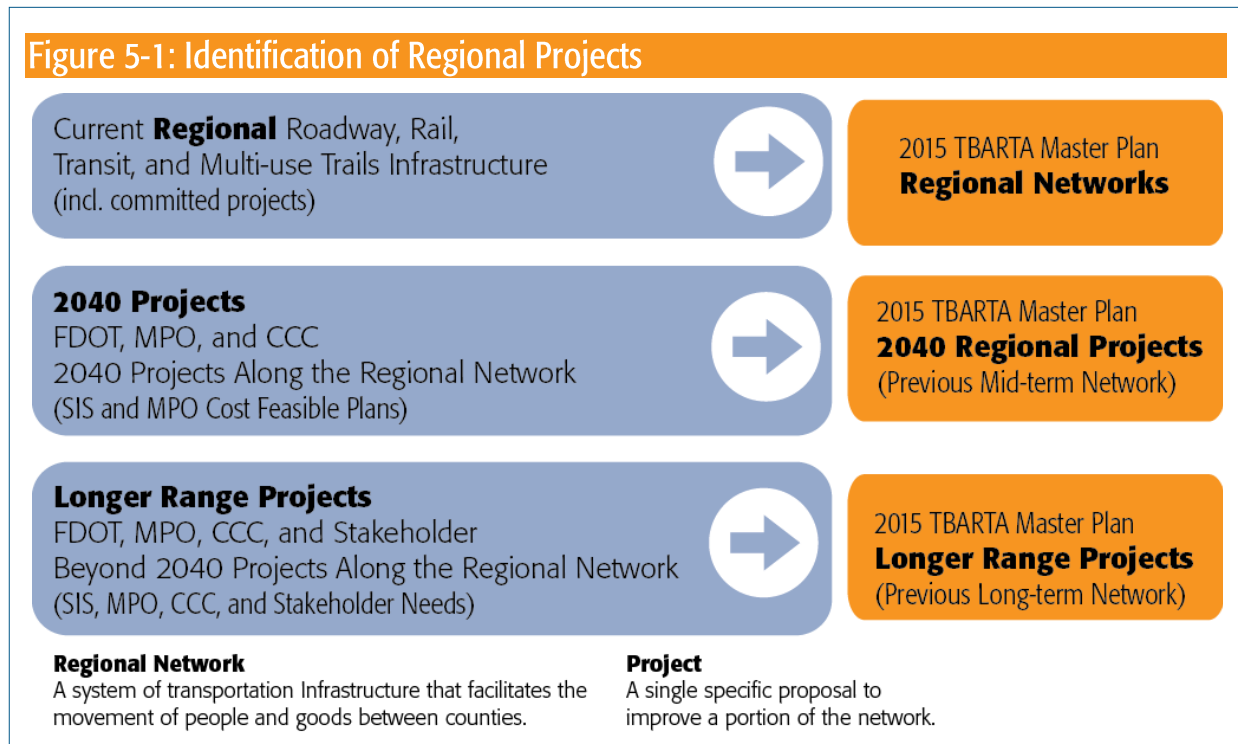
## 5.0 WHAT DEFINES OUR REGIONAL SYSTEM?

The 2015 Master Plan Update focuses on regional transportation efforts and projects. This distinction guides the selection of regional projects to be included in the Master plan. The TBARTA regional transportation networks for transit, roadway, freight, and multi-use trails (new to the 2015 Master Plan) represents our existing (including funded projects or projects under construction) regional transportation facilities.

Those projects or investments proposed by area MPO's, FDOT, and agency partners along the regional transportation networks are defined as a regionally significant and are included in the Master Plan.

Those transportation projects or investments proposed by area MPOs, FDOT, and agency partners along the regional network are defined as a regionally significant transportation investment and included in the Master Plan. The criteria used to develop each regional network are dependent upon the mode. The following sections, as well as **Figures 5-2** through **5-5** define and explain how the regional networks were developed.

**Figure 5-1: Identification of Regional Projects**



### 5.1.1 TRANSIT NETWORK

TBARTA's Transit Network is important for providing regional, multimodal options that are practical to use. The TBARTA Transit Network is defined by existing and committed regional transit service, which TBARTA coordinated with local transit agencies and MPOs to identify. To provide consistency within the network, existing and committed transit services were organized into one of four types of service:

- **Regional Fixed Guideway:** Transit service operating on rail or within a dedicated lane
- **Regional Premium Transit:** BRT, express bus service in express lanes, or a similar service

- **Regional Commuter Transit:** Commuter express bus service or a similar service
- **Supporting Transit:** Local Bus Service

The TBARTA Transit Network lays the foundation for creating a regional a transit system that connects the TBARTA region. It will continue to expand and evolve as new regionally-significant transit and roadway projects are identified.

### 5.1.2 ROADWAY NETWORK

The Roadway Network is important for improving mobility and expanding multimodal options. This network is comprised of Regional Roads and Supporting Roads. TBARTA coordinated with MPOs and FDOT to identify committed roadway projects to include as part of the Existing and Committed Regional Roadway Network. The criteria for selecting the Regional Roadway Network and Regional Supporting Roadway Network are as follows:

- **Regional Roads:** Roads that are a part of the National Highway System (NHS) or Florida's Strategic Intermodal System (SIS)
- **Supporting Roads:** State Roadways

### 5.1.3 FREIGHT NETWORK

The Regional Freight Network is critical to the movement of raw materials, finished goods, and services. As the Tampa Bay region continues to grow, a well-maintained regional freight network is important to expanding the region's economic competitiveness in the global market. The Existing Freight Network is consistent with FDOT's **Tampa Bay Regional Strategic Freight Plan** and is comprised of the following:

- **Regional Freight Rail**
- **Regional Freight Road:** Limited Access Roadway and/or Regional Freight Mobility Corridor
- **Supporting Freight Road:** Freight Distribution Route

Freight projects identified in the 2015 Update are located on Regional Freight Rail corridors and Regional Freight Roads. Similar to Supporting Roads, Supporting Freight Roads are important because they connect to and serve Regional Freight Roads.

### 5.1.4 REGIONAL MULTI-USE TRAIL NETWORK

The Regional Multi-Use Trail Network is an important part of TBARTA's guiding principles to provide a regional multimodal transportation system. Building upon the CCC's Multi-Use Trails Committee's efforts, the Master Plan incorporated elements from the CCC's Regional Trails Map (2014). Regional Multi-Use Trails are defined as existing trail and committed trail projects that are regional, paved, and connect the TBARTA region. Coordination with the CCC's Multi-Use Trails Committee and agency partners between March 2015 and April 2015 resulted in refinement to the Regional Multi-Use Trail Network. These refinements reflect current findings for projects and updates since the adoption of the 2014 CCC Regional Multi-Use Trails Map. The Multi-Use Trails Network is comprised of the following:

- **Existing Trail**
- **Coast-to-Coast Trail**
- **Coast-to-Coast Trail Options:** At the time of the Master Plan Update a specific alignment for the Coast-to-Coast Trail had yet been defined in this area



Figure 5-2: Existing and Committed Transit Network

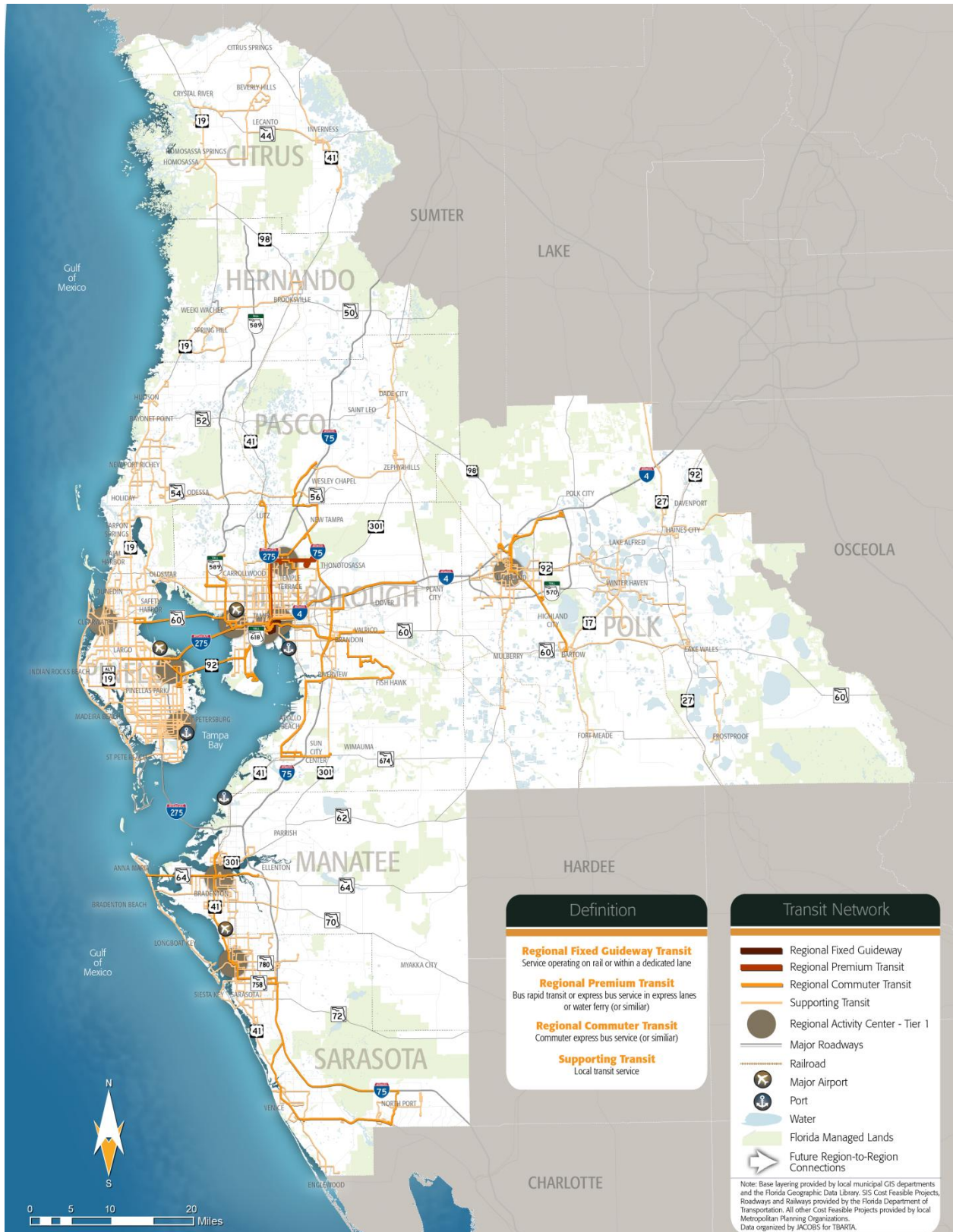


Figure 5-3: Existing and Committed Regional Roadway Network

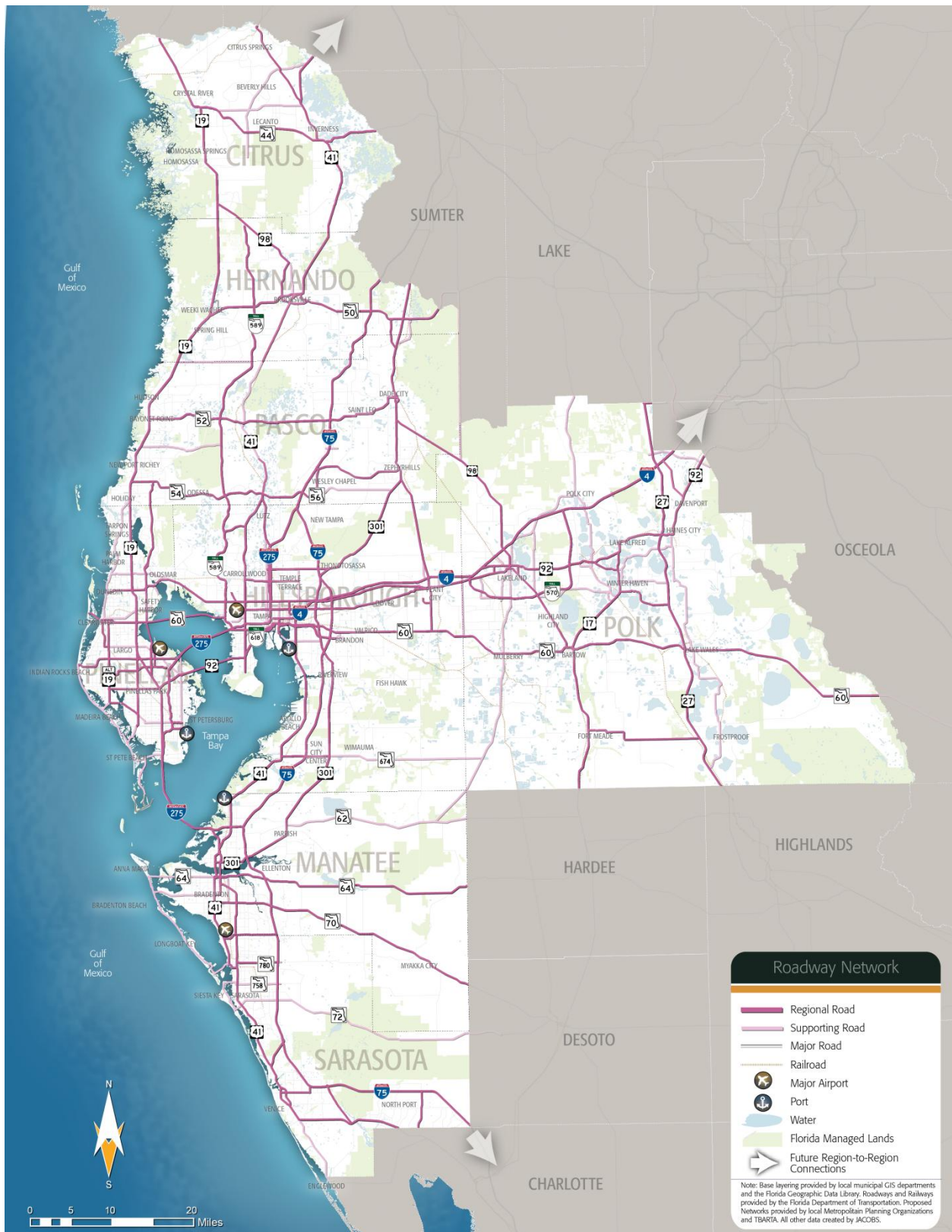


Figure 5-4: Existing and Committed Regional Freight Network

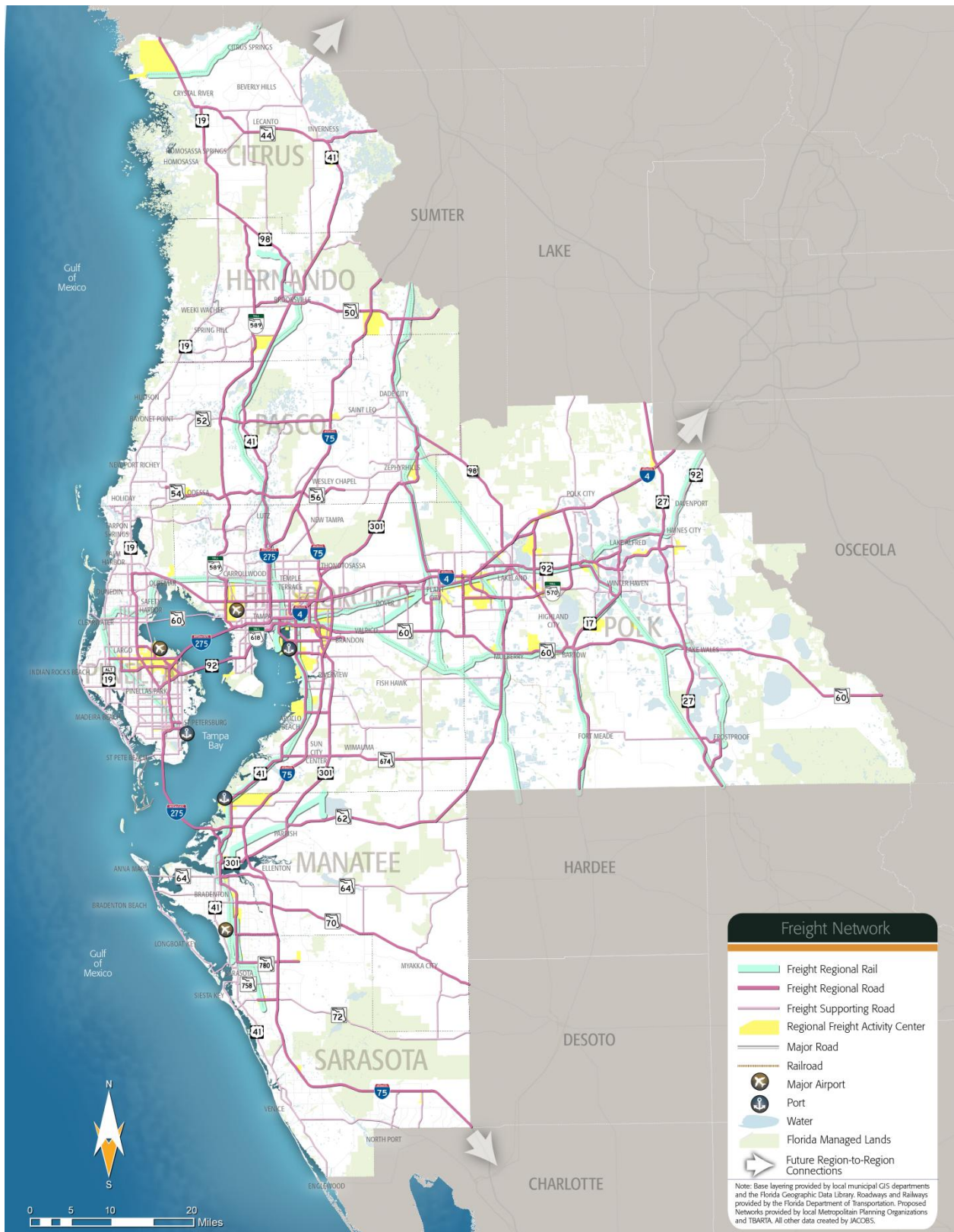
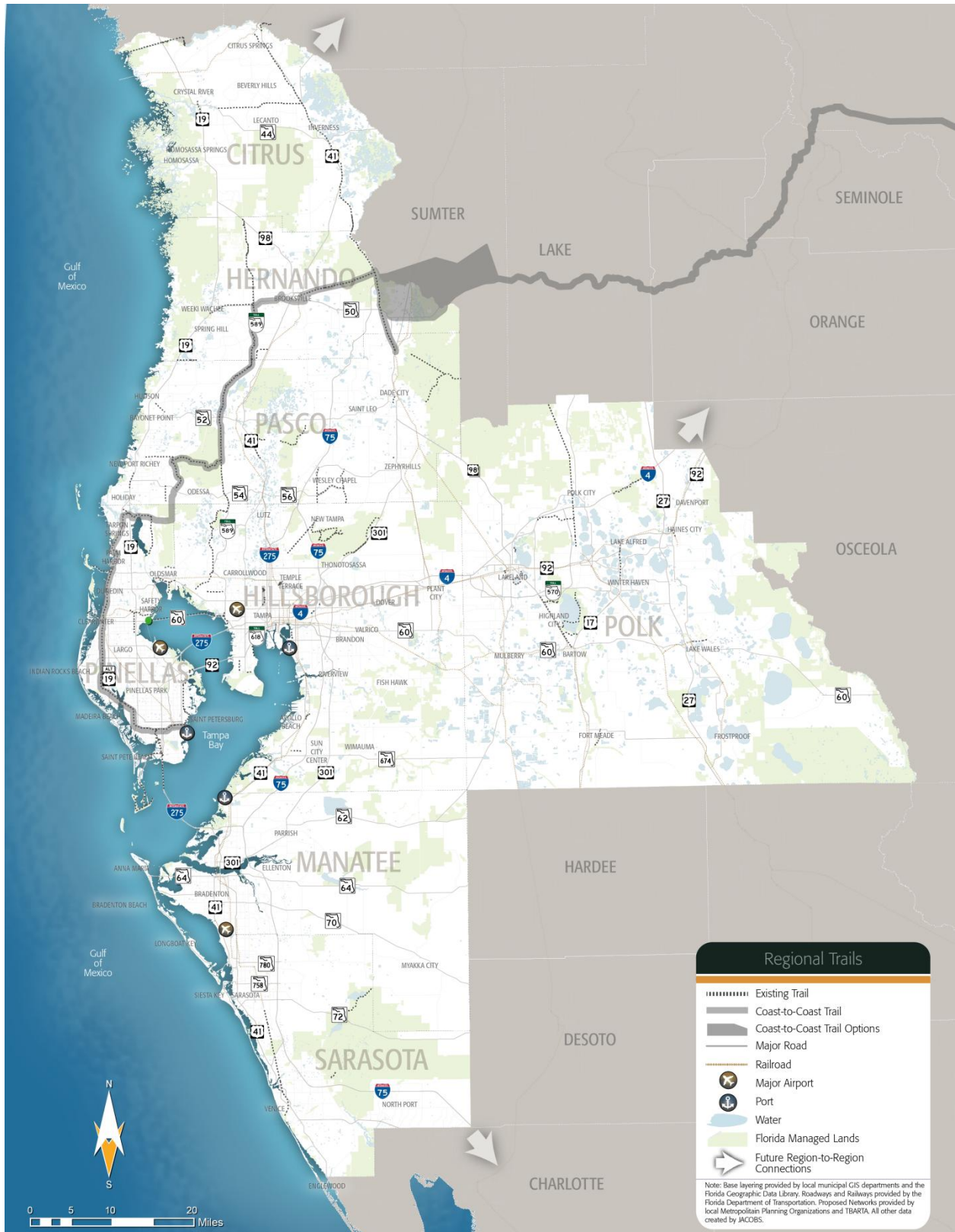


Figure 5-5: Existing and Committed Regional Multi-use Trail Network



## 6.0 WHAT IS THE STRATEGIC INVESTMENT PLAN?

How do we transform today’s transportation facilities to accomplish the longer range regional vision? **TBARTA’s Strategic Investment Plan** identifies the needed implementation steps. TBARTA recommends the incremental investment in our transportation infrastructure starting with the adopted TBARTA priorities, followed by the Future Priorities, 2040 Projects, and Longer Range Projects. While project implementation years will vary greatly, the following outlines a **chronological and incremental approach** to project delivery while not defining specific implementation years.

- **First** — Secure funding and focus investment on the annually adopted TBARTA Regional Priorities. These projects will continue to be identified as priorities until either constructed or operating. TBARTA’s regional priorities are re-examined and adopted annually by the Board, allowing TBARTA to be responsive to ever changing regional transportation conditions.
- **Second** — As Regional Priorities are constructed, effort should be focused on defining the cost, alignment, and operation details of each Future Priority Project. If these project details are defined and there is evidence of regional consensus, the project should be considered to advance to a TBARTA Regional Priority. Both Regional Priorities and Future Regional Priorities should be reviewed annually; this process should be flexible to respond to new funding opportunities.
- **Third** — Projects defined by area MPOs as cost feasible by 2040 should be considered as a Regional Priority or Future Regional Priority Project in the coming years and as current Regional Priority or Future Regional Priority Projects are completed. Efforts undertaken or proposed by regional stakeholders, such as the seaports and airports, should also be considered for inclusion.
- **Fourth** — Projects defined in the longer range should be considered as cost feasible projects for the next MPO LRTP updates as Regional Priority Projects, Future Regional Priority Projects, and 2040 Regional Projects are completed.

Figure 6-1: Strategic Investment Plan



TBARTA 2015

# Regional Transportation Master Plan

Regional Priorities Technical Memorandum

AUGUST 2015



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## 1.0 INTRODUCTION

The Tampa Bay Area Regional Transportation Authority (TBARTA) was created by the Florida State Legislature in 2007 to develop and implement a Regional Transportation Master Plan (Master Plan) for the seven-county West Central Florida area covering Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, and Sarasota Counties. The Master Plan outlines improvements for a balanced transportation system to improve mobility of passengers and freight.

Planning for the region requires a strong partnership between TBARTA and the transportation and planning agencies around Tampa Bay. TBARTA and its partners agree; now is the time to move forward with a regional transportation vision and begin implementing a cohesive plan that balances the movement of passengers and freight.

### 1.1 UPDATING THE MASTER PLAN

The 2015 Master Plan Update was developed by TBARTA's Board and Committees in collaboration with the West Central Florida Metropolitan Planning Organization (MPO) Chairs Coordinating Committee (CCC) — representing each of the region's MPOs. The 2015 Update ensures consistency with the MPOs' Long Range Transportation Plans (LRTPs) and updates the CCC's Regional LRTP.

The 2015 Master Plan Update is organized into two components: the Regional LRTP and the TBARTA Vision. The Regional LRTP reflects regional projects adopted by each MPO and the Vision includes near-term priorities for implementation.



### 1.2 ABOUT THIS DOCUMENT

TBARTA recommends the incremental investment in our transportation infrastructure starting with the adopted TBARTA priorities, followed by the Future Priorities, 2040 Projects, and Longer Range Projects. This technical memorandum describes the background, methodology, and results of developing TBARTA's Regional Priority and Future Priority Projects in support of the 2015 Master Plan Update. The update process began November 2014 and was adopted by the TBARTA Board on June 12, 2015. The steps taken to complete the 2015 Master Plan Update are described in several technical memoranda.



## 2.0 DEFINING REGIONAL PRIORITIES

At the June 2012 TBARTA Board meeting, former FDOT Secretary Ananth Prasad encouraged Tampa Bay and other regions to not only “dream big” but also focus on specific transportation projects that are “ready to go” and clearly defined. In response, the Bay Area Legislative Delegation, comprised of the state representatives and senators from throughout the Tampa Bay region, requested that TBARTA fill the role for identifying Tampa Bay’s priorities. TBARTA worked with FDOT, the CCC, and the Tampa Bay Partnership to develop a concise list of implementable regional transportation priorities. The initial TBARTA Priority Projects list was created during the 2013 Master Plan Update and is updated and adopted by the TBARTA Board annually to reflect changes in regional needs, available funding, and progress toward implementation.

The 2015 Regional Priority Projects were adopted by the TBARTA Board in February 2015 and were used to update the TBARTA Master Plan. Future Priority Projects were identified for the first time. These priorities are stepping stones for accomplishing the TBARTA Master Plan Vision of a world-class transportation network.

Future Priority Projects differ in that they typically require additional analysis to define costs, technology, alignment, and/or design. Both sets of priorities are crucial for improving mobility, safety, and economic development in the Tampa Bay region, and guide policy when advocating for discretionary funding to build regional transportation projects.

TBARTA recommends the incremental investment in our transportation infrastructure starting with the adopted TBARTA priorities, followed by the Future Priorities, 2040 Projects, and Longer Range Projects. As described in the *Context and Background Technical Memorandum*, the following is an **incremental approach** to project delivery while not defining specific implementation years.

- **First** — Secure funding and focus investment on the annually adopted TBARTA Regional Priorities. These Regional Priorities will continue to be identified as a priority until either constructed or operational. TBARTA’s priorities are re-examined by the Board and adopted annually, allowing TBARTA to be responsive to ever changing regional transportation conditions.
- **Second** — As Regional Priorities are constructed, details such as cost, alignment, and operation of each Future Priority Project should be defined. When these project details are defined and if there is evidence of regional consensus, the project should then be considered to advance to a TBARTA Priority.
- **Third** — Projects defined by area MPOs as cost feasible by 2040 should be considered as either Priority or Future Priority Projects in the coming years and as current Priority or Future Priority Projects are completed. Efforts undertaken or proposed by regional stakeholders, such as the port and airport, should also be considered for inclusion.
- **Fourth** — Projects defined in the longer range should be considered as cost feasible projects for the next MPO LRTP updates as projects are completed.

How do we transform today’s transportation to achieve our vision?

TBARTA’s Strategic Investment Plan identifies the needed implementation steps.

Figure 2-1: Strategic Investment Plan



## 2.1 METHODOLOGY

TBARTA’s Priorities are regionally significant projects that provide immediate solutions to a transportation issue and can be implemented incrementally. The initial Priority Projects were based on the CCC’s adopted list of 10 *High Priority Transportation Initiatives* and the Tampa Bay Partnership’s *Transportation Vision: 20/30/40* plan, a list of 20 projects to be built over three phases: by 2020, by 2030, and by 2040.

Future Priority Projects are also based on priorities from the CCC, as well as the Tampa Bay Transportation Management Area (TMA) Leadership Group. Collaboration with regional stakeholders and partner agencies such as the CCC and TMA Leadership Group was critical to selecting Priority and Future Priority Projects. For a list of stakeholders and partner agencies, see the 2015 Master Plan Update’s *Engagement and Coordination Technical Memorandum*.

### 2.1.1 EVALUATION CRITERIA

Priority Projects have been identified as projects which answered the following questions:

- Is the project regional?
- Can the project be implemented soon?
- Is the project supported by a local agency and/or FDOT?

Specific criteria for answering each question are detailed in **Table 2-1**. Projects that meet a minimum of four out of six criteria were identified as a Regional Priority or Future Priority Project.

Table 2-1: Evaluation Criteria for Priorities and Future Priorities

Project Type	Question	Evaluation Criteria
Priorities	Is the Project Regional?	Crosses county lines or serves a Tier 1 Activity Center
		Improves or Serves a Regional Corridor
		Inter-Regional Corridor
	Can the project be implemented soon?	Federal Support, Feasibility Study, Project Development and Environment (PD&E) Study, and/or Design Complete or Underway
	Is the project supported?	Agency Action/Resolution
		State Commitment, FDOT Work Program (First 5 Years)
Future Priorities	Is the Project Regional?	Crosses County Lines or Serves an Activity Center
		Improves or Serves a Regional Corridor
		Inter-Regional Corridor
	Can the project be implemented soon?	FDOT 10-Year Strategic Intermodal System (SIS) (2nd 5 Years), SIS 2040 Cost Feasible (CF), MPO CF Plan or Committed, Federal Support
	Is the project supported?	Agency Action/Resolution
		State, CCC, or TMA Priority


## 3.0 2015 TBARTA PRIORITY PROJECTS

TBARTA's Board adopted eight Regional Priority Projects in February 2015. They are projects that can be implemented in the near-term and include road, transit, and multi-use trail projects. The projects are selected because they are regionally significant, offer immediate solutions, and can be implemented incrementally. Since 2013, six of eight Priority Projects have been either fully or partially funded.

**Figure 3-1** displays all the Priority Projects (following the list below). **Table 3-1** includes the results of the performance for each project (following the list below). The following describes each project in detail.

---

### I-275/SR 60/Memorial Interchange


 **The Project:** The I-275/SR 60/Memorial Interchange was identified as a bottleneck in the 2011 *Bottlenecks on Florida SIS* study. Improving the interchange is critical to successful completion of the Howard Frankland Bridge replacement, I-275 Express Lanes, a multimodal interstate corridor, and Westshore Multimodal Center with a people mover connection to Tampa International Airport (TIA). Reconstruction of the interchange will provide sufficient space to accommodate future express lanes and premium transit.

**Progress: Unfunded** — \$55 million is committed for right-of-way in the FDOT Work Program in FY15/16 and FY16/17.

**TBARTA Request:** Secure remaining project funding for construction of the approximately \$515 million interchange improvement.

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### SR 54/56 Corridor Improvements

 **The Project:** The SR 54/56 corridor has undergone study over the past several years to evaluate existing and future travel demands and determine feasible alternatives that help address current and anticipated demands.

**Progress: Unfunded** — FDOT is continuing to work on projects that will impact the corridor. The Pasco County MPO committed to further evaluation of improvements in FY 2015/16, including significant public engagement. Additional coordination is required with Pasco County regarding planned development throughout the corridor.

**TBARTA Request:** Support continued implementation of current FDOT improvements, including the interchange modification at SR 56/I-75 and implementation of a new interchange at SR 54/US 41, with a focus on the I-75 to US 41 portion of the corridor. Support the MPO's initiative to determine ultimate corridor improvements through 2040.

---

### Gateway Expressway



**The Project:** The Gateway Expressway will be a tolled highway facility with premium transit capability. The project includes a single-lane flyover from the southbound Bayside Bridge to eastbound Roosevelt Boulevard (SR 686) and four express lanes from the St. Petersburg-Clearwater International Airport (across from SR 688/Ulmerton Road), south to CR 296/118th Avenue. The existing portion of Roosevelt Boulevard from CR 611 to SR 688 will serve as a frontage road.

**Progress: Funded/Partially Funded** — Six segments of the project are in various stages of design and right-of-way. The project is advancing as a Design Build with federal funding and funding from Pinellas County and FDOT. Federal, state, and Pinellas County funds were secured for this \$454.3 million project (\$394 million provided by the state of Florida). Construction will begin in Fall 2016.

**TBARTA Request:** Complete design and right-of-way; continue to construction.

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### Howard Frankland Bridge



**The Project:** The northbound span of the Howard Frankland Bridge is nearing the end of its design life. FDOT conducted a Project Development and Environment (PD&E) Study on the bridge replacement to examine express lanes and a transit connection, both of which are included in the TBARTA Master Plan.

**Progress: Funded/Partially Funded** — FDOT conducted public hearings in Hillsborough and Pinellas Counties in Fall 2013 and completed the required PD&E study. \$490 million was secured to construct the northbound span with four lanes as well as strengthening the bridge substructure to support future rail transit.

**TBARTA Request:** The next step is the initiation of a Design Build project funded in FY18/19.

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### Suncoast Parkway 2



**The Project:** The Suncoast Parkway 2 is a future expansion of the existing Suncoast Parkway toll facility extending north from its current terminus in northern Hernando County to SR 44 in Citrus County.

**Progress: Funded/Partially Funded** — Florida Turnpike Enterprise funded \$44 million for right-of-way acquisition in FY16 and FY17 for Suncoast Parkway 2/SR 589 from US 98 to SR 44. FDOT committed funding for construction of the approximately \$203 million project.

**TBARTA Request:** Complete design and right-of-way; continue to construction.

---

### Tampa Bay Express (Starter Projects)

**TBX** **The Project:** FDOT District Seven is studying tolled express lanes on the interstate system, including I-275, I-75, and I-4. Variable-priced toll lanes will provide options for cars and transit. The projects will be split into two phases; the Priority Projects include the first phase, or Starter Projects. Express Lanes will support express bus service between Pinellas, Hillsborough, and Pasco Counties.

**Progress:** **Funded/Partially Funded** — FDOT held public hearings for the Tampa Bay Express in January 2015. FDOT funded the Tampa Bay Express PD&E Studies.

**TBARTA Request:** TBARTA will continue to support FDOT in moving the \$3.3 billion project, including express bus service, towards construction.

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### TIA People Mover Connection/Westshore Multimodal Center

**TIA** **The Project:** As part of the most recent TIA Master Plan update, the airport identified construction of an automated people mover with stops at the main terminal and future Consolidated Rental Car Facility (ConRAC). TIA, FDOT, and TBARTA are working together to identify the people mover connection from the ConRAC to a future Westshore Multimodal Center.

**Progress:** **Funded/Partially Funded** — Project is advancing with funding from FDOT and TIA. Construction of the TIA Master Plan has begun and is expected to be complete by 2017. \$943 million was secured to construct the TIA Master Plan; \$194 million committed by FDOT and \$749 million by TIA.

**TBARTA Request:** Additional funding is needed to construct the Westshore Multimodal Center and a people mover connection from the center to the ConRAC facility.

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### University Parkway/I-75 Interchange Area

**UP** **The Project:** As growth and regional activity centers develop in southeastern Manatee County and northeastern Sarasota County, intersection improvements will be needed to ensure seamless connectivity along both University Parkway and I-75. FDOT and local officials have both identified the University Parkway corridor as an emerging mixed-use activity center. Transportation improvements are needed to accommodate the planned growth and development, including a world-class rowing center for national competitions, and enhanced connectivity to the Sarasota-Bradenton International Airport.

**Progress:** **Funded/Partially Funded** — Construction on the interchange could begin as early as summer 2015. Completion of the project is expected to precede the World Rowing Championships in 2017.

**TBARTA Request:** Complete design and right-of-way; continue to construction.

Figure 3-1: TBARTA Priority Projects

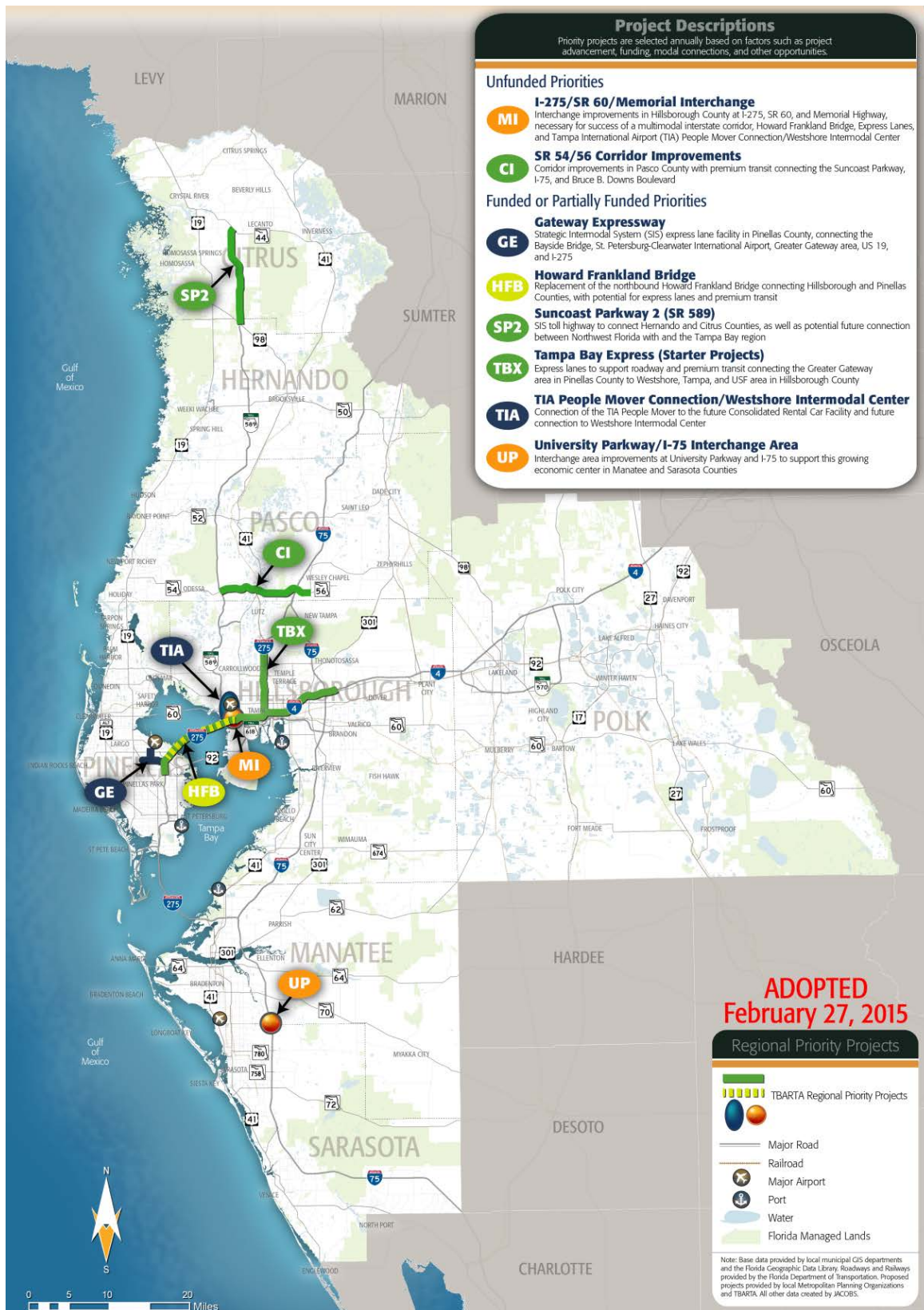


Table 3-1: Evaluation Criteria Results for Priority Projects

Project Description		Criteria for Selection						Criteria Satisfied
		Is the Project Regional?			Can the Project Be Implemented Soon?	Is the Project Supported?		
Project Name	Description	Cross County Lines or Serves a Tier 1 Activity Center	Improves or Serves a Regional Corridor	Inter-Regional Connector	Federal Support, Feasibility Study, PD&E, and/or Design Complete or Underway	Agency Action/Resolution/Request	State Commitment FDOT Work Program (First 5 Years)	
<b>I-275/SR 60/Memorial Interchange</b>	Interchange improvements in Hillsborough County at I-275, SR 60, and Memorial Highway, necessary for success of a multimodal interstate corridor, Howard Frankland Bridge, Express Lanes, and TIA People Mover Connection/Westshore Multimodal Center	<b>Yes</b> <i>(serves Westshore activity center)</i>	<b>Yes</b> <i>(serves regional corridors, I-275 and SR 60)</i>	<b>No</b>	<b>Yes</b> <i>(Preliminary Engineering scheduled in 2015; right-of-way scheduled for 2016 and 2017)</i>	<b>Yes</b> <i>(Hillsborough MPO)</i>	<b>Yes</b> <i>(funded in FDOT's 5-Year Work Program)</i>	<b>5</b>
<b>SR 54/56 Corridor Improvements</b>	Corridor improvements in Pasco County with premium transit connecting the Suncoast Parkway, I-75, and Bruce B. Downs Boulevard	<b>No</b>	<b>Yes</b> <i>(serves regional corridor, SR 54/56)</i>	<b>No</b>	<b>Yes</b> <i>(Pasco MPO is conducting a Feasibility Study)</i>	<b>Yes</b> <i>(Pasco BOCC)</i>	<b>Yes</b> <i>(funded in FDOT's 5-Year Work Program)</i>	<b>4</b>
<b>Gateway Expressway</b>	Strategic Intermodal System (SIS) express lane facility in Pinellas County, connecting the Bayside Bridge, St. Petersburg-Clearwater International Airport, Greater Gateway area, US 19, and I-275	<b>Yes</b> <i>(serves Gateway activity center)</i>	<b>Yes</b> <i>(serves regional corridors, US 19 and I-275)</i>	<b>No</b>	<b>Yes</b> <i>(Design is complete, construction has been identified within five years)</i>	<b>Yes</b> <i>(Pinellas MPO and Pinellas BOCC)</i>	<b>Yes</b> <i>(funded in FDOT's 5-Year Work Program)</i>	<b>5</b>
<b>Howard Frankland Bridge</b>	Replacement of the northbound Howard Frankland Bridge connecting Hillsborough and Pinellas Counties, with potential for express lanes and premium transit	<b>Yes</b> <i>(crosses Hillsborough/Pinellas County line, serves Gateway and Westshore activity centers)</i>	<b>Yes</b> <i>(serves regional corridor, I-275)</i>	<b>No</b>	<b>Yes</b> <i>(FDOT conducted a PD&amp;E)</i>	<b>Yes</b> <i>(Pinellas MPO)</i>	<b>Yes</b> <i>(funded in FDOT's 5-Year Work Program)</i>	<b>5</b>
<b>Suncoast Parkway 2 (SR 589)</b>	SIS toll highway to connect Hernando and Citrus Counties, as well as potential future connection between Northwest Florida and the Tampa Bay region	<b>Yes</b> <i>(crosses Citrus/Hernando County line)</i>	<b>Yes</b> <i>(serves regional corridor, SR 589)</i>	<b>Yes</b>	<b>Yes</b> <i>(Preliminary Engineering is scheduled to begin in 2015)</i>	<b>Yes</b> <i>(Hernando/Citrus MPO)</i>	<b>Yes</b> <i>(funded in FDOT's 5-Year Work Program)</i>	<b>6</b>



Project Description		Criteria for Selection						Criteria Satisfied
		Is the Project Regional?			Can the Project Be Implemented Soon?	Is the Project Supported?		
Project Name	Description	Cross County Lines or Serves a Tier 1 Activity Center	Improves or Serves a Regional Corridor	Inter-Regional Connector	Federal Support, Feasibility Study, PD&E, and/or Design Complete or Underway	Agency Action/Resolution/Request	State Commitment FDOT Work Program (First 5 Years)	
<b>Tampa Bay Express (Starter Projects)</b>	Express lanes to support roadway and premium transit connecting the Greater Gateway area in Pinellas County to Westshore, Tampa, and the University of South Florida area in Hillsborough County	<b>Yes</b> <i>(crosses Hillsborough/Pinellas County line; serves Gateway, Westshore, Downtown Tampa activity centers)</i>	<b>Yes</b> <i>(serves regional corridors, I-75 and I-4)</i>	<b>Yes</b>	<b>Yes</b> <i>(Tampa Bay Express Lanes Draft Master Plan and Express Bus in Express Lanes Feasibility Studies)</i>	<b>No</b>	<b>Yes</b> <i>(funded in FDOT's 5-Year Work Program)</i>	<b>5</b>
<b>TIA People Mover Connection/ Westshore Multimodal Center</b>	Connection of the TIA People Mover to the future Consolidated Rental Car (ConRAC) Facility and future connection to Westshore Multimodal Center	<b>Yes</b> <i>(serves Westshore activity center)</i>	<b>Yes</b> <i>(serves regional corridors, I-275 and SR 60)</i>	<b>No</b>	<b>Yes</b> <i>(FDOT funded a Feasibility Study)</i>	<b>No</b>	<b>Yes</b> <i>(funded in FDOT's 5-Year Work Program)</i>	<b>4</b>
<b>University Parkway/I-75 Interchange Area</b>	Interchange area improvements at University Parkway and I-75 to support this growing economic center in Manatee and Sarasota Counties	<b>Yes</b> <i>(crosses Manatee/Sarasota County line)</i>	<b>Yes</b> <i>(serves regional corridors, University Parkway and I-75)</i>	<b>No</b>	<b>Yes</b> <i>(PD&amp;E is completed)</i>	<b>Yes</b> <i>(Sarasota/Manatee MPO)</i>	<b>Yes</b> <i>(funded in FDOT's 5-Year Work Program)</i>	<b>5</b>

## 4.0 2015 TBARTA FUTURE PRIORITY PROJECTS

The TBARTA Board adopted 15 Future Priority Projects in June 2015. These projects represent priorities for the region; however they require additional analysis to define costs, technology, alignment, and/or design. Future Priority Projects could be identified as regional priorities at a later time with continued evaluation regarding the projects' feasibility. **Figure 3-2** displays the projects. **Table 3-2** describes each project in more detail.

### 15<sup>th</sup> Street East

**15th** **The Project:** The 15th Street East project includes widening the existing two-lane undivided roadway to three lanes by adding a center left-turn lane, bicycle lanes, sidewalks, and transit facility improvements. The project spans from Tallevast Road to 1st Street (US 41) along 15th Street East and 301 Boulevard East. 15th Street East serves downtown Bradenton to the north of the project, and the Sarasota-Bradenton International Airport is located at the southern terminus of the project.

**Progress:** Currently, the 15th Street East project is in the PD&E phase. The estimated completion date is Summer 2015. Preliminary Engineering is scheduled to begin in 2016 for a cost of \$5.6 million.

**TBARTA Request:** Support the PD&E Study and secure funding for engineering and design.

### SR 50 Improvements

**50** **The Project:** SR 50 (Cortez Blvd) is a priority corridor in Hernando County that provides an integral connection between the Tampa Bay and Central Florida regions. The segment from Windmere Road to US 98 is programmed to be widened to six-lanes; the segment from US 98 to US 301 is programmed to be widened to four-lanes. In addition, SR 50 from US 301 to Burwell Road is to be widened to four-lanes as identified in the 2040 Cost Affordable Plan. Improvements east of Burwell Road to Sumter County are needed to provide a seamless interregional connection.

**Progress:** Construction of SR 50 from Windmere Road to US 301 is scheduled to begin in 2019. Currently, SR 50 from US 301 to Burwell Road is funded for design between 2025 and 2030 at a cost of \$2.3 million and right-of-way in the 2031-2040 time frame at a cost of \$5.2 million.

**TBARTA Request:** Support current roadway improvements along SR 50 and request a feasibility study east of Burwell Road.

### Beach Express

**BE** **The Project:** Currently, there is no service that efficiently links downtown Tampa to Pinellas County beaches. The Beach Express will be a new partnership between Hillsborough Area Regional Transit Authority and Pinellas Suncoast Transit Authority to implement regional express service connecting Clearwater Beach, TIA, and Downtown Tampa via Memorial Causeway and SR 60.

**Progress:** HART recently applied for state funding totaling \$3.8 million.

**TBARTA Request:** Secure \$3.8 million in funding for capital and operating costs of the beach express service.

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### Central Avenue Bus Rapid Transit

**BRT** **The Project:** The Central Avenue Bus Rapid Transit (BRT) service seeks to connect downtown St. Petersburg to St. Pete Beach and the Beach Trolley. This premium transit service would provide a connection between St. Petersburg's downtown, hotels, restaurants, and museums, with hotels along the beaches via 1st Avenue North and South as well as Pasadena Avenue.

**Progress:** As of 2012, the City was awarded \$975,000 in Federal Transit Administration grants to implement the Central Avenue BRT Corridor Enhancement Project. The City programmed \$1 million in local funding as a match for the federal grants and PSTA has agreed to contribute \$300,000 towards the project.

The 2015 legislative agenda included a \$17 million capital request for Express Rapid Bus Service from Downtown St. Petersburg to St. Pete Beach with limited station/stops on one of the highest demand transit corridors.

**TBARTA Request:** Secure funding for capital and operations to construct this approximately \$15 million transit project.

---

### Florida Interstate Improvements (I-275)

**FII** **The Project:** Currently FDOT is evaluating the opportunity to improve lane continuity along I-275 south of Gandy Boulevard to 54th Avenue South in Pinellas County. Future improvements may include tolled express lanes and express bus service that connects to downtown St. Petersburg.

**Progress:** FDOT District Seven is conducting a PD&E Study and Preliminary Engineering along 16.3 miles on I-275.

**TBARTA Request:** Support FDOT's PD&E Study and identify opportunities to coordinate and evaluate future express lanes and express bus improvements with FDOT, Pinellas MPO, PSTA, and Pinellas County.

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### Florida Future Corridors

**FFC** **The Project:** The Future Corridors program is a statewide effort led by FDOT to plan for major state transportation corridors. Tampa Bay is part of the Future Corridor program, which will assess connection between Tampa and Jacksonville.

**Progress:** FDOT has developed a three-stage process for planning future statewide corridors: Concept, Evaluation, and Project Development. To date, the Concept Report has been completed. FDOT is beginning the evaluation study.

**TBARTA Request:** Support continued study and implementation of the Florida Future Corridors Initiative.

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### Interchange Improvements I-75/I-4



**The Project:** The I-75/I-4 interchange is a vital interchange in the regional transportation network. FDOT District Seven is currently conducting two PD&E Studies and also identified proposed interim improvements.

**Progress:** The I-75/I-4 interim interchange improvements are split into nine separate phases, which are in various stages of project development. Preliminary engineering is funded in the Five-Year Work Program (2014-2019) and construction was identified in the SIS Cost Feasible Plan.

**TBARTA Request:** Secure funding to implement the \$123 million interchange.

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### US 41 Multimodal Emphasis Corridor



**The Project:** Multimodal projects have been defined along US 41 from 17th Street in the City of Palmetto to the Sarasota/Charlotte County Line. Projects include roundabouts, pedestrian crossings, bicycle racks, and new sidewalks.

**Progress:** In June 2014, the Sarasota/Manatee MPO adopted a priority list of 18 projects totaling \$31.4 million. Of that, eight received funding for PD&E studies. The next phase is preliminary engineering and construction.

**TBARTA Request:** Support PD&E Studies for priority projects and secure \$31.4 million to construct the multimodal corridor improvements.

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### River Road



**The Project:** Increased congestion between I-75 and US 41 makes River Road a priority for the City of North Port and Sarasota County. The project is divided into two segments. Segment 1 from US 41 to Center Road will be widened from a two-lane to a six-lane divided road. Segment 2 from Center Road to I-75 will be widened from a two-lane to a four-lane divided road. Both segments will include drainage improvements, sidewalks, bicycle lanes, street lighting, and traffic signal updates.

**Progress:** The designs for Segments 1 and 2 are complete. In addition, the Army Corps of Engineers and Southwest Florida Water Management District have issued permits. Construction costs are expected to total \$55.3 million for the two segments. Sarasota County is applying for a 2015 TIGER grant for a segment of the project.

**TBARTA Request:** Support Sarasota County's TIGER Grant application and secure funding for the construction of the \$55.3 million road widening.

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### Tampa Bay Express (Ultimate)



**The Project:** FDOT District Seven is studying tolled express lanes on the interstate system, including I-275, I-75, and I-4. Variable-priced toll lanes will provide options for cars and transit. The projects will be split into two phases with the second phase known as the Ultimate. The project supports express bus service between Pinellas, Hillsborough, and Pasco Counties.

**Progress:** FDOT held public hearings for the Tampa Bay Express in January 2015.

**TBARTA Request:** Continue to support FDOT in moving the \$6 billion Ultimate project forward towards Design Build or a Public-Private Partnership.

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### Tampa Fixed Guideway



**The Project:** To better support the InVision Tampa plan of a walkable and vibrant downtown area, the Hillsborough MPO's 2040 LRTP calls for the heritage TECO Line Streetcar system to be modernized and extended further north into downtown Tampa.

**Progress:** The Transit Assets and Opportunities Study, completed in September 2014, made long-term recommendations to upgrade the existing TECO Line Streetcar system to modern streetcar or tram. Fixed guideway between Ybor City and downtown Tampa is identified in the Hillsborough MPO's 2040 Cost Affordable Plan, with an implementation time period between 2021 and 2025 at a cost of approximately \$48 million. FDOT has agreed to provide \$1 million for a feasibility study, the next step in the project, and is partnering with the City of Tampa to lead the study.

**TBARTA Request:** Support the feasibility study by the City of Tampa and FDOT and secure funding for construction of the approximately \$48 million project.

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### Veterans Expressway Bus



**The Project:** The Veterans Expressway Express Bus proposes premium transit service from the Westshore area in Tampa, north along the Veterans Expressway/ Suncoast Parkway, connecting Hillsborough, Pasco, Hernando and Citrus Counties. The transit service will branch off the Suncoast Parkway and will extend to park-and-ride locations within the northern counties.

**Progress:** A feasibility study is currently being completed. TBARTA is reviewing potential corridor alternatives as well as stations and technology. Staff is refining alternatives through additional stakeholder coordination and evaluation. Next steps include developing a phased implementation and operating plan, travel times, fare structure, and costs.

**TBARTA Request:** Complete the feasibility study through a partnership with FDOT and secure funding to develop an implementation plan.

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### Florida Coast-to-Coast Trail




**The Project:** When completed, the Florida Coast-to-Coast Trail will be a 275-mile multi-use trail linking the Cities of St. Petersburg and Titusville. An estimated 72 miles of trail gaps remain. Two trails are important to complete Tampa Bay's segment: the six-mile Suncoast Trail/Good Neighbor Trail (Hernando County) and the seven-mile Tri-County Trail from SR 54 in Pasco County to the Duke Energy Trail in Pinellas County. Both trails are estimated to cost a total of \$7.5 million.

**Progress:** A study was completed in 2014 on the Tri-County Trail connection. A PD&E study was conducted in 2003 for the Suncoast Trail/Good Neighbor Trail. FDOT is currently in the design phase for the portion of the trail along SR 50, and plans to study the segment between SR 50 Bypass/Cobb Road to the Good Neighbor Trailhead at Russell Avenue. The purpose of the corridor study is to determine a trail alignment through the City of Brooksville.

**TBARTA Request:** Support Hernando County's continued study of the segment between SR 50 Bypass/Cobb Road and secure funding for construction of each trail project.

---

### Regional Multi-Use Trails and Greenways

 **T** **The Project:** A well-connected trail network is a vital part of Tampa Bay's transportation system. In total, 15 multi-use trails were identified as future priorities. The trail projects account for approximately 151 miles of new or improved trails, and range in cost from \$285,000 to \$23.5 million to design and build.

**Progress:** The trails are all in various phases of project development. For example, parts of the Upper Tampa Bay Trail-Suncoast Trail Connection are scheduled for construction in 2015, whereas costs for the Suncoast II Trail have not been determined.

**TBARTA Request:** Support the evaluation and implementation of all 15 projects while securing funding for construction.

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### Hillsborough County Community Transportation Plan

**The Project:** The Hillsborough County Community Transportation Plan, or *GO Hillsborough*, is an effort to build consensus around the future of transportation in Hillsborough County. The study identified 11 key findings and 15 recommendations; however, the plan does not recommend investments for any specific projects at this time. As a result, no projects have been identified as Future Priorities.

**TBARTA Request:** TBARTA recognizes the plan's regional significance and requests continued coordination with Hillsborough County.

Figure 3-2: TBARTA Future Priority Projects



Table 3-2: Evaluation Criteria Results for Future Priority Projects

Project Description		Criteria for Selection						Criteria Satisfied
		Is the Project Regional?			Can the Project Be Implemented Soon?	Is the Project Supported?		
Project Name	Description	Crosses County Lines or Serves a Tier 1, 2, or 3 Activity Center	Improves or Serves a Regional Corridor	Inter-Regional Connector	FDOT 10-Year SIS (2nd 5 Year), SIS 2040 CF, MPO CF Plan or Committed, Federal Support	Agency Action/Resolution/Request	State, CCC, or TMA Priority	
<b>15<sup>th</sup> Street East</b>	Multimodal improvements including widening (three lanes with center turn lane) from Tallevast Road to US 41 in Manatee County	<b>Yes</b> <i>(serves the City of Bradenton)</i>	<b>Yes</b> <i>(serves a regional corridor, US 41)</i>	<b>No</b>	<b>Yes</b> <i>(Sarasota/Manatee MPO 2035 LRTP Cost Feasible Plan)</i>	<b>Yes</b> <i>(Sarasota/Manatee MPO)</i>	<b>No</b>	<b>4</b>
<b>SR 50 Improvements</b>	Corridor improvements to enhance freight movement and mobility between the TBARTA region and Central Florida	<b>Yes</b> <i>(crosses Hernando/Sumter County line)</i>	<b>Yes</b> <i>(serves a regional corridor, SR 50)</i>	<b>Yes</b> <i>(serves Hernando/Sumter Counties)</i>	<b>Yes</b> <i>(Hernando/Citrus MPO 2040 LRTP)</i>	<b>No</b>	<b>No</b>	<b>4</b>
<b>Beach Express</b>	New regional express bus service connecting downtown Tampa, Tampa International Airport, and Clearwater Beach	<b>Yes</b> <i>(crosses Hillsborough/Pinellas County line; serves the Westshore area and City of Clearwater activity centers)</i>	<b>Yes</b> <i>(serves a regional corridor, SR 60)</i>	<b>No</b>	<b>Yes</b> <i>(Pinellas MPO 2040 MPO Cost Feasible)</i>	<b>Yes</b> <i>(PSTA requested)</i>	<b>No</b>	<b>4</b>
<b>Central Avenue Bus Rapid Transit</b>	Bus Rapid Transit connecting downtown St. Petersburg to Pinellas County beaches	<b>Yes</b> <i>(serves Downtown St. Petersburg activity center and Pinellas Beaches activity centers)</i>	<b>Yes</b> <i>(serves a regional corridor, I-275)</i>	<b>No</b>	<b>Yes</b> <i>(Pinellas MPO 2035 LRTP Cost Feasible)</i>	<b>Yes</b> <i>(PSTA requested)</i>	<b>No</b>	<b>4</b>
<b>Florida Interstate Improvement</b>	Currently FDOT is evaluating the operations and lane continuity improvements on I-275 south of Gandy Boulevard to 54th Avenue South in Pinellas County. Future improvements may include tolled express lanes and an express bus that connects to downtown St. Petersburg	<b>Yes</b> <i>(serves Gateway and Downtown St. Petersburg activity centers)</i>	<b>Yes</b> <i>(potentially serves a regional corridor, I-275)</i>	<b>No</b>	<b>Yes</b> <i>(SIS 2040 Cost Feasible)</i>	<b>Yes</b> <i>(Pinellas MPO, PSTA)</i>	<b>No</b>	<b>4</b>



Project Description		Criteria for Selection						Criteria Satisfied
		Is the Project Regional?			Can the Project Be Implemented Soon?	Is the Project Supported?		
Project Name	Description	Crosses County Lines or Serves a Tier 1, 2, or 3 Activity Center	Improves or Serves a Regional Corridor	Inter-Regional Connector	FDOT 10-Year SIS (2nd 5 Year), SIS 2040 CF, MPO CF Plan or Committed, Federal Support	Agency Action/Resolution/Request	State, CCC, or TMA Priority	
<b>Florida Future Corridors Initiative</b>	Improved inter-regional connectivity from the Tampa Bay region to Northeast Florida	<b>Yes</b> <i>(crosses Citrus/Marion County line)</i>	<b>Yes</b> <i>(serves multiple regional corridors)</i>	<b>Yes</b> <i>(serves 21 counties, including Alachua, Baker, Bradford, Citrus, Clay, Columbia, Duval, Gilchrist, Hernando, Hillsborough, Levy, Manatee, Marion, Nassau, Pasco, Pinellas, Putman, St. Johns, Sumter, Suwannee, Union)</i>	<b>Yes</b> <i>(10-Year SIS)</i>	<b>No</b>	<b>No</b>	<b>4</b>
<b>Interchange Improvements I-75/I-4</b>	Interchange improvements to facilitate future express lanes and improved access	<b>Yes</b> <i>(serves Sabal Park activity center)</i>	<b>Yes</b> <i>(serves regional corridors, I-75 and I-4)</i>	<b>No</b>	<b>Yes</b> <i>(Hillsborough MPO 2040 LRTP Cost Feasible Plan, 10-Year SIS)</i>	<b>Yes</b> <i>(Hillsborough MPO)</i>	<b>No</b>	<b>4</b>
<b>US 41 Multimodal Emphasis Corridor</b>	Multimodal and pedestrian improvements from Palmetto in Manatee County to North Port in Sarasota County	<b>Yes</b> <i>(crosses Manatee/Sarasota County line and serves the Cities of Bradenton and Sarasota activity centers)</i>	<b>Yes</b> <i>(serves a regional corridor, US 41)</i>	<b>No</b>	<b>Yes</b> <i>(Sarasota/Manatee MPO 2035 LRTP Cost Feasible Plan)</i>	<b>Yes</b> <i>(Sarasota/Manatee MPO)</i>	<b>No</b>	<b>4</b>
<b>River Road</b>	Widen to four lanes from US 41 to I-75 in Sarasota County	<b>Yes</b> <i>(serves Sarasota/Charlotte Counties)</i>	<b>Yes</b> <i>(serves regional corridors, US 41 and I-75)</i>	<b>Yes</b> <i>(serves Sarasota/Charlotte Counties)</i>	<b>Yes</b> <i>(Sarasota/Manatee MPO 2035 LRTP Cost Feasible Plan)</i>	<b>Yes</b> <i>(Sarasota/Manatee MPO)</i>	<b>No</b>	<b>5</b>

Project Description		Criteria for Selection						Criteria Satisfied
		Is the Project Regional?			Can the Project Be Implemented Soon?	Is the Project Supported?		
Project Name	Description	Crosses County Lines or Serves a Tier 1, 2, or 3 Activity Center	Improves or Serves a Regional Corridor	Inter-Regional Connector	FDOT 10-Year SIS (2nd 5 Year), SIS 2040 CF, MPO CF Plan or Committed, Federal Support	Agency Action/Resolution/Request	State, CCC, or TMA Priority	
<b>Tampa Bay Express (Ultimate)</b>	Ultimate configuration of express lanes to support roadway and premium transit including improvements to the I-275/I-4 interchange	<b>Yes</b> <i>(serves multiple activity centers)</i>	<b>Yes</b> <i>(serves regional corridors, I-75 and I-4)</i>	<b>No</b>	<b>Yes</b> <i>(Hillsborough MPO 2040 LRTP Cost Feasible Plan)</i>	<b>Yes</b> <i>(FDOT)</i>	<b>Yes</b> <i>(FDOT Priority)</i>	<b>5</b>
<b>Tampa Fixed Guideway</b>	Fixed guideway connecting Ybor City and Downtown Tampa (with future expansion potential)	<b>Yes</b> <i>(serves downtown Tampa Activity Center)</i>	<b>Yes</b> <i>(serves a regional corridor, I-275)</i>	<b>No</b>	<b>Yes</b> <i>(Hillsborough MPO 2040 LRTP Cost Feasible Plan)</i>	<b>Yes</b> <i>(Hillsborough MPO, City of Tampa, Hillsborough County)</i>	<b>No</b>	<b>4</b>
<b>Veterans Expressway Express Bus</b>	New express bus service and stations connecting Hillsborough, Pasco, Hernando, and Citrus Counties	<b>Yes</b> <i>(crosses 3 county lines: Hillsborough/Pasco, Pasco/Hernando, and Hernando/Citrus; serves the Westshore Area activity center)</i>	<b>Yes</b> <i>(serves a regional corridor, SR 589)</i>	<b>No</b>	<b>Yes</b> <i>(Hernando/Citrus MPO 2040 LRTP Cost Feasible)</i>	<b>Yes</b> <i>(TBARTA, 2013 Master Plan)</i>	<b>Yes</b> <i>(TMA)</i>	<b>5</b>
<b>Florida Coast-to-Coast Trail Gap</b>	<ul style="list-style-type: none"> <li>• Suncoast Trail/Good Neighbor Trail (Hernando County)</li> <li>• Tri-County Trail from SR 54 to the Pinellas Trail (Pasco and Pinellas Counties)</li> </ul>	<b>Yes</b> <i>(crosses Pasco/Pinellas County line)</i>	<b>Yes</b> <i>(serves regional corridors, SR 589 and SR 54)</i>	<b>Yes</b> <i>(fills in gaps to the Florida Coast-to-Coast Trail, which connects Florida's east coast to the west coast)</i>	<b>Yes</b> <i>(Tri-County Trail is identified in the Pinellas 2040 LRTP as committed)</i>	<b>Yes</b> <i>(CCC)</i>	<b>Yes</b> <i>(CCC)</i>	<b>6</b>

Project Description		Criteria for Selection						Criteria Satisfied
		Is the Project Regional?			Can the Project Be Implemented Soon?	Is the Project Supported?		
Project Name	Description	Crosses County Lines or Serves a Tier 1, 2, or 3 Activity Center	Improves or Serves a Regional Corridor	Inter-Regional Connector	FDOT 10-Year SIS (2nd 5 Year), SIS 2040 CF, MPO CF Plan, Federal Support	Agency Action/Resolution/Request	State, CCC, or TMA Priority	
<b>Regional Multi-Use Trails and Greenways</b>	<ul style="list-style-type: none"> <li>• Suncoast II from Hernando County to US 19 in Citrus County (Citrus County)</li> <li>• Withlacoochee State Trail – Dunnellon Trail Connector (Citrus County)</li> <li>• Withlacoochee State Park Extension from existing Trilby/Lacoochee Trailhead (Pasco County)</li> <li>• Bi-County Trail (Pasco County)</li> <li>• Anclote Coastal Trail (Pasco County)</li> <li>• Duke Energy Trail (Pinellas County)</li> <li>• Courtney Campbell Causeway Trail Overpass (Pinellas County)</li> <li>• South Tampa Greenway (Hillsborough County)</li> <li>• Bypass Canal Trail (Hillsborough County)</li> <li>• Willow to Ellenton “Rails with Trails” Project (Manatee County)</li> <li>• Perico Island Preserve Multi-Use Trails (Manatee County)</li> <li>• Legacy Trail, Osprey Junction Trailhead (Sarasota County)</li> <li>• Coon Key Bridge Bike/Pedestrian Improvements (Sarasota County)</li> <li>• Tenoroc Trail Phase I</li> <li>• Upper Peace Legacy Trail Phase IV</li> <li>• Haines City Rail/Trail Phase II</li> <li>• West Lake Hunter Trail (Polk County)</li> </ul>	<b>Yes</b> <i>(serves multiple counties and multiple activity centers)</i>	<b>Yes</b> <i>(serves a regional corridor, SR 589)</i>	<b>No</b>	<b>Yes</b> <i>(Withlacoochee State Trail identified in the Hernando/Citrus MPO 2040 LRTP, Anclote Coastal Trail is identified in the Pasco MPO 2040 LRTP; Courtney Campbell Causeway is identified in the Pinellas MPO 2040 LRTP; Willow to Ellenton is identified in the Sarasota/Manatee MPO 2040 LRTP)</i>	<b>No</b>	<b>Yes</b> <i>(CCC)</i>	<b>4</b>

TBARTA 2015

# Regional Transportation Master Plan

2040 Regional Long Range Transportation Plan

AUGUST 2015



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Appendix C: Regional Freight Projects

Appendix D: Regional Multi-use Trail Projects

## 1.0 INTRODUCTION

The Tampa Bay Area Regional Transportation Authority (TBARTA) was created by the Florida State Legislature in 2007 to develop and implement a Regional Transportation Master Plan for the seven-county West Central Florida area covering Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, and Sarasota Counties. The Master Plan outlines improvements for a balanced transportation system to improve mobility of passengers and freight.

Planning for the region requires a strong partnership between TBARTA and the transportation and planning agencies around Tampa Bay. TBARTA and its partners agree now is the time to move forward with a regional transportation vision and begin implementing a cohesive plan that balances the movement of passengers and freight.

### 1.1 UPDATING THE MASTER PLAN

The 2015 Master Plan Update was developed by TBARTA's Board and Committees in collaboration with the West Central Florida Metropolitan Planning Organization (MPO) Chairs Coordinating Committee (CCC) — representing each of the region's MPOs. The 2015 Update ensures consistency with the MPOs' Long Range Transportation Plans (LRTPs) and updates the CCC's Regional LRTP.

The 2015 Master Plan Update is organized into two components: the Regional LRTP and the TBARTA Vision. The Regional LRTP reflects regional projects adopted by each MPO and the Vision includes near-term priorities for implementation.



### 1.2 ABOUT THIS DOCUMENT

This Technical Memorandum describes the objectives, process, and identification of the 2040 Regional Transportation Projects and Longer Range Projects in support of the 2015 Master Plan Update. This update began in November 2014 and was adopted by the TBARTA Board on June 12, 2015. TBARTA recommends the incremental investment in our transportation infrastructure starting with the adopted TBARTA priorities, followed by the Future Priorities, 2040 Projects, and Longer Range Projects. This memorandum is one of several documents that describe in detail the steps taken to complete the 2015 Master Plan Update. The process and list of the 2040 Transit, Roadway, Freight, and Multi-use Trail projects for the Regional LRTP are provided within this memorandum.

## 2.0 REGIONAL LONG RANGE TRANSPORTATION PLAN

The 2015 TBARTA Master Plan consolidated regional transportation efforts into one coordinated regional transportation plan. This was accomplished by combining both the TBARTA Master Plan with the CCC Regional LRTP. Previously, the Regional LRTP was a separate plan developed by the CCC, most recently adopted in January 2010. The 2015 Master Plan Update serves as the update to the CCC's Regional LRTP. The primary role of the CCC in the update process is to ensure consistency through collaboration and input with the West Central Florida region's five MPOs and one Transportation Planning Organization (TPO) when identifying regional projects from their LRTPs.

### 2.1 WEST CENTRAL FLORIDA MPOS CHAIRS COORDINATING COMMITTEE

The CCC is responsible for coordinating regional transportation planning for the eight-county West Central Florida region consisting of Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, Polk, and Sarasota Counties. The CCC is comprised of the chairpersons from the following five MPOs and TPO:

- Hernando/Citrus MPO
- Hillsborough County MPO
- Pasco County MPO
- Pinellas County MPO
- Polk County TPO
- Sarasota/Manatee MPO

### 2.2 REGIONAL LONG RANGE TRANSPORTATION PLAN

Federal law requires each MPO/TPO in the Tampa Bay region to complete a LRTP update every five years to be eligible for federal funding. The Hernando/Citrus, Hillsborough, Pasco, and Pinellas MPOs are located in FDOT District Seven, and adopted their LRTP updates through 2040 in December 2014. The Sarasota/Manatee MPO and Polk TPO are located in FDOT District One, and are currently updating their LRTPs. The District One MPO and TPO are expected to adopt their 2040 LRTPs by December 2015.

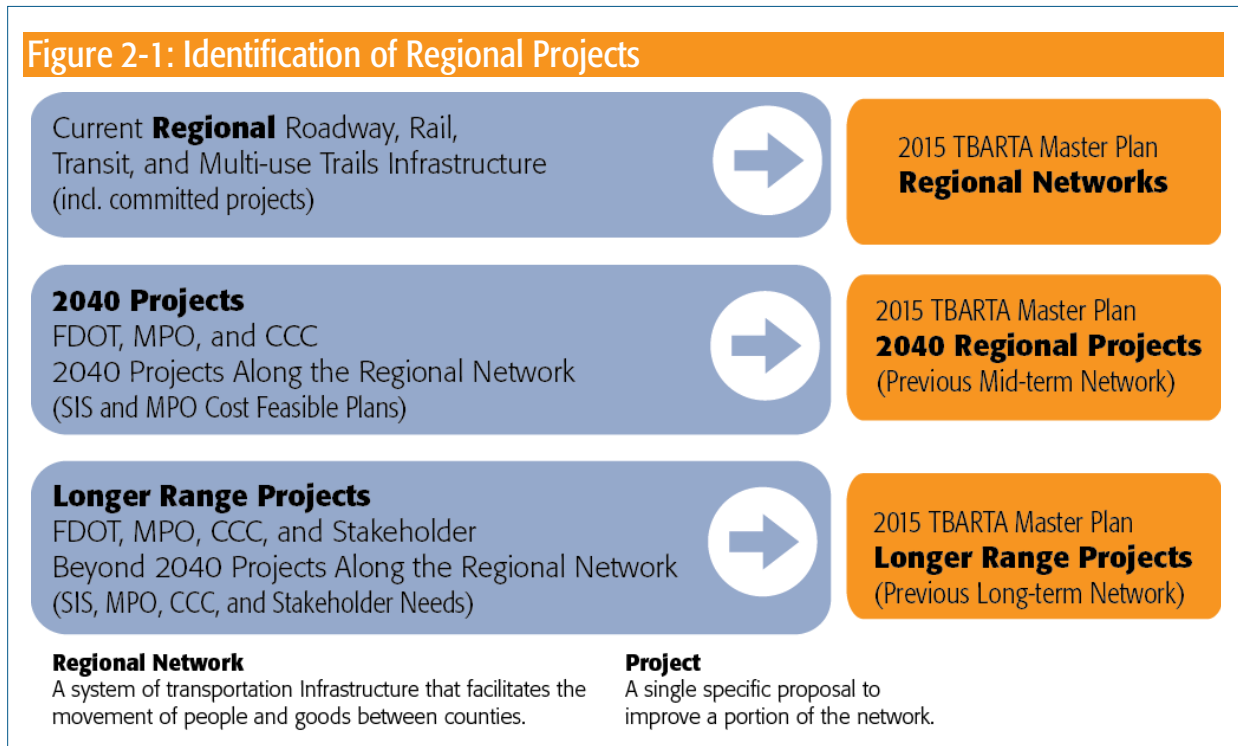
The LRTPs outline the projects needed within the next 25 years, or by 2040, to accommodate the projected growth in population and employment. Because needs outweigh available and anticipated funding, the projects reasonably assumed to be funded over the Plan's 25-year horizon are included in the LRTP's Cost Feasible Plan. The remaining projects that are identified as needed but are not funded are included in the LRTP's Needs Plan.

The CCC is responsible for several ongoing regional transportation planning efforts consistent with the Regional Unified Planning Work Program, including the development of the Regional Long Range Transportation Plan (RLRTP). Once developed, the CCC Board takes action on the RLRTP ensuring consistency with the individual MPO LRTPs and matters of regional importance brought to it by member MPO/TPO, FDOT, Florida Turnpike Enterprise, Regional Planning Councils, TBARTA, or any of the CCC's subcommittees or task forces. Recommendations from the CCC shall serve as a basis for consideration of regional issues by individual MPO/TPO Boards.



## 2.3 METHODOLOGY FOR A COMBINED REGIONAL LRTP

Since the adoption of the 2009 Master Plan, TBARTA’s definition of regional transportation has expanded; covering all transportation modes, including transit, roadway, freight, and multi-use trails. To consolidate the TBARTA Master Plan with the CCC Regional LRTP, a unique methodology for identifying regionally significant projects was implemented.



The 2015 Master Plan Update focuses on transportation efforts and projects that are regionally significant. Local projects are not included. This distinction guides the selection of projects to be included in the Master Plan. The TBARTA regional transportation networks for transit, roadway, freight, and multi-use trails (new to the 2015 Master Plan) represent the region’s existing (including funded projects or projects under construction) regional transportation facilities.

Transportation candidate projects or investments proposed by area MPOs, FDOT, and agency partners along the regional network are defined as regionally significant transportation investments and included in the Master Plan. Additional detail is provided in the *Regional Transportation Master Plan Context Technical Memorandum*.

### 2.3.1 CANDIDATE 2040 REGIONAL PROJECTS

The 2040 Regional Projects considered for the Master Plan and the CCC RL RTP are comprised of the following:

- **FDOT’s Strategic Intermodal System 2040 Cost Feasible projects**

In 2003, the State of Florida established the Strategic Intermodal System (SIS) to identify transportation facilities that are critical for the movement of goods and services as well as statewide and regional travel. The SIS is made up of a variety of facilities: FDOT-owned

state highways, federally-owned interstates, airports, spaceports, seaports, waterways, rail lines, terminals, and locally-owned roads. The SIS 2040 Cost Feasible Plan is a 25-year plan that identifies projects needed for maintaining and improving the SIS. Funding is available and anticipated based on current revenue forecasts for these projects, which could be included into FDOT's Work Program as funds become available.

- **Tampa Bay Regional Strategic Freight Plan**

The Tampa Bay Regional Strategic Freight Plan responds to a steadily increasing emphasis to improve the reliability of freight transport in support of economic development. The Strategic Freight Plan defines an integrated regional freight transportation system, identifies localized freight issues for short-term remediation, and prioritizes regional freight transportation improvements needed to sustain long-term economic growth and address the impact of congestion on economic productivity in the region.

- **2040 MPO Cost Feasible projects for FDOT District Seven MPOs**

Federal law requires each MPO/TPO in the Tampa Bay region to complete a LRTP update every five years to be eligible for federal funding. The Hernando/Citrus, Hillsborough, Pasco, and Pinellas MPOs are located in FDOT District Seven, and adopted their LRTP updates through Year 2040 in December 2014. The LRTPs outline the projects needed by the year 2040 to accommodate the projected growth in population and employment. Because needs outweigh available and anticipated funding, the projects that are reasonably assumed to be funded over the 25-year time horizon of the LRTP are included in the LRTP's Cost Feasible Plan.

- **2035 MPO Cost Feasible Projects for FDOT District One MPOs**

The Sarasota/Manatee MPO and Polk TPO are located in FDOT District One, and are currently updating their LRTPs. The MPO and TPO are expected to adopt them by December 2015.

- **CCC Multi-Use Trails Committee**

Since its formation in 1992, the CCC has provided a coordinated transportation planning at both the policy and technical levels. Specifically, the CCC Multi-Use Trail Committee provides regional coordination and inter-jurisdictional review of bicycle, pedestrian, and multi-use trail issues.

- **Projects Identified by Agency Stakeholders**

During the 2015 Master Plan update, TBARTA staff and team members met with over 20 regional transportation stakeholders such as the Tampa International Airport and Port Tampa Bay. During these meetings, stakeholders provided input regarding transportation connectivity and access. This input was considered for inclusion in the Master Plan.

### ***2.3.2 CANDIDATE LONGER RANGE REGIONAL PROJECTS***

The **Longer Range Regional Projects** considered for the Master Plan and the CCC RL RTP are comprised of the following:

- **FDOT's S Needs Projects**

The state of Florida SIS Plan is a 25-year Needs Plan identifies unfunded transportation projects that are needed for maintaining and improving the SIS. These projects can move forward into the Cost Feasible Plan.

- **Tampa Bay Regional Strategic Freight Plan**

The Tampa Bay Regional Strategic Freight Plan was developed in response to a steadily increasing emphasis on improving the reliability of freight transport in support of economic development. The Strategic Freight Plan defines an integrated regional freight transportation system, identifies localized freight issues for short-term remediation, and prioritizes regional freight transportation improvements needed to sustain long term economic growth and address the impact of congestion on economic productivity in the region.

- **2040 MPO Needs or Long Range projects for FDOT District Seven MPOs**

The Hernando/Citrus, Hillsborough, Pasco, and Pinellas MPOs are located in FDOT District Seven, and adopted their LRTP updates through Year 2040 in December 2014. The LRTPs outline the projects needed by the Year 2040 to accommodate the projected growth in population and employment. Because needs outweigh available and anticipated funding, the projects that are not identified to be funded over the 25-year horizon of the LRTP are included in the LRTP's Needs and/or Longer Range Plans.

- **2035 MPO Needs or Long Range projects for FDOT District One MPOs**

The Sarasota/Manatee MPO and Polk TPO are located in FDOT District One, and are currently updating their LRTPs. The MPO and TPO are expected to adopt them by December 2015. As with the FDOT District Seven MPOs, needs outweigh available and anticipated funding. The projects that are not identified to be funded over the 25-year time horizon of the LRTP are included in the LRTP's Needs or Longer Range Plans

- **CCC Multi-Use Trails Committee**

Since its formation in 1992, West Central Florida MPOs CCC has provided a coordinated transportation planning at both the policy and technical levels. Specifically, the CCC Multi-Use Trail Committee provides regional coordination and inter-jurisdictional review of bicycle, pedestrian, and multi-use trail issues.

- **Projects Identified by Agency Stakeholders**

During the 2015 Master Plan update, TBARTA staff and team members met with over 20 regional transportation stakeholders such as the Tampa International Airport and Port Tampa Bay. During these meetings, stakeholders provided input regarding transportation connectivity and access. This input was considered for inclusion in the Master Plan.

## 3.0 REGIONAL TRANSIT PROJECTS

The implementation of a regional transit network is an incremental process, and it remains a critical element in TBARTA's vision for regionalism. Identifying regional transit projects uses the methodology described, but is unique in that new transit services that connect regional destinations and/or cross county lines expand the existing regional transit network.

### 3.1 TYPES OF REGIONAL TRANSIT PROJECTS CONSIDERED

The adopted 2035 Cost Feasible Plans for FDOT District One MPO/TPO (Sarasota-Manatee and Polk) and the adopted 2040 Cost Feasible Plans for FDOT District Seven MPOs were reviewed to compile a list of regionally significant transit projects. Premium transit that crosses county lines and/or serves a Tier One Regional Activity Center is considered a regionally-significant project. For detailed project attributes and implementation phasing, refer to the individual MPO/TPO adopted LRTPs. To provide flexibility and consistency within the plan, all transit projects considered were placed into one of five categories:

- Regional Fixed Guideway
  - Service operating on rail or within a dedicated lane
- Regional Premium Transit
  - Bus Rapid Transit (BRT) or express bus service in express lanes (or similar)
- Regional Premium Water Ferry Transit
- Regional Commuter Transit
  - Commuter express bus service (or similar)
- Supporting Transit
  - Local Bus Service

### 3.2 2040 AND LONGER RANGE REGIONAL TRANSIT PROJECTS

All candidate transit projects proposed along the regional transit network were included in the Master Plan's Regional LRTP and categorized as described above. Two review periods with the CCC's MPOs and local agencies occurred in January 2015 and April 2015 which resulted in the selection of the 2040 and Longer Range Regional Transit Projects displayed in **Figures 3-1** and **3-2** and listed in **Appendix A**. For detailed project attributes and implementation phasing, refer to the individual MPO/TPO adopted LRTPs. These projects reflect any relevant updates since the adoption of the Cost Feasible plans.

When the 2040 regional transit projects are implemented, more than 2,000 miles of new transit service will be added to the network, with approximately 53,000 new transit riders daily in Citrus, Hernando, Hillsborough, Pasco, and Pinellas Counties. When the longer range transit needs are realized, more than 3,000 miles of new transit service will be added to the network, with approximately 240,000 new transit riders daily in Citrus, Hernando, Hillsborough, Pasco, and Pinellas Counties.

Figure 3-1: 2040 Regional Transit Projects

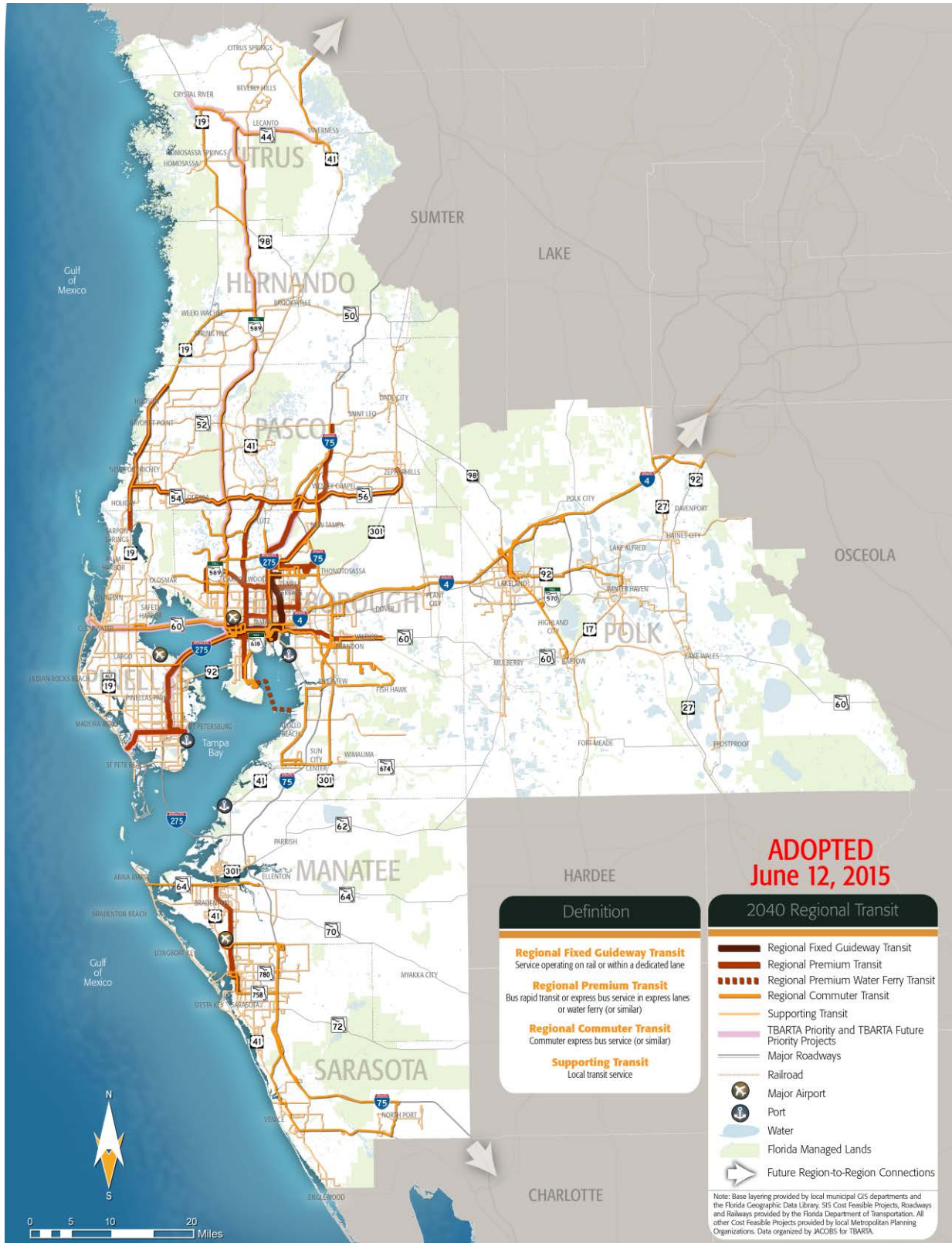
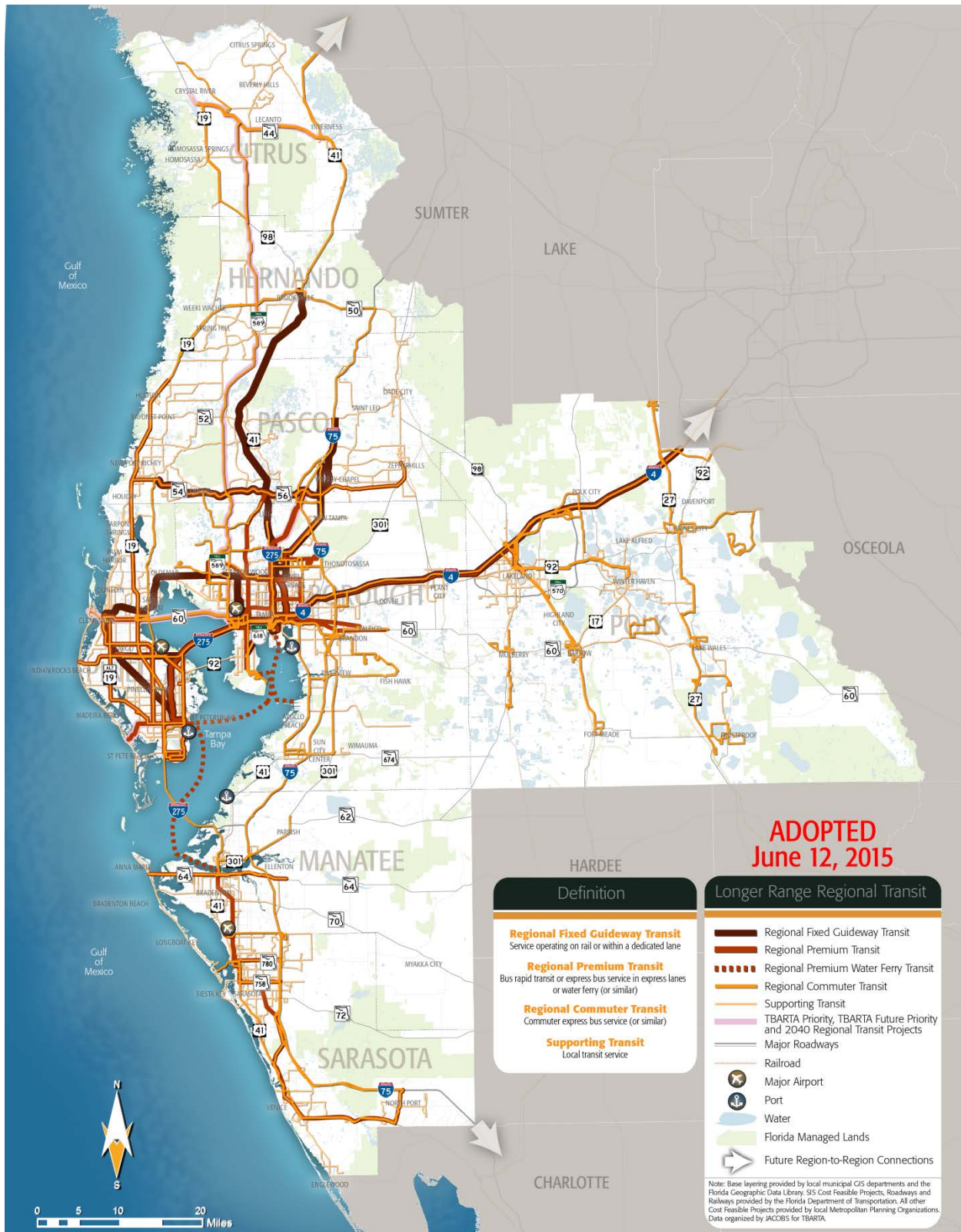


Figure 3-2: Longer Range Transit Needs



## 4.0 REGIONAL ROADWAY PROJECTS

Identifying Regional Roadway Projects uses the methodology described including the review of candidate roadway projects occurring along the regional roadway network. For more information about the regional roadway network, see the *Regional Transportation Master Plan Context Technical Memorandum*.

### 4.1 TYPES OF REGIONAL ROADWAY PROJECTS CONSIDERED

To provide flexibility, simplicity, and consistency in the identification of 2040 and Longer Range Regional Roadway Projects, all projects were placed into one of two categories as listed below. For detailed project attributes and implementation phasing, refer to the individual MPO/TPO adopted LRTPs.

- Interchange/Intersection Investment
  - New Interchange/New Intersection
  - Modification/Enhancement
  - New Overpass
- Roadway Investment
  - New Roadway Facility or Widening
  - Modification or Enhancement
  - New Bridge/Bridge Modification

### 4.2 2040 AND LONGER RANGE REGIONAL ROADWAY PROJECTS

All candidate roadway projects proposed along the regional roadway network were included in the Master Plan's Regional LRTP and categorized as described above. Two review periods with the CCC MPO's and local agency partners occurred in January 2015 and April 2015. These review periods resulted in the selection and refinement of the 2040 and Longer Range Regional Roadway Projects displayed in **Figures 4-1** and **4-2** and listed in **Appendix B**. For detailed project attributes and implementation phasing, refer to the individual MPO/TPO adopted LRTPs.

When the 2040 regional roadway projects are realized, more than 127 miles of new Interstate lanes and more than 457 miles of new arterial roadway lanes will be added to the regional roadway network. The impact from these projects will remove more than 310,000 kilograms of carbon dioxide emissions from the daily air, and drivers will spend 510,000 fewer hours in congestion. When the longer range regional roadway needs are realized, more than 65 miles of new interstate lanes and more than 817 miles of new arterial roadway lanes will be added to the regional roadway network. The impact from these projects will remove more than 51,000 kilograms of carbon dioxide emissions from the daily air, and drivers will spend 150,000 fewer hours in congestion.

Figure 4-1: 2040 Regional Roadway Projects

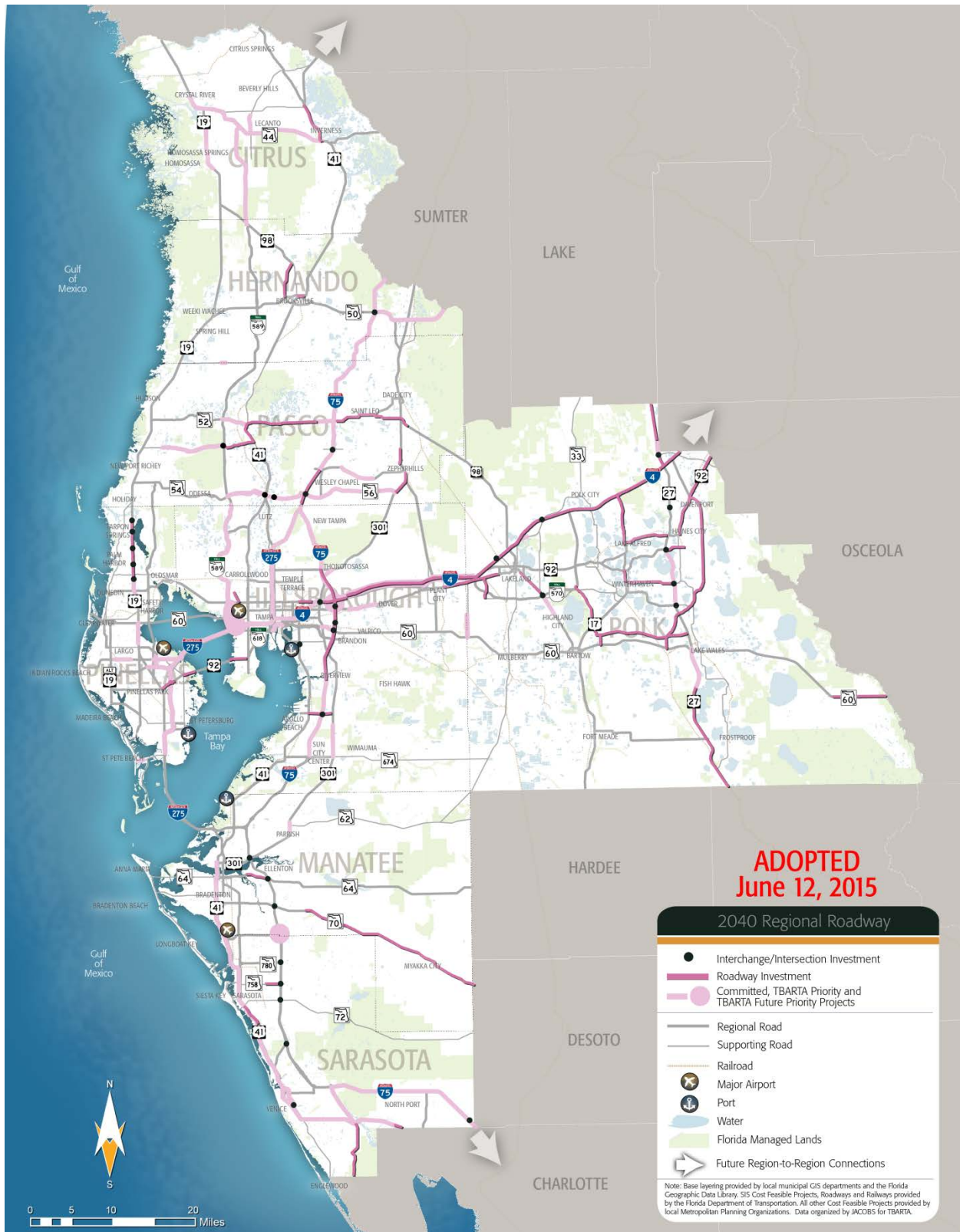
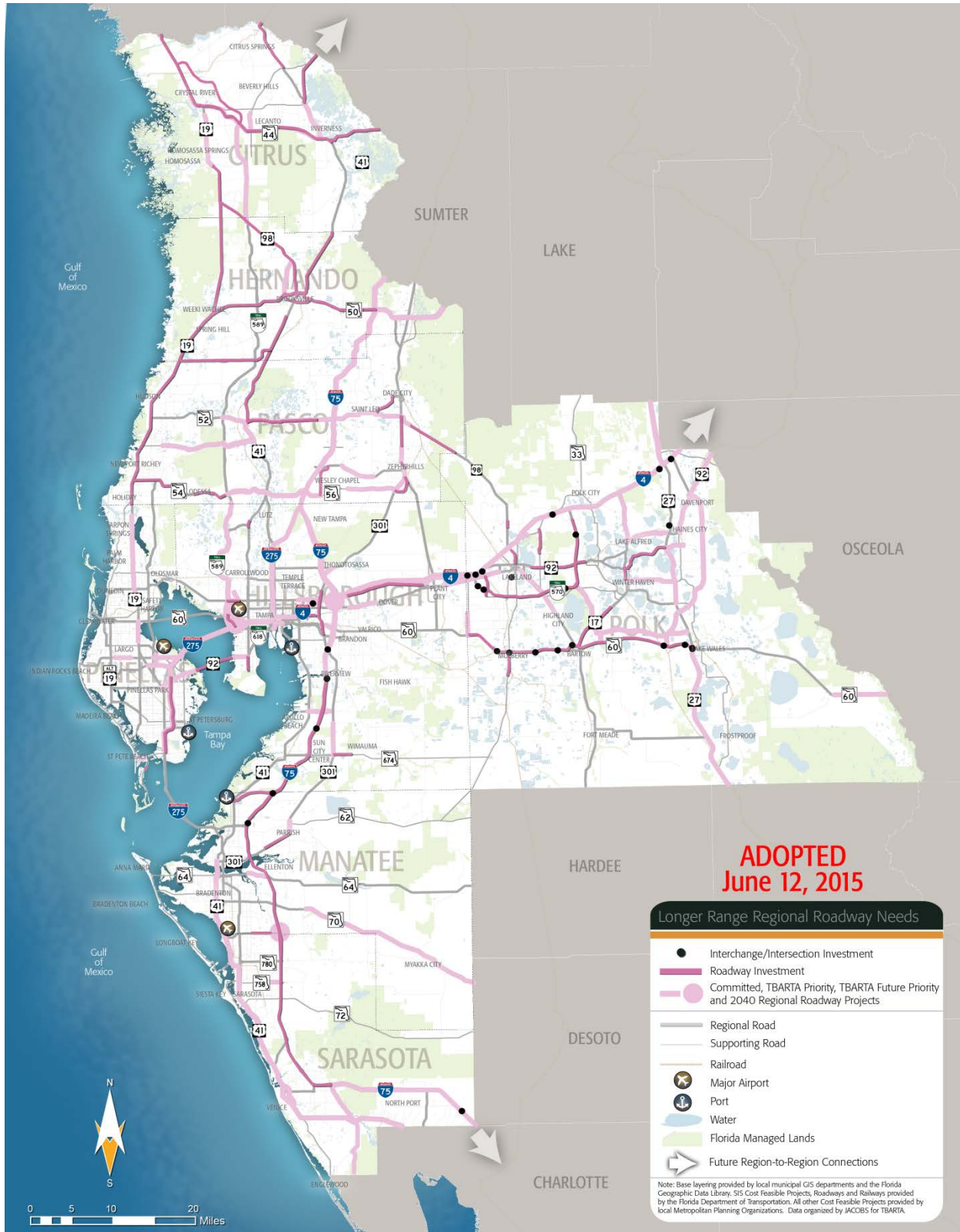




Figure 4-2: Longer Range Roadway Needs



## 5.0 REGIONAL FREIGHT PROJECTS

Freight transportation by both roadway and rail plays an important role in the economic competitiveness of the Tampa Bay area, providing the means to transport both raw materials and finished goods within and outside the region. Identifying Regional Freight Projects uses the methodology described including the review of candidate freight projects occurring along the regional freight network. For more information about the regional roadway network, see the *Regional Transportation Master Plan Context Technical Memorandum*.

### 5.1 TYPES OF REGIONAL FREIGHT PROJECTS CONSIDERED

To provide flexibility, simplicity, and consistency in the identification of 2040 and Longer Range Regional Freight **Rail** Projects, all projects were placed into the categories as listed below. For detailed project attributes and implementation phasing, refer to the individual MPO/TPO adopted LRTPs.

- Regional Freight Rail
- Regional Freight Road
- Supporting Freight Road

Regional Freight **Roadway** Projects were placed into the categories as listed below. For detailed project attributes and implementation phasing, refer to the individual MPO/TPO adopted LRTPs.

- Interchange/Intersection Investment
  - New Interchange/New Intersection
  - Modification/Enhancement
  - New Overpass
- Roadway Investment
  - New Roadway or Widening
  - Modification or Enhancement
  - New Bridge/Bridge Modification

### 5.2 2040 AND LONGER RANGE REGIONAL FREIGHT PROJECTS

All candidate roadway projects proposed along the regional freight network were included in the Master Plan's Regional LRTP and categorized as described above. Two review periods with the CCC's MPOs and local agency partners occurred in January 2015 and April 2015. These review periods resulted in the selection and refinement of the 2040 and Longer Range Regional Freight Projects displayed in **Figures 5-1** and **5-2** and listed in **Appendix C**. For detailed project attributes and implementation phasing, refer to the individual MPO/TPO adopted LRTPs.

When the 2040 regional freight projects are realized, more than 127 miles of new interstate lanes and more than 457 miles of new arterial roadway lanes will be added to the regional freight network. When the longer range regional freight roadway projects are realized, more than 65 miles of new interstate lanes and more than 817 miles of new arterial roadway lanes will be added to the regional freight network.

Figure 5-1: 2040 Regional Freight Projects

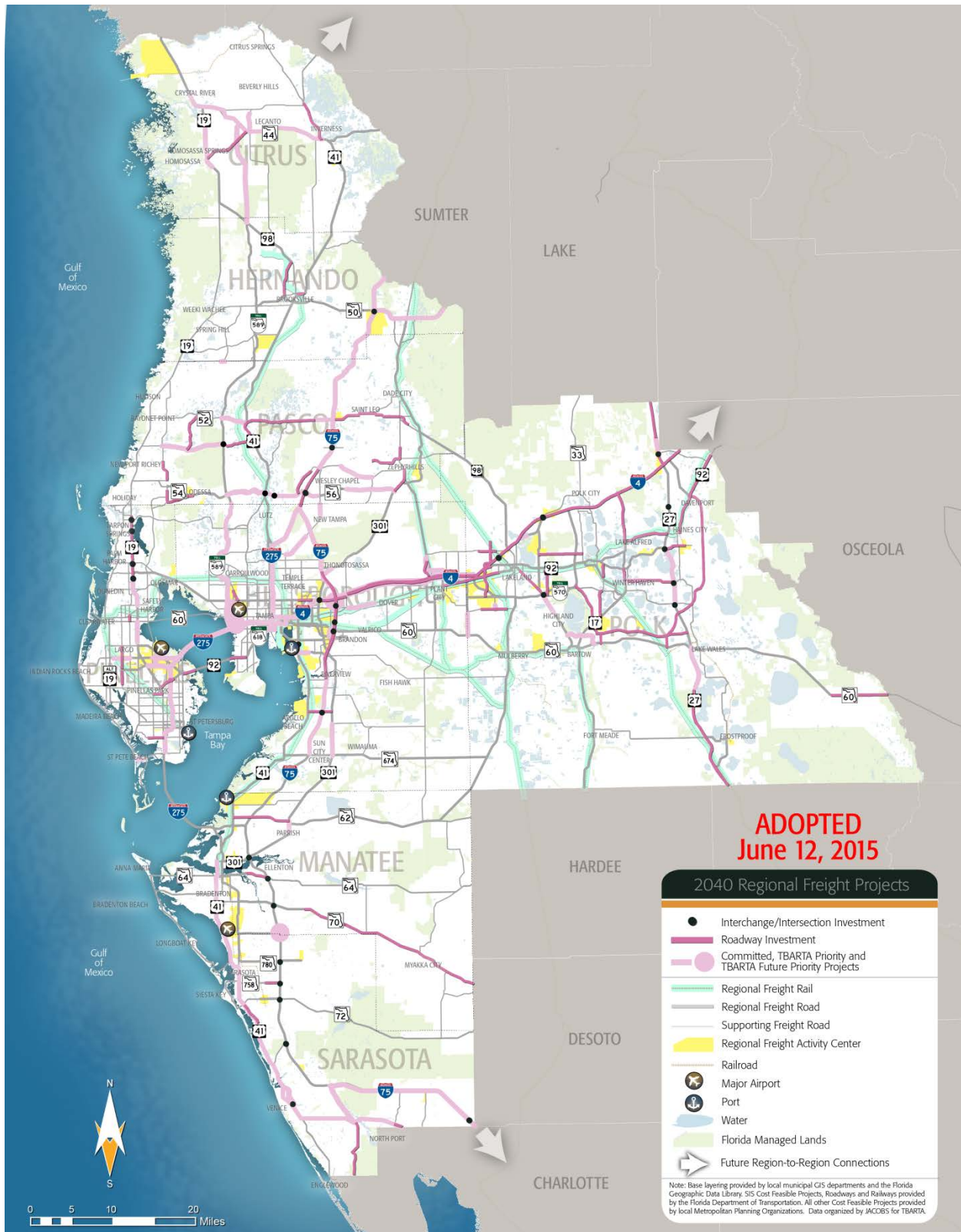
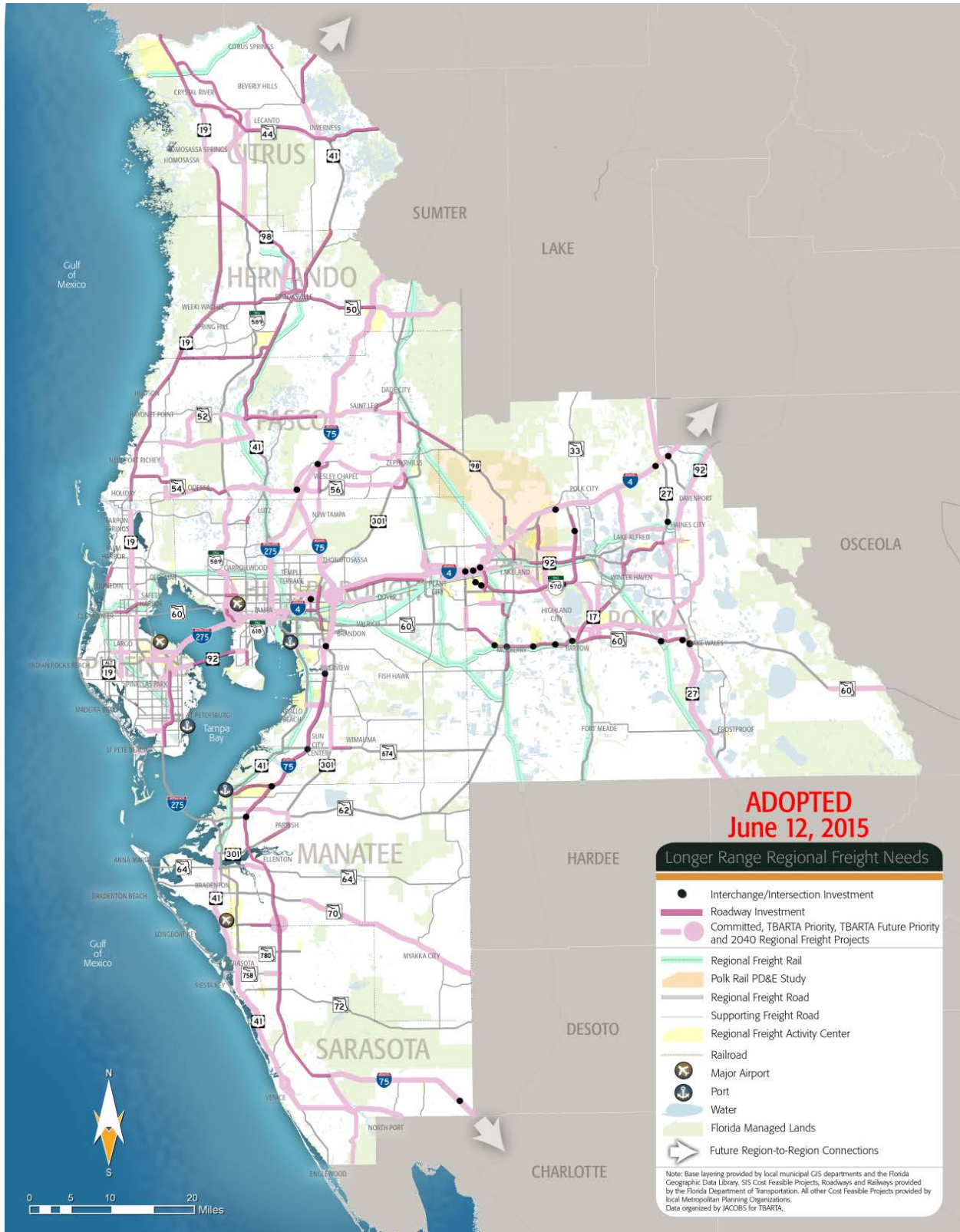


Figure 5-2: Longer Range Freight Needs



## 6.0 REGIONAL MULTI-USE TRAIL PROJECTS

As part of the vision for a comprehensive multimodal plan, the Regional Multi-Use Trail network fulfills TBARTA's guiding principles for regional mobility by identifying a regional multi-use trails network for bicyclists and pedestrians within the TBARTA region. Identifying Regional Multi-Use Trail Projects uses the methodology described for the review of candidate Multi-Use Trail Projects occurring along the regional Multi-Use Trail Network. For more information about the regional roadway network, see the *Regional Transportation Master Plan Context Technical Memorandum*.

### 6.1 TYPES OF REGIONAL MULTI-USE TRAIL PROJECTS CONSIDERED

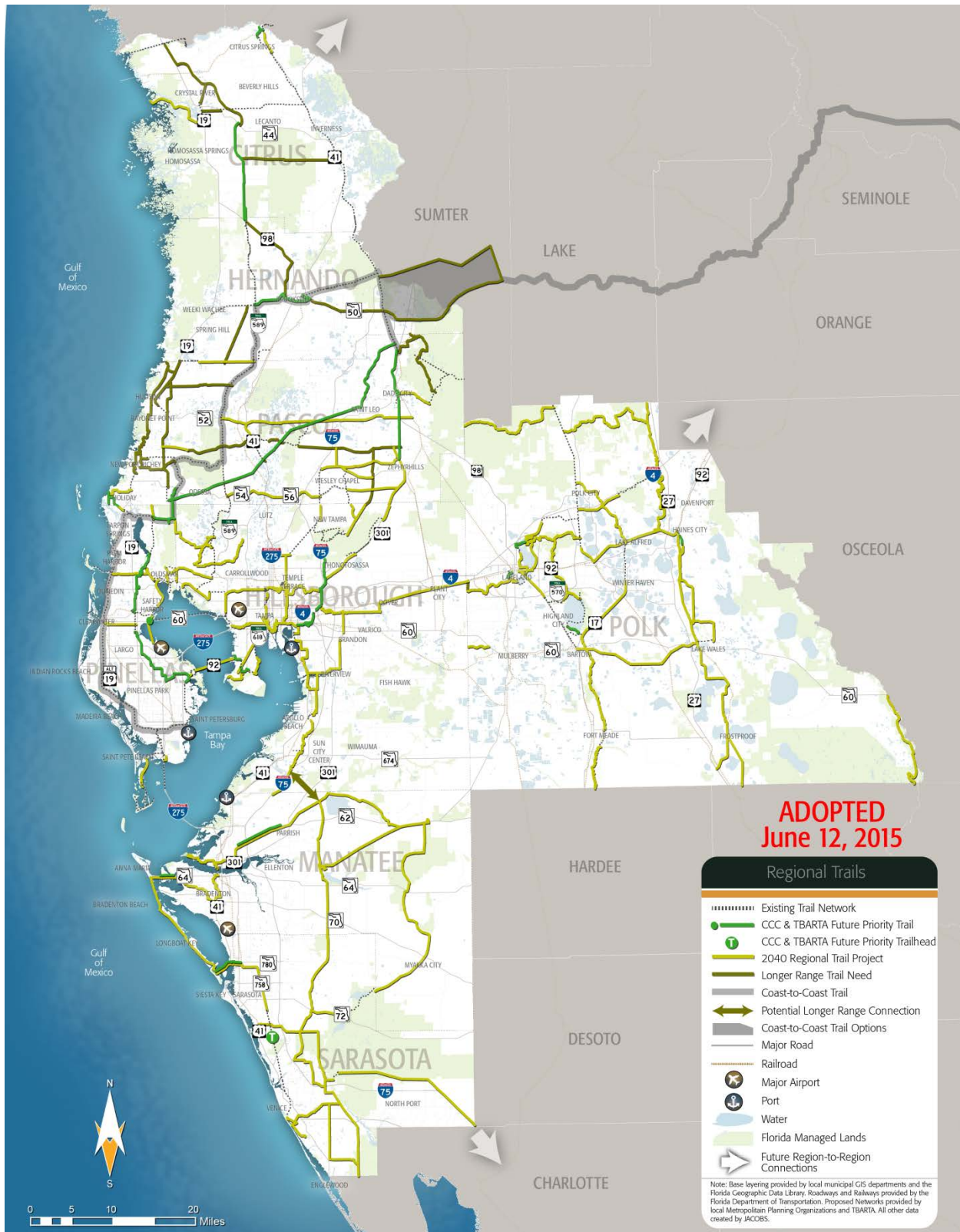
As described, candidate multi-use trail projects were identified starting with the last Regional Trails Map adopted by the CCC Multi-Use Trails Committee. To provide flexibility, simplicity, and consistency in the identification of 2040 and Longer Range Regional Multi-use Trail Projects, projects were placed into the categories listed below. For detailed project attributes and implementation phasing, refer to the individual MPO/TPO adopted LRTPs.

- 2040 Regional Multi-Use Trail Project
- Longer Range Multi-Use Trail Project
- Coast-to-Coast Trail (C2C) — an approximately 250-mile Multi-Use Recreational Trail corridor connecting local, regional, state, and federal trails as well as 12 communities. The C2C will also link residents and tourists to some of Central Florida's most ecologically significant natural resource areas, including the Starkey Wilderness Preserve, Withlacoochee State Forest, and Canaveral National Seashore.
- Potential Longer Range Connections — areas with gaps in the regional trail network and/or where the potential for connections to regional destinations exist.

### 6.2 IDENTIFICATION OF REGIONAL MULTI-USE TRAIL PROJECTS

All candidate multi-use trail projects proposed along the multi-use trail network were included in the Master Plan's Regional LRTP and categorized as described above. The Regional Multi-Use Trail Projects are shown in **Figure 6-1** combines both 2040 and Longer Range Multi-Use Trail Projects. The identification of candidate projects was directed by the CCC's Multi-Use Trails Committee. The Committee review period was from March 2015 through April 2015. These review periods resulted in the selection of the 2040 and Longer Range Multi-Use Projects listed in **Appendix D**. For detailed project attributes and implementation phasing, refer to the individual MPO/TPO adopted LRTPs. When the regional trail system is complete, Tampa Bay residents, businesses, and visitors will have access to approximately 1,025 miles of new regional multi-use trails.

Figure 6-1: 2040 and Longer Range Regional Multi-Use Trail Projects



## APPENDIX A: REGIONAL TRANSIT PROJECTS

## APPENDIX B: REGIONAL ROADWAY PROJECTS



## APPENDIX C: REGIONAL FREIGHT PROJECTS

## **APPENDIX D: REGIONAL MULTI-USE TRAIL PROJECTS**

TBARTA 2015

# Regional Transportation Master Plan

Activity Centers and Travel Markets Technical Memorandum

AUGUST 2015



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## 1.0 INTRODUCTION

The Tampa Bay Area Regional Transportation Authority (TBARTA) was created by the Florida State Legislature in 2007 to develop and implement a Regional Transportation Master Plan for the seven-county West Central Florida area covering Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, and Sarasota Counties. The Master Plan outlines improvements for a balanced transportation system to improve mobility of passengers and freight.

Planning for the region requires a strong partnership between TBARTA and the transportation and planning agencies around Tampa Bay. TBARTA and its partners agree now is the time to move forward with a regional transportation vision and begin implementing a cohesive plan that balances the movement of passengers and freight.

### 1.1 UPDATING THE MASTER PLAN

The 2015 Master Plan Update was developed by TBARTA's Board and Committees in collaboration with the West Central Florida Metropolitan Planning Organizations (MPOs) Chairs Coordinating Committee (CCC) — representing each of the region's MPOs. The 2015 Update ensures consistency with the MPOs' Long Range Transportation Plans (LRTPs) and updates the CCC's Regional LRTP.

The 2015 Master Plan Update is organized into two components: the Regional LRTP and the TBARTA Vision. The Regional LRTP reflects regional projects adopted by each MPO and the Vision includes near-term priorities for implementation.

Figure 1-1: Organization of the Master Plan

#### 2040 Regional Transportation Plan

- Regional **Cost Feasible**
- **Transit** Projects
- **Roadway** Projects
- **Freight** Projects
- **Trail** Projects
- Longer Range **Needs**

#### TBARTA Priorities

- Priorities
- Future Priorities

### 1.2 ABOUT THIS DOCUMENT

This Technical Memorandum describes the objectives, process, and results of regional characteristics, activity centers, and travel market analysis conducted in support of the 2015 Master Plan Update. This process began in November 2014 and was adopted by the TBARTA Board on June 12, 2015. This memorandum is one of several documents that describe in detail the steps taken to complete the 2015 Master Plan Update.

The Master Plan encompasses both the TBARTA Regional Transportation Master Plan and the CCC's Regional LRTP. Information for Polk County has been provided, (as a member of the CCC), where available, even though it is not within the TBARTA region. Efforts were taken to coordinate with Polk Transportation Planning Organization's (TPO) LRTP, projects, and efforts.

## 2.0 TBARTA REGIONAL CHARACTERISTICS

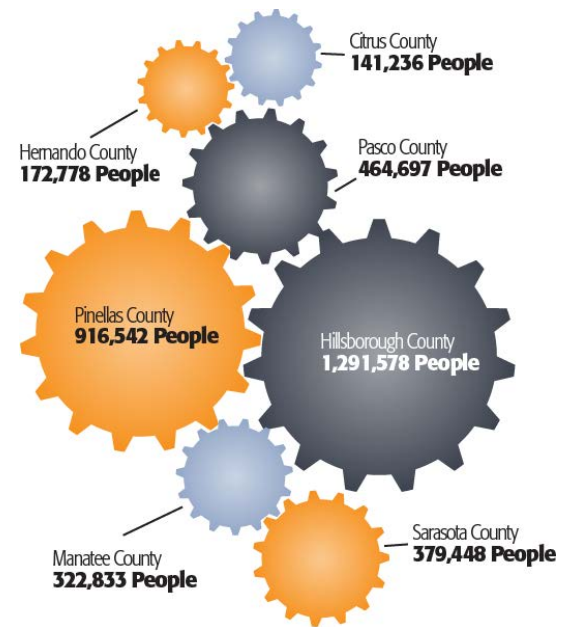
The TBARTA region is diverse in its characteristics ranging from high density urban centers to lower density rural areas. The TBARTA region is comprised of seven counties with a total current (2010) population of over 3.6 million people. **Figure 2-1** shows the current population for the seven TBARTA counties. The characteristics of each county in the TBARTA region are described in detail below and presented in **Tables 2-1** and **2-2**.

**Table 2-1: Age**

TBARTA Counties	Residents 65 and older	Median Age	Residents 18 to 34
Citrus	35%	56	13%
Hernando	27%	48	16%
Hillsborough	13%	37	25%
Manatee	25%	46	14%
Pasco	22%	44	18%
Pinellas	23%	47	18%
Sarasota	33%	54	17%

Source: 2010 U.S. Census

**Figure 2-1: TBARTA Counties Population**



\*Source: 2010 U.S. Census

**Table 2-2: Income and Workforce**

TBARTA Counties	Median Income	% of Residents below the Poverty Level	2010 Workforce (number of employees)	2040 Workforce (number of employees)
Citrus	\$38,782	17%	50,800	71,639
Hernando	\$39,769	15%	67,100	94,464
Hillsborough	\$48,360	17%	661,600	1,112,059
Manatee	\$47,072	15%	150,859	230,005
Pasco	\$43,293	14%	202,200	94,464
Pinellas	\$44,726	14%	461,200	566,366
Sarasota	\$48,704	15%	169,100	267,713

Source: 2010 U.S. Census (existing), MPO LRTPs (2040)

## 2.1 CITRUS COUNTY

Citrus County is approximately 582 square miles with a relatively low average density of 243 persons per square mile. As of 2010, the population was 141,236, four percent of the overall TBARTA region's population. Of all the TBARTA counties, Citrus County has the highest number of residents aged 65 and older with a median age of 56 is the oldest in the region. Conversely, Citrus County has the lowest number of residents aged 18-34. The employment characteristics of Citrus County reflect a median household income of \$38,782, the lowest in region.<sup>1</sup>

## 2.2 HERNANDO COUNTY

Hernando County is approximately 473 square miles with a relatively low average density of 366 residents per square mile. As of 2010, the population was 172,778, which is five percent of the overall TBARTA region's population. The employment characteristics of Hernando County reflect a median household income of \$39,769.<sup>2</sup>

## 2.3 HILLSBOROUGH COUNTY

Hillsborough County is approximately 1,020 square miles with an average density of 1,205 residents per square mile. As of 2010, the population was 1,291,578 which is the highest in the region representing 34 percent of the overall TBARTA region's population. Only 13 percent of Hillsborough County residents are aged 65 and older, and residents aged 18-34 comprise 25 percent of the population. The median age is 37, making Hillsborough County the youngest demographic in the region. Currently, the labor force is estimated at 661,600, the highest in the region.

## 2.4 MANATEE COUNTY

Manatee County is approximately 743 square miles with an average density of 435 residents per square mile. As of 2010, the population was 322,833, 10 percent of the overall TBARTA region's population. In Manatee County, 25 percent of residents are aged 65 and older, and residents aged 18-34 make up 14 percent of the population. Currently, the labor force is estimated at 150,859.<sup>3</sup>

### The TBARTA region consists of...

- 7 counties
- 3,626,760 residents
- 4,394 square miles
- 7 transit providers
- 5 MPOs
- 2 FDOT Districts
- 46 cities
- 3 commercial airports
- 3 seaports
- 2 highway toll authorities
- 3 Regional Planning Councils

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<sup>1</sup> 2010 Census

<sup>2</sup> 2010 Census

<sup>3</sup> 2010 Census

## 2.5 PASCO COUNTY

Pasco County is approximately 747 square miles with an average density of 622 residents per square mile. As of 2010, the population of Pasco County was 464,697, 13 percent of the overall TBARTA region's population. In Pasco, 22 percent of residents are aged 65 and older and persons aged 18-34 make up 18 percent of the population. Currently, the labor force of is estimated at 202,200.<sup>4</sup>

## 2.6 PINELLAS COUNTY

Pinellas County is approximately 274 square miles with a density of 3,348 residents per square mile, the greatest density in the region. As of 2010, the population was 916,542, 25 percent of the overall TBARTA region's population. In Pinellas County, 23 percent of residents are aged 65 and older, and residents aged 18-34 make up 18 percent of the population. Currently, the labor force of Pinellas County is estimated at 461,200.<sup>5</sup>

## 2.7 SARASOTA COUNTY

Sarasota County is approximately 556 square miles with an average density of 683 residents per square mile. As of 2010, the population was 379,448, nine percent of the TBARTA region's overall population. Sarasota has 33 percent of residents aged 65 and older and residents aged 18-34 make up 17 percent of the population. Employment characteristics reflect a median household income of \$48,704, highest in the region. Currently, the labor force is estimated at 169,100.<sup>6</sup>

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<sup>4</sup> 2010 Census

<sup>5</sup> 2010 Census

<sup>6</sup> 2010 Census



## 3.0 TBARTA/CCC REGIONAL ACTIVITY CENTERS

Activity centers were identified for the seven-county TBARTA region and Polk County. The Polk County activity centers were originally identified in the inaugural Master Plan and are included in this update. For the 2015 TBARTA Master Plan Update, the regional activity centers were updated based on the newly developed 2040 LRTP socioeconomic data, as compared to the 2035 LRTP socioeconomic data used in past updates, for the FDOT District Seven counties (Citrus, Hernando, Hillsborough, Pasco, and Pinellas). Activity centers in FDOT District One counties (Manatee, Polk, and Sarasota Counties) remained unchanged as the 2040 socioeconomic data was not available at the time of this update.

### 3.1 REGIONAL ANCHOR CRITERIA

The criteria for identifying regional activity centers were developed for the 2009 Master Plan. In addition to national best practice research, criteria were based on input provided by the TBARTA Land Use Working Group (LUWG), now the ONE BAY Resilient Communities Working Group. The LUWG was the primary forum for coordination between the 2009 Master Plan and local land use planning agencies.

While employment was the principal criterion, population was also a critical component, as was high intensity commercial development, areas characterized by a mix of land uses, and areas that draw from outside or from multiple counties. Also important were areas that support tourist activities such as:

- Beaches and theme parks
- Special uses such as seaports, intermodal centers, airports, colleges and universities
- Cultural and entertainment facilities
- Hospitals
- Regional shopping centers, especially where occurring in clusters
- Areas ripe for development, redevelopment or incentivized development were also significant

Activity centers are classified as follows:

**Regional Activity Center - Tier 1:** reach a net density of employment of at least 50 jobs per acre by 2040, and received general consensus among the LUWG for designation as a Tier 1 anchor.

**Regional Activity Center - Tier 2:** reach a net density of employment of 20-50 jobs per acre by 2040 and received support from the LUWG as a Tier 2 anchor. Other elements considered in combination with employment density included:

- Residential density of 6-10 people per acre
- 1-5 hotel rooms per acre
- Special uses
- Recent development proposals and areas where development is incentivized

**Regional Activity Center - Tier 3:** reach a net density of employment of 4-20 jobs per acre by 2040 and received support from the LUWG as a Tier 3 anchor. Other elements considered in combination with employment density included:

- Residential density of 6-10 people per acre
- 1-5 hotel rooms per acre
- Special uses
- Recent development proposals and areas where development is incentivized

The regional activity centers identified for the TBARTA region are shown in **Figure 3-1** and summarized in **Table 3-1**.

Figure 3-1: Regional Activity Centers

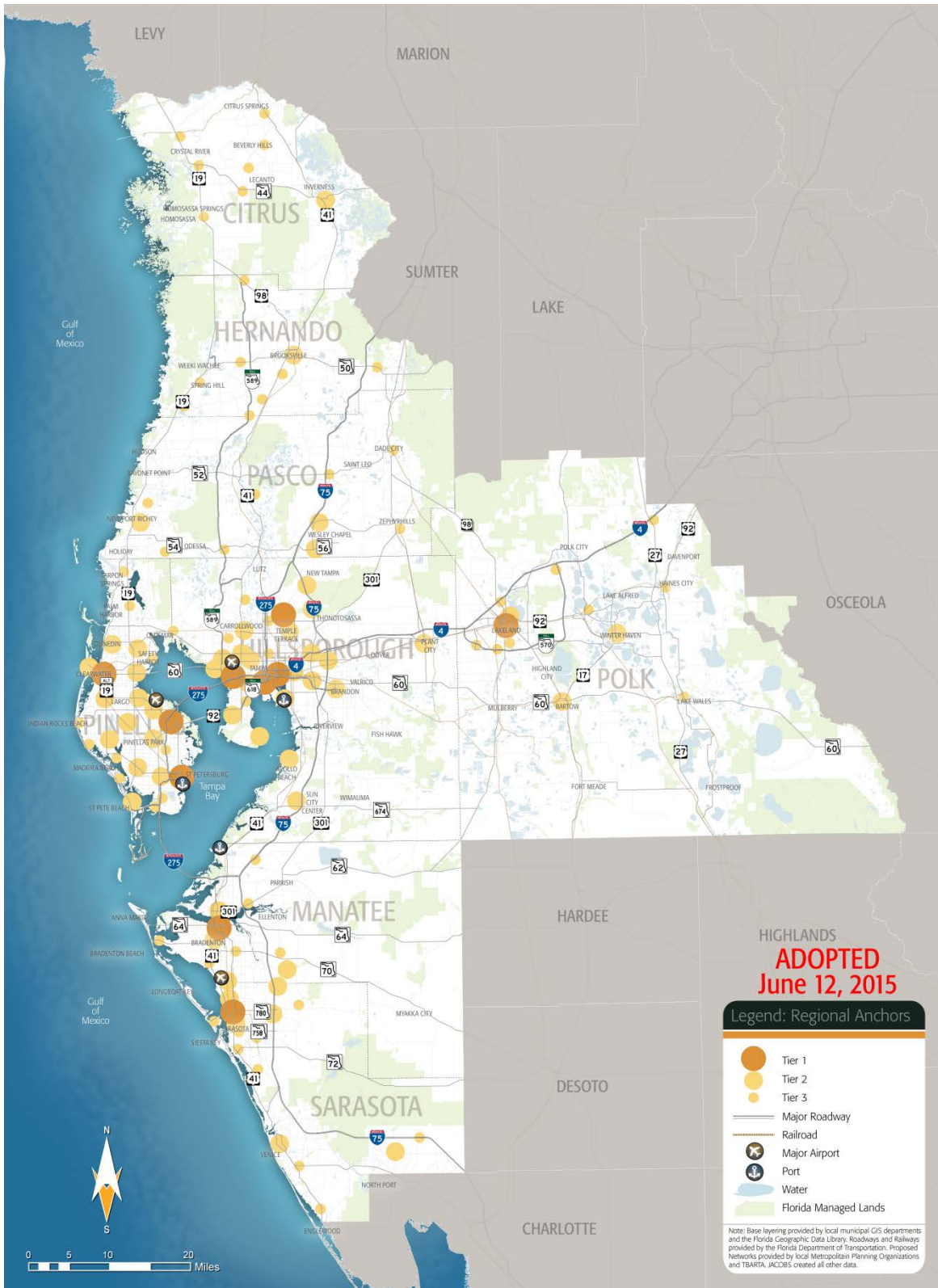


Table 3-1: Regional Activity Centers

County	Activity Center	2015 Tier	County	Activity Center	2015 Tier
Citrus	Inverness	2	Hillsborough	Plant City	2
Citrus	Crystal River	3	Hillsborough	Brandon	2
Citrus	Homosassa Springs	3	Hillsborough	50th St/I-4/Adamo	2
Citrus	Lecanto	3	Hillsborough	Ybor City	1
Citrus	CR486 / CR491	3	Hillsborough	Downtown Tampa	1
Citrus	Seven Rivers Regional Medical Center	3	Hillsborough	Stadium/St Joseph's Hospital	2
Citrus	Citrus Springs	3	Hillsborough	Port of Tampa	2
Citrus	Beverly Hills	3	Hillsborough	Westshore/Tampa International Airport	1
Hernando	Cortez Blvd Corridor	3	Hillsborough	Hillsborough Ave/Dale Mabry Hwy	2
Hernando	Weeki Wachee	3	Hillsborough	Rocky Point	2
Hernando	Downtown Brooksville	2	Hillsborough	Kennedy Blvd Corridor	2
Hernando	Southwest Hernando	3	Hillsborough	Britton Plaza	3
Hernando	Southern Hills/Hernando Oaks	3	Hillsborough	Gandy/Rattlesnake Point	2
Hernando	I-75 / SR50 District	3	Hillsborough	Palm River/US301	2
Hernando	SR 589/S County Line	3	Hillsborough	Sabal Park/North Falkenburg Road Corridor	2
Hernando	Suncoast Parkway North/US98	3	Hillsborough	Temple Terrace	2
Hernando	Hernando Airport District	3	Hillsborough	South Shore/SR 674 Corridor	2
Hillsborough	I-275/Fowler Ave	3	Hillsborough	Port Redwing/Apollo Beach/Big Bend Road Corridor	2
Hillsborough	USF Area	1	Hillsborough	Citrus Park	3
Hillsborough	Carrollwood	2	Hillsborough	New Tampa	3
Hillsborough	Northdale	3	Hillsborough	Independence Pkwy Corridor	2
Hillsborough	Telecom Park/Hidden River	3	Hillsborough	Anderson Rd Corridor	3
Hillsborough	Seminole Heights	3	Hillsborough	MacDill Air Force Base	2
Hillsborough	NetPark/Florida Fairgrounds	2	Manatee	Palmetto	2

Table 3-1(Continued): Regional Activity Centers

County	Activity Center	2015 Tier	County	Activity Center	2015 Tier
Manatee	Downtown Bradenton	1	Pinellas	Tyrone Square/St Petersburg College	2
Manatee	South Bradenton	2	Pinellas	Bay Pines	3
Manatee	Universities/Sarasota-Bradenton Intl Airport	2	Pinellas	Seminole	2
Manatee	Manatee Community College	3	Pinellas	Pinellas Park/Park Place	2
Manatee	Oneco	3	Pinellas	Gateway/Toytown	1
Manatee	Lakewood Centre	3	Pinellas	US 19/Roosevelt/Crossroads	2
Manatee	Cortez/Bradenton Beach	3	Pinellas	Downtown Clearwater	1
Manatee	North County Gateway	3	Pinellas	Clearwater Beach	2
Manatee	Ellenton	3	Pinellas	US 19/SR 60/Clearwater Mall	2
Pasco	New Port Richey	2	Pinellas	Dunedin	2
Pasco	Port Richey	3	Pinellas	Palm Harbor	3
Pasco	Dade City	3	Pinellas	Tarpon Springs	3
Pasco	Connerton	3	Pinellas	St Pete - Clearwater Airport	2
Pasco	SR 56/Bruce B Downs/Wiregrass	2	Pinellas	Eckerd College	3
Pasco	Wesley Chapel	2	Pinellas	Countryside	2
Pasco	Zephyrhills	3	Pinellas	Downtown Largo	2
Pasco	Trinity	3	Pinellas	Bryan Dairy Industrial/Hospital	2
Pasco	SR 54/Suncoast Pky	3	Pinellas	Oldsmar	3
Pasco	I-75/SR52	3	Pinellas	Safety Harbor	3
Pinellas	South St Petersburg	3	Pinellas	Indian Rocks Beach/Walsingham	3
Pinellas	St Pete Beach	2	Pinellas	Redington Shores/Park Blvd	3
Pinellas	Central Ave/Central Plaza	2	Pinellas	Treasure Island	3
Pinellas	Downtown St Petersburg	1	Polk	Lakeland Square Mall	3
Pinellas	Lealman	3	Polk	Lakeland Regional Medical Center	2

Table 3-1(Continued): Regional Activity Centers

County	Activity Center	2015 Tier	County	Activity Center	2015 Tier
Polk	Auburndale	3	Sarasota	Venice	2
Polk	Haines City	3	Sarasota	South Venice	3
Polk	Winter Haven	2	Sarasota	Sarasota Square/Central Sarasota Pkwy/Tamiami	3
Polk	Lake Wales	3	Sarasota	Stickney Point/Tamiami/Gulf Gate	3
Polk	Bartow	2	Sarasota	Fruitville/Cattlemen	2
Polk	Downtown Lakeland	1	Sarasota	North Sarasota	2
Polk	Cleveland Heights/Glendale	3	Sarasota	Sarasota Center Blvd Corridor	3
Polk	I-4/US 27	3	Sarasota	North Port	2
Polk	USF/Williams	3	Sarasota	Englewood	3
Polk	Oakbridge/Lakeside Village	3	Sarasota	St. Armands	3
Polk	West Lakeland/Flagler	3	Sarasota	Memorial Hospital	2
Sarasota	Downtown Sarasota	1	Sarasota	Lakewood Ranch	2
Sarasota	Bee Ridge/Tamiami/Southgate	3	Sarasota	I-75/Toledo Blade/Isles of Athena	3
Sarasota	Sarasota CO Tech Institute Area	3	Sarasota	Lakewood Ranch	2

## 4.0 TBARTA/CCC REGIONAL TRAVEL MARKETS

Within the eight-county CCC region (TBARTA Region and Polk County), the county-to-county travel markets generally reflect the predominant regional travel patterns along major regional corridors, and are consistent with the CCC’s 2035 Regional LRTP. The travel markets analysis was based on the existing and forecasted travel patterns evaluated as part of the region’s adopted LRTPs.

### 4.1 TRAVEL MARKET METHODOLOGY

As a part of the 2015 TBARTA Master Plan and 2040 Regional LRTP Update, a travel market analysis was conducted for the eight counties in the CCC region. The analysis examines the county-to-county trips for 2010 and 2040 to better understand the magnitude of trip interchanges between counties and to identify roadway facilities serving the greatest commuting demand in the region. A summary of the regional travel markets and the associated primary roadway facilities is provided in **Table 4-1**. The regional travel markets are shown in **Figure 4-1**.

**Table 4-1: Travel Markets & Primary Roadways**

Travel Market	Primary Roadways
Hillsborough/Manatee/Sarasota	I-75, US 301, and US 41
Pinellas/Hillsborough	SR 580, SR 60, I-275, and US 92
Pinellas/Pasco	US 19 (SR 55)
Pasco/Hillsborough	I-75, Veterans Expressway, Dale Mabry Highway, US 41, and US 301
Hernando/Citrus	I-75, US 19 (SR 55), Suncoast Parkway, US 41, US 98
Pasco/Hernando	I-75, US 19 (SR 55), Suncoast Parkway, SR 50, SR 54, US 41, US 98, SR 52
Pinellas/Manatee	I-275/Sunshine Skyway Bridge
Hillsborough/Polk	I-4, SR 60, US 92, and the Selmon Expressway
Sarasota/Manatee	I-75, US 41, and US 301

This analysis used the 2010 US Census Journey to Work, County-to-County Trip Flow data for existing travel flows and the Tampa Bay Regional Planning Model (TBRPM) for future Home Based Work (HBW) travel within FDOT District Seven. At the time of this study Polk TPO and Sarasota/Manatee MPO were updating their LRTPs. As a result, 2040 regional travel data for FDOT District One is unavailable. No regional travel demand model exists that can estimate the future regional inter-county demand between FDOT Districts One and Seven, and future county-to-county travel can only be estimated within each respective FDOT district.

Trip flow data was used to quantify the origins and destinations traveling between each of the respective counties in the region. The resulting trip flow information is summarized in **Tables 4-2** through **4-9** below. Tables and descriptions are listed in order of highest to lowest number of trips.

**Table 4-2** reflects the commuting characteristics of Hillsborough County. Overall, Hillsborough experiences the greatest amount of commuting demand. Residents most commonly commute within the county with approximately 504,959 work trips daily. The greatest amount of regional commuting is destined for Pinellas, with an estimated 29,548 work trips daily. This pattern is expected to continue. However, commuting to Pasco County is expected to increase significantly by 2040 to 55,841 work trips daily.

**Table 4-3** reflects the commuting characteristics of Pinellas County. Pinellas experiences a significant amount of commuting demand, second only to Hillsborough. Residents most commonly commute within the county, with approximately 360,776 work trips daily. The greatest amount of regional work trips is destined for Hillsborough, with an estimated 41,509 work trips daily. This pattern is expected to continue with 799,772 work trips internal to Pinellas County and 112,960 work trips destined for Hillsborough by 2040.

**Table 4-4** reflects the commuting characteristics of Pasco County. Residents most commonly commute within the county, with approximately 93,004 work trips daily. However, nearly half of all work trips from Pasco are destined for locations outside the county. The greatest amount of regional commuting is destined for locations in Hillsborough, with an estimated 50,413 work trips daily. This pattern is expected to increase exponentially by 2040, making it the fastest growing county in the region.

**Table 4-2: Hillsborough County HBW Trips**

Workplace	Number of Commuters (2010)	Number of Commuters (2040)
Hillsborough	504,959	1,236,865
Pinellas	29,548	71,166
Polk	10,266	N/A
Pasco	8,233	55,841
Manatee	3,760	N/A
Sarasota	1,468	N/A
Hernando	661	1,451
Citrus	71	297

**Table 4-3: Pinellas County HBW Trips**

Workplace	Number of Commuters (2010)	Number of Commuters (2040)
Pinellas	360,776	799,772
Hillsborough	41,509	112,960
Pasco	5,551	16,982
Manatee	1,960	N/A
Sarasota	993	N/A
Hernando	469	625
Polk	324	N/A
Citrus	80	193

**Table 4-4: Pasco County HBW Trips**

Workplace	Number of Commuters (2010)	Number of Commuters (2040)
Pasco	93,004	415,441
Hillsborough	50,413	156,688
Pinellas	27,618	55,951
Hernando	4,493	23,690
Polk	1,899	N/A
Manatee	216	N/A
Sarasota	204	N/A
Citrus	196	2,029



**Table 4-5** reflects the commuting characteristics of Hernando County. Hernando experiences much less commuting demand than other counties within the region, with the exception of Citrus County. Residents most commonly commute within the county, with approximately 37,145 work trips daily. The greatest amount of regional commuting originating in Hernando is destined for Pasco with an estimated 8,298 work trips daily. This pattern is expected to continue, with 117,284 work trips internal to Hernando and 39,060 work trips destined for Pasco by 2040.

**Table 4-6** reflects the commuting characteristics of Citrus County. Citrus currently experiences the least amount of commuting demand in the region. Residents most commonly commute within the county, with approximately 34,716 work trips daily. The greatest amount of regional work trips is destined for Hernando, with an estimated 1,614 daily work trips. This pattern is expected to continue, with 123,880 work trips internal to Citrus and 7,765 work trips destined for Hernando by 2040.

**Table 4-7** reflects the commuting characteristics of Manatee County. Residents most commonly commute within the county with approximately 95,351 daily work trips. The greatest amount of regional commuting is destined for Sarasota with an estimated 26,239 work trips daily.

**Table 4-4: Hernando County HBW Trips**

Workplace	Number of Commuters (2010)	Number of Commuters (2040)
Hernando	37,145	117,284
Pasco	8,298	39,060
Hillsborough	6,839	14,416
Pinellas	3,038	4,005
Citrus	1,217	12,029
Manatee	91	N/A
Polk	29	N/A
Sarasota	14	N/A

**Table 4-3: Citrus County HBW Trips**

Workplace	Number of Commuters (2010)	Number of Commuters (2040)
Citrus	34,716	123,880
Hernando	1,614	7,765
Hillsborough	895	834
Pasco	432	1,865
Pinellas	331	163
Polk	72	N/A

**Table 4-5: Manatee County HBW Trips**

Workplace	Number of Commuters (2010)	Number of Commuters (2040)
Manatee	95,351	N/A
Sarasota	26,239	
Pinellas	3,808	
Hillsborough	3,090	
Polk	137	
Pasco	27	
Hernando	43	

**Table 4-8** reflects the commuting characteristics of Sarasota County. Residents most commonly commute within the county, with approximately 124,592 daily work trips. The greatest amount of regional commuting is destined for Manatee, with an estimated 11,211 daily work trips.

**Table 4-9** reflects the commuting characteristics of Polk County. Residents most commonly commute within the county with approximately 192,174 daily work trips. The greatest amount of regional commuting is destined for Hillsborough, with an estimated 12,356 daily work trips.

**Table 4-10** summarizes the current regional commuting characteristics between each county in the region.

**Table 4-6: Sarasota County HBW Trips**

Workplace	Number of Commuters (2010)	Number of Commuters (2040)
Sarasota	124,592	N/A
Manatee	11,211	
Pinellas	1,319	
Hillsborough	496	
Polk	98	
Pasco	60	

**Table 4-7: Polk County HBW Trips**

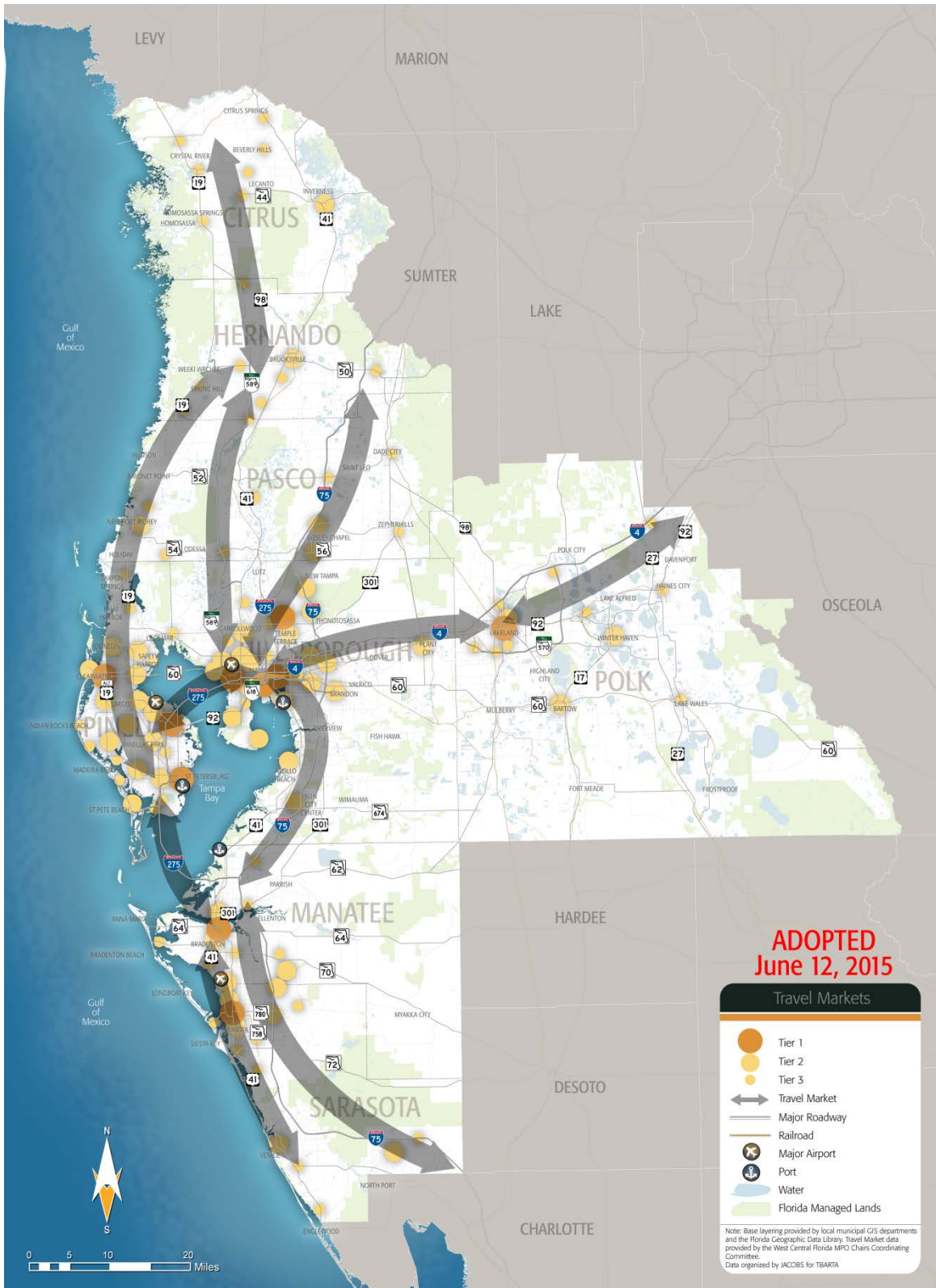
Workplace	Number of Commuters (2010)	Number of Commuters (2040)
Polk	192,174	N/A
Hillsborough	12,356	
Pasco	826	
Pinellas	647	
Manatee	265	
Sarasota	177	
Hernando	27	

Table 4-10: How Our Region Travels (2010)

County	Commuters	
	Regional Trips	% Regional Trips
Citrus	3,272	8.6%
Hernando	19,497	34.4%
Hillsborough	43,741	7.8%
Manatee	33,219	25.8%
Pasco	83,140	46.7%
Pinellas	50,562	12.3%
Polk	14,298	6.9%
Sarasota	13,086	9.5%

County	Percent Traveling to a Job in Another County							
	To Citrus	To Hernando	To Hillsborough	To Manatee	To Pasco	To Pinellas	To Polk	To Sarasota
Citrus	-	4.2%	2.4%	0.0%	1.1%	0.9%	0.2%	0.0%
Hernando	2.1%	-	12.1%	0.2%	14.6%	5.4%	0.1%	0.0%
Hillsborough	0.0%	0.1%	-	0.7%	1.5%	5.3%	1.8%	0.3%
Manatee	0.0%	0.0%	2.4%	-	0.0%	3.0%	0.1%	20.4%
Pasco	0.1%	2.5%	28.3%	0.1%	-	15.5%	1.1%	0.1%
Pinellas	0.0%	0.1%	10.1%	1.0%	1.3%	-	0.1%	0.2%
Polk	0.0%	0.0%	6.0%	0.1%	0.4%	0.3%	-	0.1%
Sarasota	0.0%	0.0%	0.4%	8.1%	0.0%	1.0%	0.1%	-

Figure 4-1: Travel Markets with Regional Activity Centers



TBARTA 2015

# Regional Transportation Master Plan

Public Engagement and Coordination Technical Memorandum

AUGUST 2015



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## 1.0 INTRODUCTION

The Tampa Bay Area Regional Transportation Authority (TBARTA) was created by the Florida State Legislature in 2007 to develop and implement a Regional Transportation Master Plan (Master Plan) for the seven-county West Central Florida area covering Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, and Sarasota Counties. The Master Plan outlines improvements for a balanced transportation system to improve mobility of passengers and freight.

Planning for the region requires a strong partnership between TBARTA and the transportation and planning agencies around Tampa Bay. TBARTA and its partners agree now is the time to move forward with a regional transportation vision and begin implementing a cohesive plan that balances the movement of passengers and freight.

### 1.1 UPDATING THE MASTER PLAN

The 2015 Master Plan Update was developed by TBARTA's Board and Committees in collaboration with the West Central Florida Metropolitan Planning Organization (MPO) Chairs Coordinating Committee (CCC) — representing each of the region's MPOs. The 2015 Update ensures consistency with the MPOs' Long Range Transportation Plans (LRTPs) and updates the CCC's Regional LRTP.

The 2015 Master Plan Update is organized into two components: the Regional LRTP and the TBARTA Vision. The Regional LRTP reflects regional projects adopted by each MPO and the Vision includes near-term priorities for implementation.



### 1.2 ABOUT THIS DOCUMENT

This Technical Memorandum describes the public engagement and stakeholder coordination efforts undertaken while updating the Master Plan for 2015. This process began November 2014 and was adopted by the TBARTA Board on June 12, 2015. This memorandum is one of several documents that describe in detail the steps taken to complete the 2015 Master Plan Update, and the public engagement and coordination efforts that were part of the update process.

## 2.0 PUBLIC ENGAGEMENT METHODS

To maximize public participation opportunities, the Public Engagement and Information Program utilized several techniques during the update of the Master Plan to provide opportunities for the public to be informed and participate. Telephone Town Hall meetings, a formal public hearing comment period, Speakers Bureau events, updates on the TBARTA website ([www.tbarta.com](http://www.tbarta.com)), media alerts, and social media were used to engage the public in an open and meaningful dialogue.

### 2.1 PUBLIC ENGAGEMENT & INFORMATION ACTIVITIES

As part of TBARTA's commitment to involve the public and receive substantive comments, a number of Speakers Bureau presentations and Telephone Town Hall Meetings were held during the Master Plan update period. The public comments received during these meetings helped guide the update of the Master Plan and provided an opportunity to reach a broad audience of community members.

#### 2.1.1 SPEAKERS BUREAU PROGRAM: PRESENTATIONS & EVENTS

The Speakers Bureau Program is an outreach method used to engage and inform members of the public about the master planning process and encourage a meaningful dialogue with the public and stakeholders alike. As part of this outreach program, Speakers Bureau team members gave presentations to civic, social, business, political, environmental, and educational organizations, as well as governmental and quasi-governmental agencies within the seven-county region. Team members consisted of staff as well as members of the Citizens Advisory Committee (CAC) who also attended area events to hand out information and speak with attendees about TBARTA, the Master Plan, and a variety of "right now" solutions TBARTA currently provides, such as vanpool, carpool, school commute program, "Bike Buddy" services, and myRIDE, a database with public, private, and specialized transportation sources for veterans and everyone across the Tampa Bay region.

Between initiation of the Master Plan Update in early 2015 and the June Board Meeting, team members spoke at over 28 events and Speakers Bureau presentations, including the four 2015 Master Plan Update Telephone Town Halls. There were approximately 21,444 participants representing the seven counties and different agencies across the region. A complete list of events and activities during the period of the Master Plan Update, as well as a total number of attendees is provided in **Appendix A**. The PowerPoint presentation provided to the public as part of the Master Plan Update outreach efforts is also included in **Appendix A**.

#### 2.1.2 TELEPHONE TOWN HALL MEETINGS

During April 2015, TBARTA engaged the public in three one-hour live Telephone Town Hall meetings and participated in the GO Hillsborough May 4, 2015 Telephone Town Hall. This meeting style is a technique that allows thousands of people to participate in a town hall-style public meeting using their telephone, without having to leave the comfort of their own home. It gives citizens direct interaction with the decision-makers and provides a unique experience to everyone participating.



Between April 27, 2015 and May 4, 2015, TBARTA called over 170,000 (an average of 42,638 per night) area residents at random and invited them to be part of one of four Telephone Town Hall meetings. (Note: All numbers called belonged to registered voters in the Tampa Bay region.) Interested citizens who wished to join the Telephone Town Hall meeting could call a toll-free number to participate. During the Telephone Town Hall meetings, 19,076 total attendees, averaging 4,769 attendees per evening, participated in the calls. Each meeting was hosted by TBARTA Board Members and/or representatives from the respective counties along with the TBARTA Executive Director. All meetings began at 7:15pm and were concluded at 8:15pm with the exception of the May 4, 2015 GO Hillsborough event which started at 7:00pm and ended at 8:00pm. The following is a list of dates and focus areas of the calls and panelists:

- **April 27, 2015 – Sarasota & Manatee Counties:** Hosted by TBARTA Board Members Sarasota County Commissioner Paul Caragiulo and Manatee County Commissioner Betsy Benac. The Board Members were joined by Rocky Burke with Sarasota County Area Transit (SCAT), Bill Steele with Manatee Area County Transit (MCAT), Laura Lockwood with the Florida Department of Transportation (FDOT) District One, David Hutchinson with the Sarasota/Manatee MPO, and TBARTA Executive Director Ray Chiaramonte. The moderator was Meredyth Censullo, media reporter and creator of @TampaBayTraffic on Twitter.
- **April 28, 2015 – Pasco & Pinellas Counties:** Hosted by Jim Edwards, Pasco County MPO Transportation Planning Manager; Manny Lajmiri, with the Pasco County MPO; Ahsan Khalil with Pasco County Public Transit (PCPT); Brad Miller, Chief Executive Officer of the Pinellas Suncoast Transit Authority (PSTA); Sarah Ward with the Pinellas County MPO; and TBARTA Executive Director Ray Chiaramonte. The moderator was Leslee Lacey, WFLA News Channel 8 Traffic and Transportation Reporter.
- **April 29, 2015 – Hernando & Citrus Counties:** Hosted by Dennis Dix, the Executive Director for the Hernando/Citrus MPO; Lon Frye, Director of Citrus County Transit; Hugh Pascoe, TBARTA consultant; and TBARTA Executive Director Ray Chiaramonte. The moderator was Meredyth Censullo, media reporter and creator of @TampaBayTraffic on twitter.
- **May 4, 2015 – Hillsborough County (partnership with GO Hillsborough and the Hillsborough County Policy Leadership Group):** Hosted by Mike Merrill, Hillsborough County Administrator; Katharine Eagan, Hillsborough Area Regional Transit Authority (HART) Chief Executive Officer; Jean Duncan, City of Tampa Director of Transportation and Stormwater Services; and TBARTA Executive Director Ray Chiaramonte. The moderator was Bob Clifford, from Parsons Brinckerhoff.

TBARTA solicited comments and questions live on the call and through several outlets including online at [www.tbarta.com](http://www.tbarta.com), Facebook, Twitter, as well as by email and over the phone (in addition to the Town Halls). At each Telephone Town Hall meeting, several questions were aired live and answered by the panelists while other questions submitted were unable to be asked live due to time constraints. Live questions and answers appear in the Meeting Summaries for each county. Questions that were not asked live are also provided in the summaries with answers, arranged by topic. All Telephone Town Hall recordings are available on the TBARTA website, and Town Hall summaries are available on the TBARTA website and included in **Appendix B**.

During the four calls, a total of 159 questions were received and 84 were asked live. The most common themes posed during the Telephone Town Hall meetings include:

- Need better transit service (local and regional)

- Improve existing roadways and intersections
- Improve safety of bicycle lanes and fix sidewalk gaps
- Pursue new funding sources
- Consider light rail for the region

Some sample comments include:

- *“No transit services connect to Pinellas County or Hillsborough County...”*
- *“...how can we improve things [transit] for people who ride the bus in Sarasota County?”*
- *“Will there be express bus to the airport [all counties]?”*
- *“...where are tolled lanes planned?”*
- *“What is the plan for US 19 [Citrus County]?”*
- *“...Are there any plans to change the SR 56/I-75 intersection?”*
- *...what are the plans for east-west travel in Pasco County?”*
- *“What is the status of the bridge over Braden River to connect to 44th Ave.?”*
- *“How are we going to pay for all of these projects? Are my taxes going up?”*
- *“What Federal funding is available?”*
- *“What is being done to improve roads for bicyclists?”*

### 2.1.3 PUBLIC HEARING COMMENT PERIOD

The public hearing comment period opened on April 27, 2015, beginning with the Telephone Town Hall events, and closed at the June 12, 2015 TBARTA Board meeting. The 45-day public comment period allowed citizens to review project documents and information and provide comments about the Update. The public could provide comments verbally in front of the Board, or submit comments by mail, email, or through the TBARTA website. During the 45-day comment period, comment forms were provided at all Speakers Bureau events.

The Master Plan Update comments were received from agency partners, stakeholders, Telephone Town Hall meetings, social media, and through email and the TBARTA website. At the June 12, 2015 TBARTA Board Meeting, TBARTA staff provided draft responses to all of the questions received to date. All comments and responses received during the comment period are provided in **Appendix B**.

## 2.2 EMAIL LIST

TBARTA initially established a contact list in 2007 to maintain contact with interested parties; email addresses were updated throughout the duration of the Master Plan Update. The mailing list is used to distribute project information, including TBARTA committee and Board meeting announcements, Telephone Town Hall meetings, and TBARTA e-blasts. As of June 2015, the email list contains 2,274 contacts and includes representatives of transportation agencies, such as county transportation departments, transit agencies, MPOs and city and county elected officials. Additional entries on the email list include neighborhood association contacts and those obtained through requests to be added during speaking engagements, community workshops, special events, and through the TBARTA website.

## 2.3 WEBSITE

One of the primary tools TBARTA uses for public outreach and information is a web presence. The TBARTA website ([www.TBARTA.com](http://www.TBARTA.com)) was launched in October 2007 to provide a central location for the citizens and agencies to learn about TBARTA and its mission, review project documents and maps, participate in surveys, and comment on the Master Plan and its supporting documentation. It is continually updated on an as-needed basis.

The TBARTA website is a user-friendly and informative site that offers a number of unique pages with information about the authority, the Master Plan process, news articles, and other related materials about transportation and multimodal choices. The website went through a major update in 2014 and early 2015 to incorporate a new look and feel along with the launch of myRIDE, TBARTA's new regional transportation resource.

The TBARTA website had an average of 53 visits per day during the update.

## 2.4 SOCIAL MEDIA

Given the expanding role of the internet and social networking sites, TBARTA is actively engaged with the public on a daily basis using social media including Facebook, Twitter, Instagram, and YouTube. TBARTA has been active in online and social media since its inception in 2007. These sites are a major component of the overall TBARTA communications plan for fostering community engagement, discussion, and public ownership of the products. These tools provide a way for TBARTA to send out information to those that choose to follow the agency, as well as interact with the public in a non-traditional way. Social media activities have been integrated with other communication activities, such as the Telephone Town Hall meetings, and focus on building an engaged and active community that can be stimulated for issues and future transportation studies in the Tampa Bay region.

### 2.4.1 TWITTER

A TBARTA Twitter account ([twitter.com/TBARTA](https://twitter.com/TBARTA)), created in the Fall of 2008, provides an avenue to give up-to-the-minute information on recent news and happenings of TBARTA, as well as other relevant news from around the region and country. TBARTA has 4,689 tweets and more than 3,797 followers to date, and the list continues to grow. TBARTA is also linked to other public transportation organizations and news media Twitter pages as a means to stay informed with local, regional, and national news, events and announcements. TBARTA regularly "tweeted" throughout the update of the Master Plan: informing its followers of upcoming TBARTA meetings and presentations, transportation-related news stories, important announcements, draft Master Plan maps, and Telephone Town Hall meetings.

### 2.4.2 FACEBOOK

A TBARTA Facebook page ([www.facebook.com/TBARTA.TampaBay](https://www.facebook.com/TBARTA.TampaBay)), created in the spring of 2009, is an additional social media tool to post project updates, photos, events, news, and other information that pertains to the implementation of the TBARTA Master Plan. A feature of Facebook allows followers to comment directly to posts and acts as a discussion board between TBARTA staff and the public. To date, the TBARTA Facebook page has a total of 1,186 likes, and the list continues to grow.

### 2.4.3 INSTAGRAM

TBARTA (@TBARTA\_TAMPABAY) joined Instagram in the spring of 2013 as an additional way to post and repost photos to the Tampa Bay and Instagram community. A feature of Instagram allows followers, as well as any Instagram user, to search interesting and relevant topics by using the hashtag feature, such as #tampabay, #transportation, #tbarta, #tampabaycommute, and countless others. TBARTA has a total of 138 followers to date.

## 2.5 E-BLASTS

Ten e-blasts were produced and distributed during the update of the Master Plan. The purpose of the e-communications was to maintain interest in the project during the plan development, inform the public and stakeholders about the planning process, provide upcoming meeting information and past meeting summaries, summarize the public engagement process, and inform the public regarding TBARTA's "right now" solutions, and other useful background information.

Aside from the announcement of the Master Plan adoption in June, other e-blasts included:

- TBARTA to Discuss Regional Priorities
- December 2014 TBARTA Board Meeting Recap
- January 2015 TBARTA Board Meeting Preview
- TBARTA Chooses New Executive Director
- TBARTA Launches myRIDE, a Regional Transportation Database
- March 2015 TBARTA Board Meeting Preview
- April 2015 TBARTA Board Meeting Preview
- Announcement of TBARTA Telephone Town Hall Meetings
- June 2015 TBARTA Board Meeting Preview

Below is an example of a TBARTA e-blast announcing the agenda items to be discussed at the March 2015 TBARTA Board meeting:

March 2015 Board Meeting Preview

[View this email in your browser](#)



## Board Meeting Preview

TBARTA will hold its [March 2015 Board Meeting](#) tomorrow, March 27th, at 9:30 a.m. in the Meridian Two Conference Room, Suite 775, 4300 West Cypress Street, Tampa, FL 33607.

Join us to discuss regional transportation for the seven-county area, as well as the following specific topics:

- Tampa Bay Area Regional Profile
- TBARTA Master Plan Update: Investment Plan & Stakeholder Coordination
- Florida Department of Transportation (FDOT) Florida Transportation Plan (FTP) and Strategic Intermodal System (SIS) Policy Plan Updates
- OneBusAway: Real-Time Transit Information
- TBARTA Messaging and Marketing Strategy Update

## 2.6 PUBLIC NOTICES

Advertisements, news releases, media alerts, internet activities, government access channels, and numerous media interviews promoted opportunities to participate in the Telephone Town Hall meetings, provide opinions and ask questions throughout the formal public comment period. News releases announcing all Telephone Town Hall meetings and the formal comment period for the Draft Master Plan Update were distributed via TBARTA media alerts to the major news outlets in the region. News releases were also distributed to the TBARTA mailing list and posted to the TBARTA website.

## 2.7 MEDIA RESPONSE

TBARTA employs media alerts and press releases to notify media outlets about TBARTA events and news. TBARTA released four press releases between January 30, 2015 and June 5, 2013 throughout the update of the Master Plan (see **Appendix C**). During that time, TBARTA was published in the press eight times. Below is a list of all TBARTA related articles with links to the news source published during the Master Plan Update. **Appendix D** contains these articles in their entirety.

- 01/30/15, TBARTA names new Executive Director, Tampa Tribune  
<http://tbo.com/news/politics/tbarta-names-new-executive-director-20150130/>
- 02/02/15, Ray Chiaramonte is high on CSX tracks and the Tampa Streetcar as he takes over at TBARTA, SaintPetersblog <http://floridapolitics.com/archives/5632-ray-chiaramonte-is-high-on-csx-and-the-tampa-streetcar-as-he-takes-over-at-tbarta>
- 03/24/15, MPO Votes to Merge CCC with TBARTA, Bradenton Times,  
[http://www.thebradentontimes.com/news/2015/03/24/local\\_government/mpo\\_votes\\_to\\_merge\\_ccc\\_with\\_tbarta/#.VZF2Y IVjNx](http://www.thebradentontimes.com/news/2015/03/24/local_government/mpo_votes_to_merge_ccc_with_tbarta/#.VZF2Y IVjNx)
- 03/30/15. People on the Move: Ramond Chiaramonte, Tampa Bay Business Journal,  
[http://www.bizjournals.com/tampabay/potmsearch/detail/submission/4457641/Ramond\\_Chiaramonte](http://www.bizjournals.com/tampabay/potmsearch/detail/submission/4457641/Ramond_Chiaramonte)
- 04/14/15, Pinellas announces vacancy on TBARTA committee, Tampa Bay Newspapers,  
[http://www.tbnweekly.com/pinellas\\_county/content\\_articles/041415\\_pco-01.txt](http://www.tbnweekly.com/pinellas_county/content_articles/041415_pco-01.txt)
- 04/27/15, TBARTA to host telephone town hall meeting Wednesday, Bay News 9,  
[http://www.baynews9.com/content/news/baynews9/news/article.html/content/news/articles/bn9/2015/4/26/tbarta\\_to\\_host\\_telep.html](http://www.baynews9.com/content/news/baynews9/news/article.html/content/news/articles/bn9/2015/4/26/tbarta_to_host_telep.html)
- 06/16/15, FDOT: Stopping express toll lanes in Tampa could have consequences, Tampa Tribune,  
[http://tbo.com/news/politics/fdot-stopping-express-toll-lanes-in-tampa-could-have-fiscal-consequences-20150615/?utm\\_source=NCSnewsletters&utm\\_medium=email&utm\\_campaign=AM%20News%20Mail](http://tbo.com/news/politics/fdot-stopping-express-toll-lanes-in-tampa-could-have-fiscal-consequences-20150615/?utm_source=NCSnewsletters&utm_medium=email&utm_campaign=AM%20News%20Mail)
- 06/19/15, Manatee County Commissioner Betsy Benac named elected official of the year by planning association, Bradenton Herald,  
[http://www.bradenton.com/2015/06/19/5858904\\_manatee-county-commissioner-betsy.html?rh=1](http://www.bradenton.com/2015/06/19/5858904_manatee-county-commissioner-betsy.html?rh=1)

### 3.0 AGENCY COORDINATION

The 2015 Update consolidates the TBARTA Master Plan with the CCC’s Regional LRTP. It was developed in collaboration with the CCC, the Tampa Bay Transportation Management Area (TMA) Leadership Group, and local transportation stakeholders. The update ensures consistency with the MPOs’ LRTPs.

Founded in 1991, the CCC is comprised of the chairpersons from the TBARTA region’s MPOs plus Polk County’s Transportation Planning Organization (TPO). The group is responsible for coordinating regional transportation planning for the eight-county region on Florida’s Gulf Coast. The Regional LRTP is the CCC’s primary means for coordination and identifies regional transportation projects that are funded and will be built over a 25-year period as well as projects that are need for mobility, but yet to be funded.

The Tampa Bay TMA Leadership Group is comprised of voting representatives from the Hillsborough, Pasco, and Pinellas MPOs and non-voting advisors from the FDOT District Seven and TBARTA. The primary purpose of the TMA Leadership Group is to act in an advisory role to the three MPOs to identify transportation projects that are regional priorities for the three counties represented in the urbanized area within the transportation management area.

Throughout the update process, TBARTA was diligent about reaching out to partner agencies for comments and suggestions on the update to the Regional Transportation Master Plan. As part of this effort, TBARTA coordinated with the CCC, soliciting comments from each of the MPO Staff Directors, as well as the TMA Leadership Group. Several meetings were held with the MPO Staff Directors from December 2014 to June 2015. TBARTA staff also met with representatives from member counties and cities, the Tampa Bay Regional Planning Council, and the TBARTA Citizens Advisory Committee (CAC) and Transit Management Committee (TMC) for further review and comments from the region’s local transit agencies.

A summary of agency coordination meetings is provided in **Table 3.0**.

**Table 3.0 Agency Coordination Table**

Agency	Dates	Master Plan Topic	Comments/Actions
TBARTA Board	Dec. 12, Feb. 27, Mar. 26, Apr. 24, Jun. 12	2015 Master Plan	Reviewed 2015 Draft Master Plan elements and adopted the 2015 Master Plan on June 12.
	Feb. 27	TBARTA Priorities	Adopted TBARTA Priorities on February 27.
TBARTA Executive Committee	Jan. 9, Feb. 13, Mar. 13, Apr. 10	TBARTA Future Priorities	Discussed and provided input on TBARTA Future Priorities.
TBARTA CAC	12/10, 2/18, 4/15, 6/10	2015 Master Plan	Reviewed and endorsed the 2015 Master Plan on June 10

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Agency	Dates	Master Plan Topic	Comments/Actions
TBARTA TMC	2/17, 5/19	2015 Master Plan	Reviewed and endorsed the 2015 Master Plan on May 19
CCC Board	5/15	TBARTA Future Priorities	Discussed and provided input on TBARTA Future Priorities
	5/15	Regional LRTP	Discussed the need for one regional transportation plan; Endorsed the 2040 Regional Projects and Longer Range Needs (Regional LRTP); Consistent with the MPOs' LRTPs
CCC Staff Directors	12/12, 1/9, 2/13, 3/13, 4/10, 5/8	Regional LRTP	Provided review and comment on the 2040 Regional Projects and Longer Range Needs (Regional LRTP)
TMA Leadership Group	11/7	TBARTA Priorities and Regional LRTP	<p>Discussed and provided guidance on TBARTA priorities and regional LRTP:</p> <ul style="list-style-type: none"> <li>• Long-term link between transportation and economic development;</li> <li>• Consider economic zones and areas with connecting transportation facilities;</li> <li>• Appreciate putting longer rail routes on the maps, specifically the line running near Hwy 41; It has limited current use, and may be opportunity for passenger rail;</li> <li>• Passenger rail needs to run across the county lines;</li> <li>• BRT – express lanes on interstate – transit can take advantage of the environment created on the transportation spine;</li> <li>• Technology changes rapidly, such as autonomous vehicles; We need to be prepared to advance regional implementation of this new technology;</li> <li>• Continue educating public on the return on investment of every dollar spent on transportation;</li> <li>• How do we join together to create links between airports and transit systems?</li> </ul>
	1/16	TBARTA Priorities	A group comprised of members of each participating MPO will seek to schedule meetings with the legislative and congressional delegations to further the region's transportation priorities
	3/6	TBARTA Priorities & Future Priorities	<p>TMA members agreed to move the SR 54/56 corridor assessment into at least the second tier and reconsider its exact location on the list in June; Members would like to consider addressing premium transit on the priority list;</p> <p>Members also raised the following as topics for potential TMA Leadership Group action:</p> <ul style="list-style-type: none"> <li>• Funding for the transit operations component of express bus</li> <li>• Expansion of the Tampa streetcar system to provide regional connections</li> <li>• Connection from Wesley Chapel to the beaches</li> <li>• Ferry service</li> <li>• Greenlight Pinellas post-referendum</li> <li>• Other east-west and transit connections</li> </ul>



# 2015 TBARTA Regional Transportation Master Plan

## Public Engagement and Coordination Technical Memorandum

Agency	Dates	Master Plan Topic	Comments/Actions
CCC Multi-Use Trails Committee	2/2, 3/26	Regional LRTP	Discussed and provided input on Regional LRTP
Hillsborough County MPO Board	5/5	2015 Master Plan	Approved the 2015 Master Plan
Pinellas County MPO Board	5/13	2015 Master Plan	Approved the 2015 Master Plan

## 4.0 STAKEHOLDER COORDINATION

In addition to partner agencies, TBARTA reached out to numerous business and community stakeholders for comments and suggestions on the update to the Regional Transportation Master Plan. Comments included the following:

- A and S Rail Lines will not accommodate passenger rail
- Streetcar priority project described as fixed guideway
- Future Pinellas transit priorities
- Support for consolidated priorities list
- Support for adding future priorities
- Need for “incrementalism”
- Support for unified regional plan – **One Region. One Plan. One Voice.**

In total, over 20 stakeholder one-on-one meetings took place within the months of April and May with 22 area stakeholders. A summary of stakeholder meetings is provided in **Table 4.0**.

**Table 4.0 Stakeholder Coordination Table**

Stakeholder	Date & Time	Master Plan Topic
<b>Center for Transportation Research (CUTR)</b> (w/ Dennis Hinebaugh & Steve Polzin)	April 3 9:00am-10:00am	Longer Range Needs
<b>CSX Transportation</b> (w/ Bob O’Malley)	April 6 1:00pm-2:00pm	Longer Range Needs
<b>Tampa-Hillsborough Expressway Authority (THEA)</b> (w/ Joe Waggoner & Bob Frey)	April 7 1:30pm-2:30pm	Longer Range Needs
<b>Hillsborough Transportation for Economic Development (TED) Policy Leadership Group</b> (w/ Lucia Garsys)	April 14 9:00am-10:00am	Longer Range Needs
<b>Greater Tampa Chamber of Commerce</b> (w/ Bob Rohrlack)	April 20 2:00pm-3:00pm	Longer Range Needs
<b>Port Tampa Bay</b> (w/ Charles Klug & Ram Kancharla)	April 23 1:30pm-2:30pm	Longer Range Needs
<b>Hillsborough County Aviation Authority (i.e., Tampa International Airport)</b> (w/ Joe Lopano, Alice Price, & Al Illustrato)	April 23 3:00pm-4:00pm	TBARTA Priorities and Future Priorities
<b>St. Petersburg-Clearwater International Airport</b> (w/ Noah Lagos & Tom Jewsbury)	April 28 1:00pm-2:00pm	Longer Range Needs
<b>St. Petersburg Downtown Partnership</b> (w/ Eric Carlson)	April 30 1:00pm-2:00pm	Longer Range Needs
<b>St. Petersburg Area Chamber of Commerce</b> (w/ Chris Steinocher)	May 1 10:30am-11:30am	Longer Range Needs

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Stakeholder	Date & Time	Master Plan Topic
<b>University of South Florida (USF) Facilities Planning</b> (w/ Barbara Donerly & Sara Hendricks)	May 6 2:00pm-3:00pm	Longer Range Needs
<b>New North Transportation Alliance (NNTA)</b> (w/ Dan Jurman)	May 7 4:00pm-5:00pm	Longer Range Needs
<b>Tampa Downtown Partnership</b> (w/ Christine Burdick & Karen Kress, also presented to their Transportation Committee)	May 8 10:00am-11:00am	TBARTA Future Priorities
<b>Tampa Hillsborough Economic Development Corporation (EDC)</b> (w/ Rick Homans)	May 11 2:00pm-3:00pm	Longer Range Needs
<b>Florida's Turnpike Enterprise</b> (w/ Mike Shannon)	May 12 1:00pm-2:00pm	Longer Range Needs
<b>Tampa Bay Partnership</b> (w/ John Schueler & members of their Transportation Taskforce)	May 13 8:00am-9:30am	TBARTA Priorities
<b>Westshore Alliance</b> (w/ Ann Kulig, Chris Weber, & members of their Transportation Committee)	May 13 11:30am-12:30pm	TBARTA Future Priorities
<b>Tampa Bay Regional Planning Council (TBRPC)</b> (w/ Avera Wynne)	May 14 1:30pm-2:30pm	Longer Range Needs
<b>FDOT District Seven</b> (w/ Ming Gao & Debbie Hunt)	May 15 3:00pm-4:00pm	Longer Range Needs
<b>Visit Tampa Bay</b> (w/ Santiago Corrada)	May 19 9:00am-10:00am	Longer Range Needs
<b>Port Manatee</b> (w/ Carlos Buqueras)	May 20 10:30am-11:30am	Longer Range Needs
<b>Sarasota Manatee Airport Authority (i.e., Sarasota-Bradenton International Airport)</b> (w/ Rick Piccolo)	June 1 1:00pm-2:00pm	Longer Range Needs

## APPENDIX A: OUTREACH EFFORTS

- Public Engagement Events and Activities
- Speakers Bureau Master Plan Update Presentation

## **APPENDIX B: MASTER PLAN UPDATE COMMENTS PACKAGE**

- Telephone Town Hall Questions and Comments Received and Responses
- TBARTA Website and Email Comments Received and Responses
- Public Hearing Minutes

Meredyth Censullo, media reporter and creator of the @TampaBayTraffic twitter, introduced herself as the TBARTA Telephone TownHall moderator for this evening. Joining her were TBARTA Executive Director Ray Chiamonte and TBARTA Board Members Sarasota County Commissioner Paul Caragiulo and Manatee County Commissioner Betsy Benac. After brief introductory remarks from Ray, Paul and Betsy, Meredyth introduced the other panelists for the evening.

Joining them were Rocky Burke with Sarasota County Area Transit (SCAT), Bill Steele with Manatee Area County Transit (MCAT), Laura Lockwood with the Florida Department of Transportation (FDOT) in District One, and Dave Hutchinson with the Sarasota/Manatee Metropolitan Planning Organization (MPO). Next Meredyth explained the format of the Telephone TownHall meeting and gave a brief history and explanation of TBARTA and the Regional Transportation Master Plan.

Meredyth discussed how the first Master Plan, in 2009, identified a vision for Tampa Bay's regional transit network. Regional freight and roadway networks were introduced in 2011 and 2013, and with the 2015 update underway, all networks are being refined along with the addition of a regional trails network. The 2015 Master Plan also outlines a strategic vision for implementation. New to this update, the TBARTA Master Plan will serve as the Regional Long Range Transportation (LRTP), a plan previously completed by the West Central Florida MPO Chairs Coordinating Committee.

Next, Meredyth outlined TBARTA's regional priority projects and then invited callers to ask questions on the air. The following is a summary of the questions and answers that went "live" during the Telephone TownHall Meeting. Some clarification or additional information has been added where necessary to the questions and responses.

Total Participants: 4,382

- Peak Participants: 1,526
- Average Participation: 6 minutes
  - Participation 5 to 15 min: 186
  - Participation 15 to 30 min: 64
  - Participation 30 to 60 min: 87

Total Questions Received: 36 (27 phone, 2 social media, 7 email)

- Live Questions: 25 (18 from phone, 7 from email)

### **Question 1 from Jerry**

**No transit services connect to Pinellas County or Hillsborough County; will this change?**

#### **Response**

Regional connections between major destinations, such as Downtown Bradenton or Downtown Sarasota to Tampa and St. Petersburg, are important things we consider in our planning efforts. In addition, we at TBARTA want to look at doing some demonstration bus projects in the future because there is a market for that.

### **Question 2 from Deana**

**When can we expect bus service to alleviate congestion on Center Road near River Road during peak season?**

#### **Response**

Public transit in south Sarasota County is becoming a big focus of ours. Hopefully by the fall Sarasota County Area Transit (SCAT) will embark on a comprehensive operations analysis, with a focus on south Sarasota County, to see what can be done to improve service.

### **Question 3 from Arnold**

**The government agencies seem to be working against one another, and they are allowing more building in already congested areas. Can the agencies work together?**

#### **Response**

One of the purposes of TBARTA is to have more regional collaboration between agencies. Florida recently overtook New York as the third most populous state, and TBARTA is looking at how agencies can look at things more collaboratively.

### **Question 4 from Kelly**

**I'm from Toronto, and the bus rapid transit system there rocks, but how can we improve things for people who ride the bus in Sarasota County?**

#### **Response**

SCAT monitors its bus service to continually make it better. On-time performance is an issue, and SCAT is currently looking at every route to see what may be causing this. Hopefully by November, on-time performance will improve. In addition, SCAT continues to monitor safety on the bus with on-board cameras to make it a pleasant experience. A lot of folks in our area are tourists from other countries or visitors from other counties, and they're looking for good public transportation.

### **Question 5 from Florence**

**I lived in Sarasota and am scared of driving on I-75 to Tampa and St. Petersburg. When are we going to have public transit so I can get to Busch Gardens and other destinations?**

#### **Response**

This is becoming a major issue in the Baby Boom generation who want alternative forms of transportation as they retire or near retirement. In addition, vehicle miles traveled per person are decreasing so people are looking at alternatives to driving. We need to make these regional connections and one way to do is with a regional transit system.

### **Question 6 from Angela**

**Are there plans for high speed transit from Sarasota to Tampa?**

#### **Response**

Transit from Sarasota to Tampa has been identified as a longer term need, but it's becoming a need for the shorter term. For the shorter term it's a matter of identifying how much demand there is, how much it will cost, and getting it added as a priority for funding. In other parts of the state, private operators are operating service between major cities, but in the meantime, our public transit services are studying the demand for this type of transit.

### **Question 7 from Harriet**

**I drove and carpooled from Sarasota to Tampa and back for years to teach. Is there a way to access carpools these days for people who work in the same areas?**

#### **Response**

One of TBARTA's earliest projects is and continues to be commuter assistance. Our commuter programs, specifically vanpools, have been very successful in the northern areas of TBARTA. Currently, TBARTA has 100 vans contracted with a private vendor, and there is potential to have 300 vans in the area. Because of this, TBARTA wants to work with the Florida Department of Transportation (FDOT) District One and SCAT as well as Manatee County Area Transit (MCAT) to expand the service.

### **Question 8 from Michael Howe**

**I am the Executive Director of the Sarasota/Manatee MPO and would like to hear more about interagency coordination and collaboration.**

#### **Response**

There is a lot of cooperation and coordination between Sarasota and Manatee Counties. For example, there is the U.S. 41 multimodal emphasis corridor as well as bus route 99, which is a bi-county transit facility route.

### **Question 9 from Norma**

**There are no transit services from University Parkway to Sarasota so what are my options?**

#### **Response**

SCAT has transit service all along University Parkway from the airport to Lakewood Ranch. If you can catch the bus to the airport, you can transfer to a bus to Sarasota. You can also take SCAT Plus door-to-door service. To find out more information, you can call 941-861-1018 or the county Contact Center at 941-861-5000.

### **Question 10 from Peggy**

**I've witnessed ambulances and fire trucks that couldn't get through Venice Avenue and U.S. 41. What about having an emergency lane?**

#### **Response**

FDOT wants to have a safe and secure road system and tries to ensure there is access for everyone on all of the major roads. Regarding congestion, intelligent transportation systems (ITS) can give priority to ambulances, fire trucks, and other emergency services at signals (also known as signal prioritization). FDOT is working with local partners, such as emergency first



responder organizations, as well as several other agencies to ensure drivers are educated and know what to do when an emergency vehicle is approaching.

**Question 11 from Camela**

**What are some recent projects that TBARTA is proud of?**

Response

One of the projects in Sarasota that TBARTA was very supportive of is the University Parkway Interchange which will begin construction in July. Other projects in the Tampa Bay Region include the replacement of the Howard Frankland Bridge, the interstate in Tampa, and the extension of the Suncoast Parkway to connect Hernando and Citrus Counties, which could potentially connect the Tampa Bay region with Northwest Florida. We are also proud of our vanpool program, which we would like to expand in the south part of the Tampa Bay Region. In addition, TBARTA is working with the region's transit agencies to develop a regional fare collection card as well as mobile transit applications.

**Question 12 from Donna**

**I live in North Port off of Toledo Blade. When will bus system improve in this area?**

Response

SCAT is working to improve bus service in south Sarasota County and will focus on this area in the fall.

**Question 13 from Betty**

**I am blind, and one of the most wonderful things is the ability to get out of the house, and I appreciate the transit service I receive. What service is available if the last time for pick-up is 4 p.m., but I get out of my doctor's appointment at 5 p.m.?**

Response

Thank you for calling in; you are a real inspiration. In Sarasota County, you can call 941-861-1018 or the county Contact Center at 941-861-5000. In Manatee County, you can call 941-747-1739.

**Question 14 from Angela**

**Other than this telephone town hall, how will we be able to give additional feedback on future plans, goals, and accomplishments?**

Response

You can do that by visiting TBARTA.com and mympo.org.

**Question 15 from Jack via email**

**Once the TBARTA Master Plan Update is done, what happens next and when do you start building?**

Response

Once the plan is adopted, TBARTA will look for funding opportunities from the state or federal government. TBARTA will also look at existing budgets and funding in local communities to see what can be done to leverage additional funds. The number one priority in the region is the area around the Tampa International Airport where the Howard Frankland Bridge/I-275 and SR

60 meet. This is our worst area in terms of traffic congestion. There are also areas in Manatee and Sarasota Counties that need to be looked at such as River Road in North Port and 15<sup>th</sup> Street in Manatee County. These are currently unfunded priorities.

**Question 16 from Noreen via email**

**What about getting to the beaches? Are you looking at ferries or other types of connections?**

**Response**

The City of Sarasota is going through a master planning process which includes the possibility of ferries between Longboat Key and the City of Sarasota. Any future plans will include the beaches, such as Siesta Beach which was named the number one beach by Trip Advisor. In addition, the Sarasota/Manatee MPO will receive help from FDOT with its congestion management plan and in turn improve accessibility to the beach. There are also some bridge design projects coming up.

**Question 17 from Tim**

**Have you considered having smaller buses or vans for less used routes and have people pay more money to use transit?**

**Response**

SCAT has a mix of buses in its fleet; some are 35 feet long and some are smaller, 15 to 20 passenger vehicles. SCAT uses the smaller buses where ridership is not as high. However, peak travel is when the buses tend to be their fullest, and SCAT looks at peak load when deciding what bus to use. Sometimes buses may appear under used because they are not running during peak travel time or the bus may just be starting their route. SCAT charges a premium fare to ride an express bus.

**Question 18 from Rosemary**

**When will there be public transportation from Tampa International Airport, as well as cruise terminals/ports, to Sarasota so we can have better service?**

**Response**

Currently there are not many services available for this type of connection, but there is support for expanding transit connections. A lot of people have weighed in on the importance of connecting to the airport, and the region needs to work on that.

**Question 19 from Dean via email**

**How can I get involved in the Master Plan? What should I tell my neighbors or coworkers?**

**Response**

The TBARTA Board wants all types and forms of public comment regarding the Master Plan. You can call your representative, you can participate in one of our town halls like you're doing, and you can go to TBARTA.com where all the information about the master plan is available online.

**Question 20 from Brett via email**

**What do you mean by express lanes or toll lanes? Are there any plans to add additional express or toll lanes in our area?**

**Response**

There are plans to add toll lanes in the Tampa Bay area. These lanes would be express lanes, and according to state policy, any new or additional lanes on I-75 or any of the interstate system will be managed lanes, which could be a toll. A good example of this is the I-4 Ultimate project in Orlando. This project includes lanes that manage congestion where the pricing is scaled to the time of day. For example, a driver would pay more during peak travel times (early am and late afternoon) than at 2 p.m.

On a related note, let's talk about bicycle and pedestrian paths and trails. In Sarasota, there is the Legacy Trail, which is in its second phase, and the goal is to connect south Sarasota County to Payne Park and eventually to the rural trail system. The philosophy is changing, and trails are viewed as a part of the transportation infrastructure and not solely for recreational purposes.

**Question 21 from Ray**

**Are there any provisions or programs for handicapped and indigent people?**

**Response**

The Florida Commission for the Transportation Disadvantaged provides funding to Sarasota and Manatee Counties to provide services for people who are transit dependent or disadvantaged. People who meet income eligibility requirements are provided transit service at a lower cost.

**Question 22 from Aaron**

**I live in Palm Harbor. What can we do to get an elevated passenger rail project design into the master plan?**

**Response**

It is highly unlikely to get an elevated passenger rail system for Palm Harbor. In Hillsborough County's long range transportation plan there is a joint use of CSX tracks that go into Safety Harbor in Pinellas County near Palm Harbor. It is important to utilize existing assets, implement projects incrementally, and practice efficiency regarding where the region spends its money. Rather than building something new, the region can reuse existing assets.

**Question 23 from Rita via email**

**Won't the construction from the projects that are being discussed in the master plan make congestion worse?**

**Response**

Congestion is an issue. As projects are constructed, FDOT does its best to manage traffic circulation in order to keep traffic moving. FDOT also has conversations with the public to learn how to make the roads better.

**Question 24 from Bradley via email**

**I drive across the Skyway Bridge daily to work. Won't it be expensive to expand the Skyway or Howard Frankland Bridge for buses or a train?**

**Response**

The older portion of the Howard Frankland Bridge will be reconstructed so it can accommodate rail if the region decides to add rail. It is highly unlikely that rail would go across the Skyway Bridge because rail cannot move at the bridge's angle, and any type of rail connection between Pinellas and Manatee Counties would be unlikely. A more likely rail connection would be along I-75 connecting Sarasota, Manatee, and Hillsborough Counties. On a bridge like the Skyway, express bus would be the best way to connect Manatee and Pinellas Counties.

**Question 25 from Janelle via email**

**How are we going to pay for all these projects? Are my taxes going to go up?**

**Response**

This is an issue TBARTA has been struggling with because so many of these projects are paid for by gas taxes, and the gas tax has not changed since the 1960s. It is a declining and unsustainable revenue source with cars becoming more efficient because the gas tax is tied to the amount of gas you buy. Manatee County is already charging the maximum local option gas tax. The money goes to keeping the roads in good shape. At this time, there are no proposals to increase taxes, but it is something that local governments will have to think about in the future.

Leslee Lacey, WFLA News Channel 8 Traffic and Transportation Reporter, introduced herself as tonight's moderator and then introduced TBARTA Executive Director Ray Chiaramonte. After brief introductory remarks from Ray, Leslee introduced the other panelists for the evening.

Representing Pinellas County was Brad Miller, Chief Executive Officer of the Pinellas Suncoast Transit Authority (PSTA), and Sarah Ward with the Pinellas County Metropolitan Planning Organization (MPO). Representing Pasco County was Ahsan Khalil with Pasco County Public Transportation (PCPT) along with Jim Edwards, Executive Director, and Manny Lajmiri, both with the Pasco County MPO. Next Leslee explained the format of the Telephone TownHall meeting and gave a brief history and explanation of TBARTA and the Regional Transportation Master Plan.

Leslee discussed how the first Master Plan, in 2009, identified a vision for Tampa Bay's regional transit network. Regional freight and roadway networks were introduced in 2011 and 2013, and with the 2015 update underway, all networks are being refined along with the addition of a regional trails network. The 2015 Master Plan also outlines a strategic vision for implementation. New to this update, the TBARTA Master Plan will serve as the Regional Long Range Transportation (LRTP), a plan previously completed by the West Central Florida MPO Chairs Coordinating Committee.

Next, Leslee outlined TBARTA's regional priority projects and then invited callers to ask questions on the air. The following is a summary of the questions and answers that went "live" during the Telephone TownHall Meeting. Some clarification or additional information has been added where necessary to the questions and responses.

Total Participants: 4,802

- Peak Participants: 1,332
- Average Participation: 6 minutes
  - Participation 5 to 15 min: 233
  - Participation 15 to 30 min: 83
  - Participation 30 to 60 min: 107

Total Questions Received: 47 (38 phone, 3 voicemails, 6 email)

- Live Questions: 26 (20 from phone, 6 from email)

### **Question 1 from Thomas via email**

**I drive the Veterans to work. Are there plans or projects that will affect commuters like me?**

#### **Response**

The Florida Department of Transportation (FDOT), specifically Florida's Turnpike Enterprise, is actively involved with improvements on the Veterans Expressway. There are plans for tolled, congestion priced lanes. The price will vary over time depending on congestion. The intent is to keep them as uncongested as possible during peak travel times when more people are on the road. Buses can operate in those lanes and take advantage of them as well.

### **Question 2 from Shannon**

**What is the status of the elevated SR 54 project?**

#### **Response**

FDOT received an unsolicited bid to improve SR 54, and that is where the elevated lane concept came from. There have been other studies that looked at congestion on SR 54, and further widening of SR 54 was cost prohibitive and environmentally damaging. The Pasco MPO is going to do a study in FY 15/16 to relook at this issue and consider other alternatives, including transit. Transit may be a viable alternative on this corridor. The study will begin soon, as early as July, and public involvement will be a big part of it.

### **Question 3 from Darrell**

**Are there any plans for a system like a sky train in Vancouver, British Columbia?**

#### **Response**

Vancouver has been working on transit for a very long time. TBARTA does not have plans as robust as Vancouver's, but there are plans to look at converting existing CSX lines to jointly use for passenger rail. Hillsborough County is looking at reconfiguring the streetcar to a modern streetcar, and there is some discussion in Pinellas County regarding elevated transportation between Downtown Clearwater and Clearwater Beach.

### **Question 4 from Kenneth**

**All great cities have a rail system. Why can't we have a rail system?**

#### **Response**

There was a ballot initiative in Pinellas County last fall that had a plan for a rail system as a start for the region, and the reason we do not have a rail system is because of funding. Without support for local funding, which will require support from the voters, the region will be unable to implement multimodal transportation.

### **Question 5 from Virginia**

**I'd like to know more about DART.**

#### **Response**

DART is a service in Pinellas County for people with disabilities. You can find more information by going to PSTA.net. There is an application to fill out to qualify for DART service, which is provided by taxi cabs. Once you qualify, you can call a cab for a low price of \$4 a trip. It is a good service for people who cannot ride the regular bus system.

### **Question 6 from Danny**

**SR 54 east of Curley Road abruptly ends. What are the plans for expanding that? Also, please explain what a “toll within a toll” is on the Veterans Expressway.**

#### **Response**

SR 54 east of Curley Road is the future Zephyrhills Bypass West. Where the roadway ends will be extended to the west and connect to Eiland Boulevard and eventually US 301. Developers are paying for some of the costs so the implementation is predicated on development occurring.

Regarding a “toll within a toll”, what the Veterans Expressway is doing is building inside lanes that will have dynamic congestion pricing and will be more costly to use during peak travel periods. The Veterans Expressway is a toll facility, and the lanes being built are tolled now.

### **Question 7 from Curtis**

**What is the overall goal for TBARTA? Are we just catering to activity centers, or is it more like we will build it and they will come?**

#### **Response**

The overall goal of the TBARTA Master Plan is to coordinate with the region’s MPOs and their long range transportation plans (LRTPs) and plan out even further than that. Another goal is to identify near-term priorities for the region in order to speak with one voice get funding from the state and federal government. Working together as a seven county region enables the region to better leverage their influence. The regional priority projects include:

- Improvements to SR 54/56 in Pasco County
- Construction of the Gateway Expressway in Pinellas County
- Replacement of the northbound Howard Frankland Bridge
- Interchange improvements at I/275, SR 60, and Memorial Highway, located near the Tampa International Airport
  - This is probably our region’s number one priority.
  - Note: We cannot do fixed rail transit across Tampa Bay until that interchange is rebuilt and improved.
- Suncoast Parkway extension to connect Hernando and Citrus Counties as well as a potential future connection between Northwest Florida and the Tampa Bay region
- Tampa Bay Express which are express lanes on our interstate system in Hillsborough and Pinellas Counties to support roadway and premium transit connections
- The Tampa International Airport People Mover connection to the future Westshore Intermodal Center
- University Parkway and I-75 interchange area improvements

**Question 8 from David**

**When is Pasco County going to have east-west bus service from the coast to the Dade City/Zephyrhills area? Also, when is bus service going to be added to the Land O' Lakes/Wesley Chapel area?**

**Response**

Pasco County has service on SR 54, an express route that runs from the Trinity area to Zephyrhills City Hall, where you can catch a connection to Dade City. It goes to Wiregrass and to the Grove Mall. It operates at two-hour headways. The same service runs west and east. PCPT is planning to implement one-hour headways, meaning the bus will be there every hour, and the route will be expanded to US 19. The hope is to have service implemented by September/October 2015. SR 52, based on the transit development and cost feasible plans, currently has no funding. It has been identified as a cross-county connector.

**Question 9 from Eneida**

**What is being done to expand public transportation on SR 54/56 and Bruce B. Downs Boulevard?**

**Response**

A lot of the service the county provides is two-hour headways (i.e., a bus comes every two hours). The county plans to improve the service to one-hour headways to help stimulate ridership on the routes. In addition, Pasco County is working with Wiregrass developers south of Florida Hospital to construct a 140-space Park-n-Ride site. All the service will be adjusted to the Park-n-Ride lot. The Hillsborough Area Regional Transit Authority (HART) and PCPT will provide service at that location allowing the transit providers to cover a larger area. A large commuter shed is located in that area.

**Question 10 from Barbara**

**The building at the intersection of US 19 and Flora Avenue is vacant, and vagrants and prostitutes hang out there. What is happening there?**

**Response**

We suggest calling Pasco County to be put in touch with the appropriate person to answer your question.

**Question 11 from Bill**

**Is there going to be an extension of Trinity Boulevard west to connect to US 19? Are there plans for additional overpasses on US 19 north of SR 580?**

**Response**

Concerning US 19, there are plans for overpasses at the major cross streets heading north. The next one will be at Curley Road which is under design with construction scheduled in FY 19/20. Beyond that, there will be interchanges at Tampa Road and all the way north to the Pasco County Line on the major east-west cross streets. Concerning Trinity Boulevard, there are no plans to extend it.



### **Question 12 from Laura via email**

**Will I be able to take a train or a bus straight to Tampa International Airport?**

#### **Response**

Throughout the Greenlight Pinellas process we learned a lot of people want to take public transit to the airport to save on parking or get there faster because of congestion. FDOT is looking at building express lanes on I-275 that will be a fast way to get around congestion to the Tampa International Airport. Once the lanes are operating, there are plans to operate an express bus from Downtown St. Petersburg to Tampa International Airport. In addition, the airport is building a connection that may allow PSTA to implement it sooner rather than later with an additional express route to Clearwater Beach.

### **Question 13 from Barbara**

**Will there be mass transit connections from Wiregrass/Wesley Chapel/Zephyrhills area to Tampa International Airport and Downtown Tampa, or is it going to just include USF?**

#### **Response**

This is not just a USF connection. Right now, there is a Downtown Tampa connection with HART 51X which is a limited express bus service in the morning and the afternoon. The USF area is very popular destination for Pasco County commuters in terms of employment so we will look into this in hopes of implementing service in the coming years. Eventually, FDOT is looking at implementing express lanes on I-275. Buses and premium transit can operate in those express lanes, allowing them to run at a competitive time. Currently, express bus operating in mixed traffic may be the next type of transit improvement implemented.

### **Question 14 from Karen**

**Most travelers expect basic public transportation from airports to the resorts and hotels. Since Tampa Bay lacks in this area, is there any way to extrapolate the cost of tourism lost due the lack of public transit accessibility?**

#### **Response**

That is an interesting idea consider. We are seeing a record number of tourists every month traveling to our beaches and other attractions in Pinellas County. People from Europe and all over the place look for an express service from the airport or other ways they can get around easily and without a car. PSTA will look at a way to work with the Pinellas County Tourist Development Council to compute how many tourists the area is losing due to our lack of transportation options.

### **Question 15 from John**

**Is it possible to get an update on the Ridge Road extension?**

#### **Response**

It has been a project that Pasco County has been working on for at least 20 years. The county had a permitting issue, and it has submitted to the Army Corps of Engineers for a new permit. There was a recent workshop with the Board of County Commissioners less than two weeks ago on the extension.

### **Question 16 from Steve**

**Since voters did not like the idea of Greenlight Pinellas, is there a Plan B to expand public transit?**

#### **Response**

PSTA is working on a Plan B, or a new direction for public transit. When the referendum did not pass, PSTA took some time to better understand the vote and talk to people about it, and we're getting started on developing plans for the future. The need for public transit is still there due to the very limited service for an urbanized county. PSTA owes the community to keep working on it. PSTA is also working on a bus rapid transit project that would start in St. Petersburg with express service from Clearwater Beach to the Tampa International Airport and along I-275. The long-term vision is to implement the high frequency services discussed under Greenlight Pinellas, but in an incremental way.

### **Question 17 from Catherine**

**What efforts are being made to improve roads for bicyclists? The streets are not user-friendly.**

#### **Response**

TBARTA has a regional multi-use trails plan which includes off-road trails facilities such as the Pinellas Trail and the Suncoast Parkway Trail. With regard to roadways, FDOT has a policy in place that calls for bicycle lanes or accommodations for cyclists on all of their roads excluding the interstate system, and most of our local governments have similar policies in place. It will take some time to get a complete bicycle trail network throughout the region, but great strides have been made in the last several years and are continuing throughout the region.

### **Question 18 from Chad**

**I live off of the Collier Parkway; what are the future plans for east to west transportation other than 52 and 54 in Pasco County?**

#### **Response**

The Ridge Road extension is a priority, along with widening SR 52 east of US 41 to I-75 and the Tower Road connection. Pasco County is working with developers to provide additional east-west travel to US 41 to the Trinity area. Unfortunately, with the Starkey Wilderness Preserve and Cypress Creek Preserve, there are impediments to east-west travel. The county is limited due to these environmentally sensitive areas.

### **Question 19 from Ken via email**

**Can TBARTA share the tracks with the trains that use them now so you don't have to build new ones?**

#### **Response**

TBARTA is working with FDOT and CSX railroad to identify certain track corridors currently used for freight that could be used for passenger rail service, and there is a study going on. It might be possible to use the freight lines that are north of Downtown Tampa that go into Pasco County and Hernando County and west towards Pinellas County for passenger rail. The tracks going east from Port Tampa Bay and south are unlikely to be used for passenger rail due to the

freight they service from the port, plus the port is expanding, but there is potential to use the tracks going north and west.

**Question 20 from Amelia via email**

**How will these projects be funded?**

Response

Funding for transportation projects comes from a number of sources. The predominant source for federal and state roads, such as the interstate and US 19, is the gasoline tax. At the local level, many governments use sales taxes. Pasco and Pinellas Counties have Penny for Pasco and Penny for Pinellas sales taxes. Ad valorem taxes, otherwise known as property taxes, and fare box taxes pays for some transit projects.

**Question 21 from Vince**

**Can you rent the CSX lines and put transit on the lines?**

Response

Renting the CSX lines is something TBARTA is looking into. SunRail is a model for this in Orlando. It is used for passenger rail from 5 or 6 in the morning until midnight, and then the line is used for freight from midnight until about 6 a.m. That is the kind of plan that TBARTA wants to do in Tampa Bay in the future. The CSX rail lines make good connections to all the major downtowns and activity centers in the region.

**Question 22 from John**

**Will people's properties need to be taken in order to widen CR 54 east of the SR 54 bypass in Zephyrhills?**

Response

I'm not sure exactly where you're talking about, but the Zephyrhills West Bypass Extension is a developer project. Within a couple of years the state plans to widen 54 from Curley Road to Morris Bridge Road which includes a connection to the Zephyrhills Bypass For more information about this project, please call the Pasco MPO at 727-847-8140.

**Question 23 from Pamela via email**

**I've heard about express lanes in Tampa Bay. Are these in TBARTA's plan?**

Response

The express lanes project is a high priority in TBARTA's plan. The plan includes adding one or two express lanes to the interstate system from I-4 and I-75 heading west and then north on I-275 as well as across the Howard Frankland Bridge in St. Petersburg with limited exits about every five or six miles from Downtown Tampa west to Westshore. The user would pay congestion pricing that would change depending on the time of day. For instance, they are less expensive at midnight but the cost increases during peak travel times such as at 5 p.m. In addition, they are a quick way to address transit in the Tampa Bay region because the lanes can also be used for express buses.

**Question 24 from Danny**

**Can you please talk more about Chancey Road being extended from Bruce B. Downs? Where is it going to connect into Meadow Point Boulevard, how far will it go, and how is it going to connect to the older part of Chancey Road?**

**Response**

Chancey Road will be an important road in Pasco County's road network. A lot of it is tied into the Wiregrass development so there are schedules in the development order for Wiregrass to build portions of Chancey Road from west to east. Call the Pasco MPO office at 727-847-8140 to get an idea of how Chancey will be extended as well as to see a map of the segments. Ultimately, this section connection will be made.

**Question 25 from Emily via email**

**I drive US 19 to work. Will there be a day when I can take a train or a bus instead? If so, when will it be built?**

**Response**

US 19 is the highest ridership corridor in Pinellas County from Tarpon Springs to southern Pinellas. PSTA plans to launch express bus service in addition to existing service that currently makes many stops. Future express bus service would be from Palm Harbor to Gateway/Carillon to St. Petersburg with perhaps future service to the Rays' games. In addition, PCPT connects to Pinellas County and is planning to connect to Hernando County's THE Bus in the fall so in the future you will be able to go from Spring Hill through Pasco County to Pinellas County.

**Question 26 from Leslie**

**Will the Park-n-Ride locations have bathroom facilities?**

**Response**

As SR 54 is developed, there will be opportunities to utilize the commercial activities and services that occur along the corridor. Much of the corridor is undeveloped but is beginning to develop. The Park-n-Ride site that is proposed at Wiregrass will not have those types of facilities, but it is within walking distance of The Shops at Wiregrass as well as the parking garage there.

Meredyth Censullo, media reporter and creator of the @TampaBayTraffic twitter, introduced herself as the TBARTA Telephone TownHall moderator for this evening. Joining her were TBARTA Executive Director Ray Chiaramonte and TBARTA consultant Hugh Pascoe. After brief introductory remarks from Ray and Hugh, Meredyth introduced the other panelists for the evening.

Representing Hernando and Citrus Counties were Dennis Dix, the new Executive Director for the Hernando/Citrus Metropolitan Planning Organization (MPO) and Lon Frye, Director of Citrus County Transit. Next Meredyth explained the format of the Telephone TownHall meeting and gave a brief history and explanation of TBARTA and the Regional Transportation Master Plan.

Meredyth discussed how the first Master Plan, in 2009, identified a vision for Tampa Bay's regional transit network. Regional freight and roadway networks were introduced in 2011 and 2013, and with the 2015 update underway, all networks are being refined along with the addition of a regional trails network. The 2015 Master Plan also outlines a strategic vision for implementation. New to this update, the TBARTA Master Plan will serve as the Regional Long Range Transportation (LRTP), a plan previously completed by the West Central Florida MPO Chairs Coordinating Committee.

Next, Meredyth outlined TBARTA's regional priority projects and then invited callers to ask questions on the air. The following is a summary of the questions and answers that went "live" during the Telephone TownHall Meeting. Some clarification or additional information has been added where necessary to the questions and responses.

Total Participants: 4,016

- Peak Participants: 697
- Average Participation: 8 minutes
  - Participation 5 to 15 min: 228
  - Participation 15 to 30 min: 51
  - Participation 30 to 60 min: 130

Total Questions Received: 43 (35 phone, 3 voicemails, 5 email)

- Live Questions: 30 (25 from phone, 5 from email)

### **Question 1 from Jerry**

**What is the plan to get customers to ride the rail system since no one rides the bus system?**

#### **Response**

TBARTA's plan does not include an immediate rail system at the moment. The only plan for rail at this point is to connect Downtown Tampa to the USF area and Downtown Tampa to the Westshore area. Regarding ridership, transit ridership is at its highest since 1956. The millennial generation use transit more than their parents, and habits and preferences are changing. It is simply not true that people are not riding buses. Both PSTA and the Hillsborough Area Regional Transit Authority (HART) have seen increased ridership for the past five years now. A lot of buses now have WiFi so the experience is better for the rider because they can get more work done while riding the bus.

### **Question 2 from Shawn via email**

**Is the Suncoast Parkway 2 in TBARTA's plan?**

#### **Response**

Yes, it is one of TBARTA's regional priority projects, and funding for it was moved up at the state level. It is funded in FY 2016. The project includes extending the Suncoast Parkway from Hernando to Citrus County from US 98 to SR 44 between Crystal River and Inverness and includes a possible extension to Northwest Florida. The Suncoast corridor is a great example of why regional planning is important. The seven counties in the TBARTA region agreed it was a priority and worked on getting the legislature to fund it.

### **Question 3 from LeeAnna**

**Does the road expansion of US 19 and SR 50 have anything to do with rumors of Six Flags coming to Weeki Wachee?**

#### **Response**

SR 50 is being widened to increase capacity. It is at capacity as four lanes, and it is being expanded to six lanes from US 19 to the Suncoast Parkway. The concept of Six Flags is an urban legend heard off and on for the last 28 years. It is a neat concept, but no plans exist.

### **Question 4 from Ronda**

**Will there be a commuter rail system down the Suncoast to Spring Hill to Tampa to Sarasota? There is no way to travel once you get to your destination unless local transit and bike lanes are improved.**

#### **Response**

There are two parts to the TBARTA Master Plan. In the near-term there are plans for express bus service on the Suncoast Parkway from Citrus County to Tampa into the Westshore area. As far as rail is concerned, there is the possibility of using the CSX railway that goes up to Brooksville, not quite to Citrus County, in our longer range needs. In short, express bus would be the short-term solution; long term, possibly rail.

Any type of system, express bus or rail, needs to have some type of circulating system at the end which is why we are looking at repurposing the streetcar in Tampa to a modern streetcar and extending it to connect to Westshore via bus or an extension of a modern streetcar or

some type of rail. Whenever you have major activity, such as at Westshore, circulators are needed for people for when they get off.

**Question 5 from Wayne via email**

**Are there any projects involving trails or bicycle improvements in the Citrus and Hernando County area?**

**Response**

A comprehensive regional multi-use trails plan is a part of the TBARTA Master Plan. It is an effort coordinated with everyone interested in using bicycle and pedestrian trails not just for recreation, but also as a valid transportation mode. When you look at our Master Plan, there is a tremendous amount of connectivity from area to area, which includes on-road and off-road trails to accommodate bicycles and pedestrians in our West Central Florida region. There is a 10 foot trail on the south side of SR 50 that is part of that road widening project, and FDOT is planning an extension of that trail to Brooksville. In addition, the Hernando/Citrus MPO is conducting a study for a connection to the Good Neighbor Trail, a bicycle trail in Brooksville, which is to be extended to the Withlacoochee State Trail. The Withlacoochee State Trail is a 46-mile long paved, multi-use, non-motorized trail in Citrus, Hernando and Pasco Counties.

**Question 6 from Maryanne**

**Are there bus schedules available that can be carried in a purse or pocket?**

**Response**

Citrus County Transit has them. You can call the office at 352-527-7630 to have one mailed to you. You can also find bus schedules at citruscountytransit.com. Regarding THE Bus in Hernando County, bus schedules can be found at hernandobus.com or by calling 352-754-4444.

**Question 7 from Walter**

**When is the area going to get a good rail system to get big trucks off the highways?**

**Response**

Railroads across the country are rebuilding, and more freight will be moved by rail in the future to help alleviate truck traffic on the highways. However, trucks will continue to use our road system, and our roads and facilities need to be designed to safely accommodate this. The TBARTA Master Plan is looking at how to build up the freight and commodity distribution network in the region because Tampa Bay is a dense urban area, and freight movement is necessary. One of TBARTA's goals is to have a more balanced system with rail and trucks working together.

**Question 8 from Shelley**

**Are there any plans for rail from Tampa Bay to Orlando?**

**Response**

The lesson from the last two referendums to try and jumpstart a rail system is the region needs to look at rail incrementally. First, TBARTA sees rail connecting Downtown Tampa to Westshore and Downtown Tampa to USF. In the long-term there is the concept of using the CSX tracks, north from Tampa to the Brooksville area, for joint passenger and freight rail, similar to SunRail. The key is to get something done on a smaller scale. Once people see the benefits of rail, it may

be easier to extend it. Using existing rail is less expensive, and the region has to be realistic about what it can accomplish.

**Question 9 from Chris**

**What can you tell me about the US 41 project?**

Response

The Hernando/Citrus MPO will put a priority list together in June, and last year, Citrus County put the US 41 corridor at the top of their list. US 41 is crowded with more than 15,000 vehicles a day, which is a lot of traffic for a two-lane facility, and FDOT has made it a priority. There are two segments to the project because it is so expensive. One will go up to Arlington then to SR 200. The total cost is \$110 million, and the right-of-way has already been acquired for the southern section. The first section should be under construction in six to seven years.

**Question 10 from Frank**

**Which direction will the Suncoast Parkway go from SR 44 north?**

Response

The plan was to go west to the US 19 corridor, but that is on hold now. FDOT is conducting a corridor analysis in multiple parts of the state. In this case, it is a north-south corridor analysis between Tampa Bay and Jacksonville. It makes sense to go in that direction as a parallel reliever to the I-75 corridor, which is heavily loaded.

**Question 11 from Sara via email**

**How will the long-term plan serve the needs of tourists in the area?**

Response

The Hernando/Citrus MPO will undertake a circulation study for the City of Crystal River, at the request of Crystal River, to examine all modes, specifically bicycle trails, golf carts, and routing truck traffic. All of these modes will be addressed in the next nine months.

**Question 12 from John** *(previously Citrus County Commissioner & Board Member John Thrumston)*

**When will construction start on Suncoast Parkway 2?**

Response

Construction will not occur next year due to land acquisition, the Florida's Future Corridors study, bidding, and other things that will need to occur before construction actually begins. It is fully funded through the work program starting in FY 16 and should be completed within a three-year horizon.

**Question 13 from Terry**

**Is it possible to catch a bus from Brooksville to St. Petersburg and Tampa 24/7 and is it handicap accessible?**

Response

Currently, connector express service is being studied, but the hours, how it will be funded, and the technology have not been determined.



**Question 14 from Francine**

**How can drivers exit the shopping center at the corner of Mariner Boulevard and SR 50 to go south on Mariner Boulevard?**

**Response**

Hernando County is currently engaged in making a new connection to a new signal recently installed at Mariner Boulevard south of SR 50. As soon as the land issues are resolved, the county will construct an access point, so a solution is coming.

**Question 15 from Joe via email**

**How will the more rural areas be served by TBARTA and the Master Plan?**

**Response**

The TBARTA Master Plan includes roads in rural areas, but we're primarily focused on major roads with regional impacts, such as the Suncoast Parkway corridor and US 41. The Hernando/Citrus MPO includes plans for local roads. TBARTA's role is to connect the regional area and major activity centers, but that includes going through rural areas.

**Question 16 from Ida**

**What are the plans for Hernando County and US 19, and County Line Road to US 41?**

**Response**

For County Line Road from US 19 to US 41, there are two projects underway in collaboration with Hernando County and FDOT. The county has been working on that corridor for about 20 years, and the project cost is about \$200 million. There are two parts that will be improved in the next two to three years. One is the Mariner Boulevard intersection to be expanded to four lanes in order to improve the intersection in approximately a quarter mile on both sides at a cost of about \$26 million. The other segment is a very high priority and includes going from the Suncoast Parkway to Masaryktown and will begin in about four years as a four lane facility. The remaining sections of this project are the responsibility of Pasco County.

**Question 17 from Marge**

**I want to use transit to go to Weeki Wachee from Springhill, and I am legally blind. What is the policy for pick up times using the ADA service?**

**Response**

There is a great need for this type of service but with very few vehicles it is difficult to have a flexible schedule. Customer convenience is something we track and strive to improve.

**Question 18 from Steve**

**What are the impacts on Citrus County from the extension of the Suncoast Parkway?**

**Response**

This is about economic development for our region. Is it good for the economy? Yes. The Suncoast Parkway has improved Hernando County, and it stabilized it near the corridor in terms of residential development and now in terms of commercial development. In addition, some of the capacity projects near the Suncoast Parkway have been accelerated.

### **Question 19 from Anthony**

**I am a TBARTA Citizen Advisory Committee member, and I have a comment. I am impressed by the event tonight as well as the questions and answers. I hope this information will help TBARTA as a whole.**

#### **Response**

The panelists thanked Anthony for participating in the telephone town hall.

### **Question 20 from Noreen**

**There are few transportation options on the east side Hernando County. Are there plans to improve this?**

#### **Response**

There are road projects coming to the east side of the county, and there are long-term plans to go along the SR 50 corridor to the interstate. Currently, the only transit service we have in the east side of Hernando County is for transportation disadvantaged services. Not much has occurred out there in terms of development, but that is about to change. SR 50 from Lockhart Road to US 98 is going to be six lanes and is already funded. There will be a lot of activity to generate economic development because of this improvement.

### **Question 21 from Lavern**

**Will there be a connector overpass from Hernando County into Clearwater and St. Pete?**

#### **Response**

There are interchanges planned for US 19 in Pasco County. In Pinellas County, US 19 has virtually been turned into a freeway down Gateway. The traffic levels on US 19 are very high, and more can be accommodated by six lanes and sometimes six lanes with continuous turn lanes which is virtually an eight-lane road. It is very difficult to put additional interchanges in because it requires a lot of right-of-way, and hence a lot of costs. As far as Hernando County is concerned, in the near term the county is adding left turn lanes and is looking to improve the intersections and frontage roads because these are the more cost-affordable solutions.

### **Question 22 from Gloria via email**

**How can she become more involved in these efforts?**

#### **Response**

The easiest way is to go to TBARTA.com and provide comments via the website. All TBARTA meetings are open to the public, and Citrus County Commissioner Ronald Kitchen, Jr. is your representative on the TBARTA Board. You can also communicate your comments with Commissioner Kitchen, and he can bring them to our monthly Board meetings.

### **Question 23 from Larry**

**Are there any plans to extend bus service farther into the east, such as a local bus from Mariner Boulevard to Spring Hill?**

#### **Response**

Hernando County hopes to improve the bus system sometime in 2016, hopefully by December 2016 and will create a fourth route. It will be a green route coming from Brooksville going south into the Spring Hill corridor and connecting to existing routes at Mariner Boulevard. In addition,

buses will go from 75-minute headways to 60-minute headways. And for the first time ever, they are going to connect to Pasco County's public transit system.

**Question 24 from Amy**

**Will there be left turn lanes once SR 50 is expanded to six lanes? Will there be a connector behind Mariner Boulevard?**

Response

Hernando County is working on extending a frontage road connection on the southwest intersection of Mariner Boulevard and SR 50, behind the new shopping center, to High Pointe. As soon as this is completed there will be two left-turn lanes and circulation will improve at this intersection. Future improvements include two receiving lanes.

**Question 25 from David**

**Will buses ever accept debit cards?**

Response

TBARTA is working with Hillsborough and Pinellas Counties to implement a regional fare card to use in the Tampa Bay region. Hernando County is also participating in this process, and it will be implemented in the largest counties first. In addition, Hernando County is in the process of upgrading their fleet with new vehicles and new technology and will follow the lead of Hillsborough and Pinellas.

**Question 26 from Joy**

**In the future, will it be feasible for someone who does not use technology to use the bus to travel to Manatee County?**

Response

This is a question that a lot of people have. You will see more coordination and cooperation among the bus systems to try to figure out how to get regional connections for people like yourself. TBARTA is looking at a bus line that would go to Tampa from the Suncoast Parkway Corridor, and there has been discussion about connecting Sarasota and Manatee Counties to Tampa. We heard a lot of interest in making that connection in our last two town halls.

**Question 27 from Kathy**

**Will the bus come to Ridge Manor? And will there be bus passes and a discount for seniors and the handicapped?**

Response

There are discounted fares for students and senior citizens; however, there is no bus service currently planned for Ridge Manor because the population density is not strong enough to be economically feasible in the near term.

**Question 28 from Brian**

**Does anyone on the board give a higher priority to connector and shuttle buses?**

Response

TBARTA is working with a system that has favored highways and the automobile over other options, but you need good highways for buses to work. One concept includes express toll

lanes, in Hillsborough and Pinellas Counties, where you have a dedicated toll lane that can be used by an express bus to be competitive with automobiles stuck in the general traffic. The funding sources for highways and transit come from different places. This means you cannot take highway funds and spend them on buses. As newer generations and preferences appear, there is more emphasis on transit. As baby boomers retire in big numbers there will be more interest and need for additional options, and regional service must connect locally.

**Question 29 from Kathy**

**Can you comment on the Suncoast/Nature Coast Parkway from the Orlando area?**

**Response**

The primary discussion in the last few years is a future connection to the Jacksonville area, parallel to the I-75.

**Question 30 from Jude**

**What is the problem and possible solution concerning the intersection of Mariner and SR 50?**

**Response**

Officially, it is called “cycle failure” where you are sitting and waiting through multiple cycles at an intersection for a signal. The frontage road connection behind Hobby Lobby will extend to High Point and go east across Mariner Boulevard so people can cross from the Wal-Mart.



**TBARTA 2015 Master Plan Update  
Telephone TownHall Meetings**

**Recorded, Non-Live Questions from Telephone TownHall Meetings, 4/27/15 to 4/29/15**

*Note: Some questions appear in more than one category.*

**Economic Development & Funding**

TownHall Focus	Comment/Question
Hernando & Citrus	How many people do you expect to employ?
Hernando & Citrus	Why don't you just charge people riding rather than including those not interested?
Sarasota & Manatee	Are federal funds available?
<b>TOTAL</b>	<b>3</b>

**TBARTA Response**

An efficient and effective transportation system is crucial to a healthy economy and ensuring our region competes with other regions for jobs and opportunities, and TBARTA is always interested in ways to grow and sustain our economy through transportation improvements. The cost to expand our area roads is at least as expensive, if not more, than building a regional transit network. Such a system would be funded with a mix of local, state, and federal dollars, as well as possible public-private partnerships, and would induce more economic growth and development with a dollar value far higher than its cost. Once the Master Plan is adopted, TBARTA will look for funding opportunities from the state or federal government. We will also look at existing budgets and funding in local communities to see what can be done to leverage additional funds.

**Local Bus**

TownHall Focus	Comment/Question
Pasco & Pinellas	When will there be transit service in Summertree, especially with the development along State Road 52?
Sarasota & Manatee	Will there be more bus stops closer to densely populated areas?
Sarasota & Manatee	Why did you do away with transfers?
Sarasota & Manatee	Why aren't buses in Sarasota smaller since there are few passengers?
<b>TOTAL</b>	<b>4</b>

**TBARTA Response**

Local bus service is an essential part of a successful larger, regional system because it provides local access to the regional "spine." HART, PSTA, SCAT, MCAT, PCPT, THE Bus, and Citrus County Transit are all working to address accessibility, funding, hours, routes, and simplicity of use. Increased local funding must be secured before improvements in service can occur. Providing efficient, convenient, affordable, and accessible transportation for all citizens of our community, especially those who are dependent on transit, is very important to TBARTA. As the average age of our population increases, public transportation will become an even greater issue and TBARTA is working toward a regional, cooperative solution.

**Local Roads**

TownHall Focus	Comment/Question
Hernando & Citrus	Can a bridge be built over (County Road) 486? People in Citrus County use golf carts to go to shopping centers.
Hernando & Citrus	How will the future interchange at Cardinal Avenue and the Suncoast Parkway affect Cardinal Lane?
Hernando & Citrus	What is the plan for US 19 from Countyline Road to 41? And what about the widening of Mariner Blvd? How does this affect Hernando?
Pasco & Pinellas	What was Shady Hills Road (Spring Hill/Pasco) closed down for almost a year? When they opened it back up it didn't look any different.
Pasco & Pinellas	Why was Enterprise Rd and US 19 (Clearwater/Pinellas) closed off?
Pasco & Pinellas	Pasco County said they were going to expand De Cubellis (County Road 587) 20 years ago. Is that going to happen?
Sarasota & Manatee	What is the current status of the bridge over Braden River to connect to 44th Avenue?
<b>TOTAL</b>	<b>7</b>

**TBARTA Response**

For more information on what is going on locally in your county, please visit [www.tbarta.com](http://www.tbarta.com) to read more about the Master Plan, the Regional and Future Priority Projects, and what we are doing now for the region in regards to incremental and coordinated improvements. Such short-term changes include managed lanes, shoulder operations for vehicles, and telework and commuter services such as carpool, vanpool, and school-pool. We also provide a service called myRide for those in need of transit service. Small improvements can be made now with incremental improvements over time. The ultimate "build-out" for the TBARTA Master Plan is 2050.



**TBARTA 2015 Master Plan Update  
Telephone TownHall Meetings**

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*Note: Some questions appear in more than one category.*

**Miscellaneous**

TownHall Focus	Comment/Question
Hernando & Citrus	The impact fees in Hernando County keep negating, and school children in Hernando are really hurting.
Hernando & Citrus	We need a stadium. What do you think?
Hernando & Citrus	Why are the politicians all lying?
Hernando & Citrus	Has anyone considered peak oil when planning for expansion? It seems like you're planning on people driving well into the future, and we're going to run out of oil.
Pasco & Pinellas	Why do construction projects take so long?
<b>TOTAL</b>	<b>5</b>

**TBARTA Response**

Thank you for your question or comment - and for participating in the TBARTA TownHall meeting. We do not have an answer to all of these questions, but you can visit [www.tbarta.com](http://www.tbarta.com) to learn more about the Master Plan Update, and find links to our partners here <http://www.tbarta.com/en/tbarta-partners/facts-links/partners> for more information.

**Public Involvement**

TownHall Focus	Comment/Question
Pasco & Pinellas	This telephone town hall event was excellent, thank you for including us. Looking forward to more in the future.
Sarasota & Manatee	How can we get involved with the prioritization of TBARTA projects?
<b>TOTAL</b>	<b>2</b>

**TBARTA Response**

Thank you for your support. TBARTA is working with local jurisdictions and agencies to do what is best for the region as a whole and for each county's citizens. We recognize how important better transportation is to our economy, our ability to attract jobs, and our quality of life. To attend a meeting, please check our online meeting calendar by visiting [www.tbarta.com](http://www.tbarta.com) and from the About page click on Meetings/Events.

**Regional Priorities**

TownHall Focus	Comment/Question
Hernando & Citrus	Dennis Dix, please explain the major road projects in Citrus County.
Pasco & Pinellas	What are the plans for State Road 54?
Pasco & Pinellas	Are there any plans to widen Wesley Chapel Blvd with the planned installation for a mall on State Road 54?
Sarasota & Manatee	I live in North Port so how does this affect me?
<b>TOTAL</b>	<b>4</b>

**TBARTA Response**

One of TBARTA's Regional Priority Projects is Suncoast Parkway 2 (SR 589), connecting Hernando and Citrus Counties via a toll highway with a potential future connection between the Tampa Bay region and Northwest Florida. SR 54/56 Corridor Improvements is a Regional Priority Project in Pasco County with premium transit connecting the Suncoast Parkway, I-75, and Bruce B. Downs Boulevard.

Two of the Future Priority Projects involve North Port. One is the US 41 Multimodal Emphasis Corridor which includes multimodal and pedestrian improvements from Palmetto in Manatee County to North Port in Sarasota County. The other involves widening River Road to four lanes from US 41 to I-75 in Sarasota County.

TBARTA was created in 2007 by the Florida Legislature to develop and implement a Regional Transportation Master Plan for Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, and Sarasota Counties. TBARTA's purpose is to improve mobility and expand multimodal transportation options for passengers and freight throughout the seven-county region. For more information on the Master Plan, the Regional Priority Projects, Future Priority Projects, our Longer Range Needs concerning transit, roadways, freight, and regional trails, plus our area partners, please visit [www.tbarta.com](http://www.tbarta.com).

**Regional Trails**

TownHall Focus	Comment/Question
Hernando & Citrus	Why is so much effort and money spent on sidewalks from Hernando down through Pasco when they're only used on weekends?
Pasco & Pinellas	There is no sidewalk on Moog Road making it dangerous for everyone. What is being done?
<b>TOTAL</b>	<b>2</b>

**TBARTA Response**

To find out more about regional multi-use trails and greenways, refer to the Future Priority Projects on [www.tbarta.com](http://www.tbarta.com) where you can learn about 15 different multi-use trails across the Tampa Bay region.



**TBARTA 2015 Master Plan Update  
Telephone TownHall Meetings**

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**Roadway**

<b>TownHall Focus</b>	<b>Comment/Question</b>
Hernando & Citrus	How will the future interchange at Cardinal Avenue and the Suncoast Parkway affect Cardinal Lane?
Hernando & Citrus	Dennis Dix, please explain the major road projects in Citrus County.
Hernando & Citrus	How is the Turnpike going to pay for itself as required by law?
Hernando & Citrus	What is the plan for US 19 from Countyline Road to 41? And what about the widening of Mariner Blvd? How does this affect Hernando?
Hernando & Citrus	I live in Citrus Springs, with the new road, will I be able to travel to Bradenton?
Hernando & Citrus	Can a bridge be built over (County Road) 486? People in Citrus County use golf carts to go to shopping centers.
Pasco & Pinellas	Are there any plans to change the SR 56/I-75 intersection in preparation of the outlet mall being built there?
Pasco & Pinellas	What was Shady Hills Road (Spring Hill/Pasco) closed down for almost a year? When they opened it back up it didn't look any different.
Pasco & Pinellas	Why was Enterprise Rd and US 19 (Clearwater/Pinellas) closed off?
Pasco & Pinellas	Pasco County said they were going to expand De Cubellis (County Road 587) 20 years ago. Is that going to happen?
Pasco & Pinellas	What was meant when a panelist said a "toll within a toll" on Veterans Expressway?
Pasco & Pinellas	What are the plans for State Road 54?
Pasco & Pinellas	Are there any plans to widen Wesley Chapel Blvd with the planned installation for a mall on State Road 54?
Sarasota & Manatee	Why is the traffic across the bridge to the islands so messed up? What planning has been done?
Sarasota & Manatee	What is the current status of the bridge over Braden River to connect to 44th Avenue?
<b>TOTAL</b>	<b>15</b>

**TBARTA Response**

Roadway improvements in all areas of the TBARTA region are an important part of the overall Master Plan. Local and state agencies are doing their best to keep up with the massive backlog of roadway maintenance and construction of new roads. For more about what is happening in your area, please visit [www.tbarta.com](http://www.tbarta.com) to learn about the Regional Priority Projects, including the Gateway Expressway in Pinellas County, the extension of the Suncoast Parkway into Hernando and Citrus Counties, corridor improvements on SR 54/56 in Pasco County, the Howard Frankland Bridge replacement, Tampa Bay Express in Hillsborough and Pinellas Counties, the I-275/SR 60/Memorial Highway interchange in Hillsborough County, the TIA People Mover Connection/Westshore Intermodal Center, and the University Parkway/I-75 interchange in Manatee and Sarasota Counties.

**Technology/Transit Mode**

<b>TownHall Focus</b>	<b>Comment/Question</b>
Hernando & Citrus	Are there going to be any efforts for an LRV (light rail vehicles)?
Hernando & Citrus	Has anyone considered peak oil when planning for expansion? It seems like you're planning on people driving well into the future, and we're going to run out of oil.
Pasco & Pinellas	Why aren't panelists discussing rail?
Pasco & Pinellas	Will there be express bus to airport?
Pasco & Pinellas	Why is the U.S. so far behind other countries when it comes to transportation?
Pasco & Pinellas	What was meant when a panelist said a "toll within a toll" on Veterans Expressway?
Sarasota & Manatee	Have you considered rental car agencies at heads like at airports?
<b>TOTAL</b>	<b>7</b>

**TBARTA Response**

All modes of technology will be considered when new systems are developed. Each city and county is different and the most appropriate form of transportation will vary accordingly. TBARTA has also done extensive research in other areas of the country regarding their existing transit systems.

A major technological shift could change the way we commute, the way we work, and how we get around in the future. In planning for future movement of people and goods, it is critical that TBARTA take into account the potential benefits technology may have on congestion and commuting, as well as an element of uncertainty with regard to how it may affect travel patterns.

Studies show that young people are increasingly abandoning the idea of owning a car and home in the suburbs. More and more, the preference is shifting towards living in the urban core closer to work, having amenities and recreation within walking or biking distance, and connecting with smartphones and tablets.



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*Note: Some questions appear in more than one category.*

**Transit**

<b>TownHall Focus</b>	<b>Comment/Question</b>
Hernando & Citrus	Are there going to be any efforts for an LRV (light rail vehicles)?
Pasco & Pinellas	When will there be transit service in Summertree, especially with the development along State Road 52?
Pasco & Pinellas	Why does DART (Demand Response Transportation/Pinellas) cost so much?
Pasco & Pinellas	Is there a free option to ride the bus for folks in St. Pete and Tampa Bay who can't afford?
Pasco & Pinellas	Why aren't panelists discussing rail?
Pasco & Pinellas	Will there be express bus to airport?
Pasco & Pinellas	Why is the U.S. so far behind other countries when it comes to transportation?
Sarasota & Manatee	Will there be more bus stops closer to densely populated areas?
Sarasota & Manatee	Why did you do away with transfers?
Sarasota & Manatee	Why aren't buses in Sarasota smaller since there are few passengers?
Sarasota & Manatee	Have you considered rental car agencies at heads like at airports?
Sarasota & Manatee	Why can't we have an ambitious elevated passenger rail project put 'on the table' in the maybe area? Something like my proposed route is the right answer and we want TBARTA to support it.
Sarasota & Manatee	I asked "What can we do to get an elevated rail project design into the TBARTA Master Plan?" The answer as I heard it--we need to be conservative in our rail investments--no elevated railway, we must use existing railways, we are in no position to invest in new transportation technology. We need to change our thinking and our spending--transportation needs to be a National priority. Let's explore the possibility of this elevated railway technology because there are many lessons learned and costs savings from the 20 miles of Honolulu elevated rail being built now in Hawaii for \$5.2B. The money is out there to get married to solid project proposals that have a good ROI. Elevated railway is the best investment we can make into Tampa because it delivers ROI--reduced traffic, cleaner air, less energy consumed, lower cost of living, more social opportunities, more efficient use of transit time, more tourism, more businesses, cleaner, increased productivity.
<b>TOTAL</b>	<b>13</b>

**TBARTA Response**

The TBARTA Master Plan builds upon previous updates, refining the regional networks and outlining a strategic vision for implementation. For the near-term, TBARTA identified Priorities and Future Priorities, two separate lists that align the priorities of the region and vary by emphasis, funding, etc., independent of the Metropolitan Planning Organizations (MPOs). The TBARTA 2040 regional network maps and projects now represent the five MPOs' Long Range Transportation Plan (LRTP) Cost Feasible Plan, and the LRTPs' Needs are illustrated in the TBARTA Longer Range Needs. These projects and networks include transit services connecting major destinations within the region.

The Master Plan was developed in a cooperative process that included transit agencies, local and regional planning and transportation organizations, all levels of government, the public, and business and community stakeholders. TBARTA is working with each of its member counties to determine where rail transit is desired and appropriate. CSX may be a partner in providing rarely-used freight rail tracks for passenger use, although that is still to be determined. TBARTA will continue to coordinate the regional effort and convene the conversation wherever necessary.

TBARTA is actively engaged with the Federal Transit Administration, the US Department of Veterans Affairs and more than 300 providers of transit services, including both private and public providers, within the Tampa Bay region. We are especially concerned about matching the people in need of services with the right provider. To help in this regard, we have a service known as myRide for those in need of transit service. Please visit [www.tbarta.com](http://www.tbarta.com) to find out more.



## **APPENDIX C: PRESS RELEASES**



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## **TBARTA Board Names Chiamonte Next Executive Director**

**FOR IMMEDIATE RELEASE**

**CONTACT:** Alex English  
Communications Manager  
(813) 282-8200

**TAMPA BAY, FL, January 30, 2015** – After an exhaustive half-year search for qualified candidates, the TBARTA Board has named Ramond Chiamonte, AICP as its next Executive Director.

Chiamonte recently served as the Executive Director at both the Hillsborough County Metropolitan Planning Organization (MPO) and the Hillsborough County City-County Planning Commission.

The TBARTA Board was guided by a selection committee and an executive search firm in its decision process. Chiamonte and Jim Ley, former County Administrator in Sarasota County, were the final two candidates, both of whom spoke and answered the board's questions at this morning's meeting.

"We were indeed fortunate to have two highly qualified professionals interested in serving the Tampa Bay Region as Executive Director of this organization. The board carefully and deliberately thought through the choice of Mr. Chiamonte," said Board Chairman Ronnie Duncan.

"Ray will bring a tremendous depth of experience and practical planning vision to the organization and will work tirelessly to achieve its mission."

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TBARTA was created by the Florida Legislature in 2007 to plan and develop a multimodal transportation system that will connect the seven counties of the Tampa Bay region – Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas and Sarasota. For more information, visit [www.TBARTA.com](http://www.TBARTA.com).

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## **TBARTA launches myRIDE, a regional transportation database**

**FOR IMMEDIATE RELEASE**

**CONTACT:** Alex English  
Communications Manager  
(813) 282-8200

**TAMPA BAY, FL, February 10, 2015** – Finding transportation options can be difficult, especially when you have specialized needs or requirements. Do you know where to get that information?

With TBARTA's myRIDE service, you can explore over 250 local and regional providers of transportation services—from on-demand medical transport to wheelchair-accessible vans with just one call—or one click. Listings also include local bus systems, and options for statewide travel.

The myRIDE service is made possible by a federal grant from the Veterans Administration (VA) and Federal Transit Administration (FTA). The goal is to ease information access for veterans and military families, but myRIDE is available to everyone, free.

In partnership with The Crisis Center of Tampa Bay, myRIDE is available on the phone at 1-844-9-MYRIDE Monday through Friday, from 7am to 7pm. Online, it is available 24/7 at [www.TBARTA.com/myride](http://www.TBARTA.com/myride). The Crisis Center provides social service and crisis help, which can also be accessed via myRIDE.

A live chat feature, with a direct connection to a myRIDE specialist, is anticipated for Fall 2015.

Additional features elsewhere on [www.TBARTA.com](http://www.TBARTA.com) include park and ride lot information for Hillsborough and Pinellas Counties, route planning by car, bus, biking, or walking, and complete information about TBARTA's transportation studies ongoing and complete.

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TBARTA was created by the Florida Legislature in 2007 to plan and develop a multimodal transportation system that will connect the seven counties of the Tampa Bay region – Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas and Sarasota. For more information, visit [www.TBARTA.com](http://www.TBARTA.com).

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## TBARTA to host three transportation town hall meetings

**FOR IMMEDIATE RELEASE**

**CONTACT:** Alex English  
Communications Manager  
(813) 282-8200

**TAMPA BAY, FL, April 23, 2015** – Next week, TBARTA will host three telephone town hall meetings to discuss regional transportation and the 2015 master plan update.

Biannually, the region adopts a strategic vision for transportation through the TBARTA master plan, in coordination with each of the seven member county leaders, numerous partner organizations, two FDOT districts, and many more public and private stakeholders.

Since TBARTA was created in 2007 and looking forward to the next several decades, the conversation about how to improve transportation efficiency for goods and people has evolved and become louder.

In order to secure major funding, the region must speak with one voice. The telephone town hall meetings will be your chance to be heard:

April 27, 7:15 p.m. – Manatee & Sarasota focus

April 28, 7:15 p.m. – Pasco & Pinellas focus

April 29, 7:15 p.m. – Citrus & Hernando focus

Residents from all over the TBARTA region will receive automated calls inviting them to participate, and anyone can dial in toll-free to listen and make their voice heard.

Call-in number: 1-877-229-8493 and use call-in PIN: 110-303#.

In coordination with Hillsborough County, TBARTA will join County Administrator Mike Merrill on the Go Hillsborough telephone town hall meetings on May 4<sup>th</sup> and 21<sup>st</sup>, both at 7:00 p.m.

The official public comment period for the TBARTA Master Plan will begin on April 27 and end on June 12, 2015 at the June TBARTA Board Meeting.

To participate in the telephone town hall meetings, review maps associated with the regional master plan, and make official comments, please visit [TBARTA.com](http://www.TBARTA.com).

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TBARTA was created by the Florida Legislature in 2007 to plan and develop a multimodal transportation system that will connect the seven counties of the Tampa Bay region – Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas and Sarasota. For more information, visit [www.TBARTA.com](http://www.TBARTA.com).

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## **TBARTA consolidates seven county LRTPs in adoption of 2015 Master Plan**

**FOR IMMEDIATE RELEASE**

**CONTACT:** Alex English  
Communications Manager  
(813) 282-8200

**TAMPA BAY, FL, June 5, 2015 –**

TBARTA updates its seven-county regional transportation plan every other year, and the 2015 Master Plan is as important as ever.

In order to align efforts and reduce duplicity, TBARTA has incorporated the regional projects of the West Central Florida Chairs Coordinating Committee (CCC) in creating a regional long range transportation plan (LRTP). In essence, the TBARTA 2040 regional network maps and projects now represent the regional projects of the five MPOs' LRTP Cost Feasible Plan, and the LRTPs' Needs are illustrated in the TBARTA Longer Range Needs network maps.

For the near-term, TBARTA identified Priorities and Future Priorities, two separate lists that align the priorities of the region and vary by emphasis, funding, etc., independent of the MPOs.

What results is a better cohesion of one region, one plan, one voice so that from every angle, the Tampa Bay Area is on the same page when it comes to the future of transportation. This helps state and federal legislators better understand which projects are most important to the residents and businesses of the region and in turn, allocate funding.

The TBARTA Board is expected to adopt the 2015 Master Plan on June 12. Visit [TBARTA.com](http://TBARTA.com) for more information, or to review the draft maps and submit your comments.

\*\*\*\*\*

TBARTA was created by the Florida Legislature in 2007 to plan and develop a multimodal transportation system that will connect the seven counties of the Tampa Bay region – Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas and Sarasota. For more information, visit [www.TBARTA.com](http://www.TBARTA.com).

# # #

## APPENDIX D: TBARTA IN THE NEWS

TBARTA 2015

# Regional Transportation Master Plan

Commuter Services and Transportation Disadvantaged  
Technical Memorandum

AUGUST 2015



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## 1.0 INTRODUCTION

The Tampa Bay Area Regional Transportation Authority (TBARTA) was created by the Florida State Legislature in 2007 to develop and implement a Regional Transportation Master Plan for the seven-county West Central Florida area covering Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, and Sarasota Counties. The Master Plan outlines improvements for a balanced transportation system to improve mobility of passengers and freight.

Planning for the region requires a strong partnership between TBARTA and the transportation and planning agencies around Tampa Bay. TBARTA and its partners agree now is the time to move forward with a regional transportation vision and begin implementing a cohesive plan that balances the movement of passengers and freight.

### 1.1 UPDATING THE MASTER PLAN

The 2015 Master Plan Update was developed by TBARTA's Board and Committees in collaboration with the West Central Florida Metropolitan Planning Organizations (MPO) Chairs Coordinating Committee (CCC) — representing each of the region's MPOs. The 2015 Update ensures consistency with the MPOs' Long Range Transportation Plans (LRTPs) and updates the CCC's Regional LRTP.

The 2015 Master Plan Update is organized into two components: the Regional LRTP and the TBARTA Vision. The Regional LRTP reflects regional projects adopted by each MPO and the Vision includes near-term priorities for implementation.

Figure 1-1: Organization of the Master Plan

#### 2040 Regional Transportation Plan

- Regional Cost Feasible
  - Transit Projects
  - Roadway Projects
  - Freight Projects
  - Trail Projects
- Longer Range Needs

#### TBARTA Priorities

- Priorities
- Future Priorities

### 1.2 ABOUT THIS DOCUMENT

This Technical Memorandum describes the objectives, process, and results of the Commuter and Transportation Disadvantaged Services review in support of the 2015 Master Plan Update. This update began November 2014 and was adopted by the TBARTA Board on June 12, 2015. This memorandum is one of several documents that describe in detail the steps taken to complete the 2015 Master Plan Update.

This document covers separate yet related processes: commuter services and transportation disadvantaged strategies. Both address and are closely related to Travel Demand Management strategies which are described in detail in the *Travel Demand Management Technical Memorandum*.

## 2.0 COMMUTER SERVICES

The TBARTA Master Plan recognizes the need to manage regional congestion and transportation demand both now and in the future. As described in the *Regional Priorities Technical Memorandum* and *2040 Regional Transportation Plan Technical Memorandum*, TBARTA recommends incremental investment in our transportation infrastructure starting with the adopted TBARTA priorities, followed by Future Priorities, 2040 Projects, and Longer Range Projects. This four-step Strategic Investment Plan is the basis for the 2015 Master Plan Update. The completion time for these projects varies, ranging from 5 to 25 years.

To provide today's solutions for regional mobility, TBARTA administers the following programs and services that assist commuters and manage regional travel needs.

### 2.1 TBARTA Services

#### 2.1.1 myRIDE

TBARTA's *myRIDE* is a referral service to connect residents and visitors to the right transportation services based on needs, eligibility, and origin/destination. The searchable database includes information about public, private, and specialized transportation resources for transportation information across the seven-county TBARTA region. Information is also available over the phone and in the future, via live chat online. The service is free, but some transportation providers in the database have a cost associated with their service, and some have eligibility requirements.

#### 2.1.2 MYDRIVE

TBARTA's *myDRIVE* provides a map showing traffic information across the seven-county TBARTA region. The map is provided by Google Maps and allows the user to view by county, or zoom into a specific location to see if there is congestion.

#### 2.1.3 MYCOMMUTE

Through *myCOMMUTE*, TBARTA assists commuters and business owners/managers with services and information to cut the costs associated with commuting to and from work, and to lessen congestion during peak travel times, typically when employees are going to and from work in the morning and late afternoon.

TBARTA currently provides these commuter services to the five counties within FDOT District Seven: Citrus, Hernando, Hillsborough, Pasco, and Pinellas. The remaining TBARTA counties (Manatee and Sarasota) are served by Commuter Services of Southwest Florida (CSSWF). Services offered through *myCOMMUTE* include:

- **Ride-Matching**

TBARTA's online ride-matching software matches potential carpool and vanpool users.

- **Carpool**

Carpoolers can choose to ride with others as few or as many times per week as desired, giving them the flexibility of driving their own car for pre-arranged meetings or appointments. There is no fee to participate, but carpoolers split the costs of commuting. TBARTA provides a personalized computer match list of people who live and work nearby, as well as tips on how to form a carpool.

- **Vanpool**

Vanpools are made up of an organized group of 5-15 people sharing a ride to and from work. TBARTA provides vanpool vehicles, vehicle insurance, scheduled preventative maintenance and repair programs, customer billing, and customer support for vanpool groups. There is a fee to participate based on the monthly distance traveled, and participants share the monthly expenses.
- **Bike Buddy**

This service matches bike commuters with one another. There is not fee to participate. Route planning and personal assistance is also available for those wanting to bicycle to work.
- **Regional School Commute Program**

This program applies the benefit of carpooling to the trip to and from school for parents and students. Similar to carpool ride-matching, the service matches parents of students at participating schools to arrange a carpool, walking school bus, or bike train. At this time, several Hillsborough and Pinellas County schools voluntarily participate through an agreement between the school district, school administration, and TBARTA.
- **Transit Options (Information)**

TBARTA provides links to local transit agency websites to find individual route maps and time tables. TBARTA also provides information for all region-wide park-and-ride locations, including maps, transit routes served, parking, and amenities.
- **Emergency Ride Home**

For registered participants that use one of the other myCOMMUTE services, TBARTA offers up to four emergency rides from work to home per year. This ensures participants will not be stranded at work in the case of an unforeseen circumstance.
- **Telecommuting (Information)**

Telecommuting involves working from home virtually, using a computer, phone, and internet connection. TBARTA provides assistance to businesses and employees looking to transition to telecommuting as a solution to lengthy commutes or challenging congestion.
- **Trip Planner**

While not solely a commuting tool, the TBARTA website contains a trip planner function powered by Google Maps. Users can input origin and destination addresses throughout the region to explore options for driving, transit, bicycling, and walking, and the corresponding routes to make the trip.

## 2.2 COMMUTER SERVICE PROGRAM ASSESSMENT

An assessment of commuter services programs currently operating within the TBARTA region, plus Polk County, was completed in 2014. Commuter services and travel demand strategies are transportation options intended to lessen congestion during peak travel times, typically when employees are going to and from work in the morning and late afternoon. Within the TBARTA region, TBARTA provides commuter services in Citrus, Hernando, Hillsborough, Pasco, and Pinellas Counties. CSSWF provides services within Polk, Manatee, and Sarasota Counties.

The following assessment highlights the significant investment in commuter service programs by TBARTA, compares TBARTA services with CSSWF, and identifies actions for consistent regional collaboration between both service providers; actions that efficiently leverage available funding while offering cost effective services. While similar commuter services are offered by both, they serve unique communities and each service is operated, marketed, and administered differently. A key difference is that TBARTA qualifies for federal funding by reporting to the National Transit Database (NTD). As a result, TBARTA has invested in enhanced regional mobility strategies. The return on this investment is seen in TBARTA's ability to shift those who drive alone toward commuter services. TBARTA services have resulted in a reduction of vehicle miles traveled annually, a successful school commute program, and elevated user satisfaction.

### *2.2.1 Data Collection*

To evaluate commuter services, readily available and comparable data was collected from TBARTA and the FDOT District One CSSWF program. The Center for Urban Transportation Research (CUTR) also provided data through the 2012 Commuter Assistance Program Evaluation Report, which analyzes commuter services programs throughout Florida.

### *2.2.2 Performance Criteria*

Performance criteria used to evaluate and compare each commuter service program came from the CUTR Commuter Assistance Program Evaluation Report and includes the following:

- Vehicle miles of travel reduced (annually)
- Customer round-trip commutes avoided by use of alternative work schedules
- Vehicle trips reduced (annually)
- Gasoline consumption reduced (gallons, annually)
- Percent of drive-alone customers switching to an alternative
- Carbon Dioxide avoided (annually)
- Daily current carpool and vanpool person trips
- Carbon footprint
- Customer round-trip commutes avoided by use of telework

County level data was not available at the time of this research, primarily because commuter services programs are administered on a district-wide level.

### *2.2.3 Service Comparison*

TBARTA generally serves more densely populated communities than most served by CSSWF. To provide effective regional mobility options, TBARTA sought federal funding by reporting annually to the NTD. TBARTA was subsequently awarded Federal Transit Administration (FTA) 5307 Funds. These funds are invested in enhanced commuter services and travel demand management strategies. The return on this investment is shown in the **Tables 2-1** and **2-2**.

**Table 2-1: Commuter Services and Users**

	TBARTA		CSSWF	
	Performance	Source	Performance	Source
<b>Carpooling and Vanpooling</b> (Average Daily Person-Round-Trips)	478 Carpool & Vanpool	1	83 Carpool & Vanpool	1
<b>Number of vans</b>	90	2	9	3
<b>Bicycle</b>	100+	2	42	3
<b>Walking</b>	35	2	20	3
<b>Telework</b>	50+	2	17	3
<b>Compressed Work Week</b>	313	1	496	1
<b>Emergency Ride Home</b> (dollars paid)	\$15,000	2	\$0	3
<b>School Program</b>	1,200	2	-	-
<b>Ride-Matching/Program</b>	Trapeze/ RidePro		EZMatch	

1) CUTR: Center for Urban Transportation Research (CUTR), Commuter Assistance Program Evaluation, October 2012

2) Score Card: TBARTA, Commuter Services Savings data, January 2013 to December 2013

3) Program Statistics: District One Monthly Commuter Services Statistics data, August 2013 to August 2014.

**Table 2-2: Program Performance**

	TBARTA	CSSWF
Vehicle miles of travel reduced (annually)	6,556,200	620,700
Vehicle trips reduced (annually)	181,800	23,800
Percent of drive-alone customers switching to an alternative	39.90%	16.90%
Daily current carpool and vanpool person trips	478	83
Round-trip commutes avoided by use of telework	33,729 trips	30,757 trips
Customer round-trip commutes avoided by use of alternative work schedules	75,372 trips	119,611 trips
Gasoline consumption reduced (gallons annually)	282,100	28,800
Carbon Dioxide avoided (annually)	2,510 metric tons	260 metric tons
Carbon footprint	2,580 metric tons	260 metric tons

In June 2014, CUTR conducted a survey of participants who used either agency's services. A total of 731 responses were received from TBARTA participants and 342 responses from CSSWF participants. **Table 2-3** presents the responses from the survey. *Note: This survey uses a representative sample and was not designed to be statistically significant.*

**Table 2-3: Commuter Services Survey Results**

Question	TBARTA			CSSWF		
<b>Carpool and Vanpool</b>						
Mode of Commuting Before and After Contacting Commuter Services Provider	Mode	Before	After	Mode	Before	After
	Driving Alone	77%	51%	Driving Alone	87%	82%
	Carpool	6%	10%	Carpool	7%	11%
	Vanpool	1%	14%	Bus	2%	3%
Average carpool or vanpool size	Passengers	4.6		Passengers	2.6	
What was the reason you discontinued traveling to work by carpool or vanpool	Reason		%	Reason		%
	Carpool partner's job changed		22	Too inconvenient		21
	My job changed		13	Carpool partner's job changed		13
	My carpool partner moved		9	Took too much time		13
<b>Services</b>						
Which, if any, of the following products and services do you recall receiving from TBARTA/Commuter Services of Southwest Florida	Product/Service		%	Product/Service		%
	Emergency Ride Home (ERH) or information on ERH		22	Information on ERH		12
	Transit Schedule		11	Helpful hints about travel options		11
<b>Satisfaction</b>						
How satisfied are you with Commuter Services' performance overall	Satisfaction Level		%	Satisfaction Level		%
	Mostly satisfied		22	Do not know		27
	Completely satisfied		21	Neither satisfied nor dissatisfied		21
Have you recommended Commuter Services to a friend or relative	Response		%	Response		%
	Yes		38	Yes		20
How did you hear about TBARTA/CSSWF	Source		%	Source		%
	Internet		17	At work		28
	Friends/co-workers/relatives		16	Employer		25

#### **2.2.4 OPPORTUNITIES for Regional Coordination**

In an effort to coordinate multiple transportation agencies to provide consistent, cost-effective commuter service programs across the TBARTA region, it is recommended that actions be taken to collaborate on NTD reporting, joint public awareness programs, best practices, and a regional interagency dialogue. At a minimum, the counties and agencies served by District One, but within either the CCC and/or the TBARTA region (Manatee, Polk, and Sarasota), should coordinate at a regional level to provide consistent and productive services. The potential areas for collaboration are to:

- 1. Report to the NTD Annually:** Both commuter services agencies should report relevant data annually to the NTD to leverage opportunities for more federal funding for the region. At a minimum, the counties served by District One, but within the TBARTA region (Polk, Manatee, and Sarasota), should coordinate its data reporting with TBARTA for submittal to NTD.
- 2. Create a Joint Public Awareness Program:** The counties served by District One, but within the either the CCC and/or the TBARTA region, should develop a joint public awareness program using TBARTA's user-friendly and informative website to connect with new users. This would take advantage of TBARTA's already established *myRIDE*, *myCOMMUTE*, and *myDRIVE* services. Coordinating regional commuting across district boundaries may require migrating ride-matching software to a single platform or a common interface.
- 3. Exchange Best Practices:** TBARTA and CSSWF should exchange best practices. For example, TBARTA should coordinate with CSSWF to discuss CSSWF's successful compressed work week program as well as its ability to coordinate with employers. CSSWF should coordinate with TBARTA to discuss best practices related to TBARTA's Emergency Ride Home service and referral services, and the opportunity for implementing a Regional School Commute Program in District One.
- 4. Engage in a Regional Interagency Dialogue:** Agencies should establish a forum to share lessons learned, create consistency in performance tracking, and coordinate service performance reviews annually. This dialogue can take place in-person as well as through virtual meetings.
- 5. Develop a Joint Strategic Plan:** Both operators should develop a joint strategic plan to expand and coordinate travel demand management strategies, evaluate emerging technologies, improve commuter service programs, and seek funding opportunities.

### 3.0 TRANSPORTATION DISADVANTAGED

Transportation Disadvantaged describes those who, because of physical or mental disability, income status, or age, are unable to transport themselves or to purchase transportation and are dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities, or children who are handicapped.

President George W. Bush signed Executive Order 13330 on February 24, 2004, creating an interdepartmental Federal Council on Access and Mobility to reduce duplication among federally funded human service transportation services, increase the efficient service delivery of such services, and expand transportation access for disadvantaged populations within their own communities. This initiative was continued by the 109th Congress with passage of the Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) Bill in 2005 providing transportation funding which stipulates coordinated planning.

The SAFETEA-LU legislation requires that projects selected for FTA program funding under the Special Needs of Elderly and Individuals with Disabilities (E&D, Section 5310), Job Access and Reverse Commute (JARC, Section 5316), and New Freedom (NF, Section 5317) programs be derived from a locally developed, coordinated public transit human services transportation plan (LCHSTP). The LCHSTP must be developed through a process that includes representatives of public, private, and nonprofit transportation and human services providers and participation by the public. The LCHSTP should contain enough information on the local demographic and markets to be used as a tool for implementing the most needed services to have the highest impact on improving transportation for the covered populations.

Moving Ahead for Progress in the 21st Century (MAP-21) continued the coordinated planning and funding of projects and services for transportation disadvantaged. MAP-21 consolidated DOT's Transportation Services for Individuals with Disabilities and NF programs into the Enhanced Mobility of Seniors and Individuals with Disabilities (EMSID) program. Among other things, Section 5310 provides further funding for urbanized and rural areas based on the population distribution of seniors and individuals with disabilities. Recipients must certify that projects selected are included in a locally developed, coordinated public transit-human services transportation plan as described above.

The EMSID program authorized approximately \$255 million for fiscal year 2013 and \$258 million for fiscal year 2014 through states via formula funds<sup>1</sup>. Florida's transportation disadvantaged program was created in 1979 and reenacted in 1989. The 1989 act created the Florida Transportation Disadvantaged Commission – currently the Florida Commission for the Transportation Disadvantaged – and the enhanced local participation in the planning and delivery of coordinated transportation services through creation of local coordinating boards (LCBs) and Community Transportation Coordinators (CTCs).

The mission of Florida's transportation disadvantaged program is to ensure the availability of safe, efficient, cost-effective, and quality transportation services for the transportation disadvantaged population of a designated service area.

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<sup>1</sup> Transportation Disadvantaged Populations: Coordination Efforts are Underway but Challenges Continue. US Government Accountability Office Statement for the Record. Released November 6, 2013.



### 3.1.1 Need for Transportation Disadvantaged Services

Table 3-1 illustrates the region’s transportation disadvantaged populations.

**Table 3-1: Transportation Disadvantaged Populations**

County	Total population	Age 65+	Disabled	Living in Poverty	Unemployed
Citrus	139,134	34.5%	19.8%	16.8%	15.8%
Hernando	174,205	27.2%	19.1%	15.4%	17.2%
Hillsborough	1,294,145	12.8%	11.7%	16.8%	11.0%
Manatee	342,417	25.0%	13.3%	15.1%	11.3%
Pasco	475,695	22.2%	15.9%	13.9%	12.1%
Pinellas	930,109	22.6%	14.3%	14.1%	10.5%
Polk	623,159	19.2%	14.9%	18.2%	12.6%
Sarasota	390,242	33.3%	15.2%	12.2%	11.4%

Source: U.S. Census American Community Survey and Factfinder, 2013.

## 3.1 REGIONAL SERVICES PROVIDED

Seven of the eight TBARTA counties provide a demand response public transportation service for the transportation disadvantaged. Each reports its data annually to the NTD, as shown in the Table 3-2. Where a service provider offers both typical demand response and demand response tax, the operating costs and annual vehicle revenue hours include both types of demand response services.

**Table 3-2: Demand Response Services**

County Service Provider	Trips/ Revenue Hour	Annual Vehicle Revenue Hours	Vehicles Directly Operated	One-Year O&M Costs	Operating Expense/ Passenger Trip
<b>Citrus</b>	NA	NA	NA	NA	\$12.85
<b>Hernando</b> The Hernando Express	2.40	6,718	0 (5 purchased vehicles)	\$543,303	\$14.83
<b>Hillsborough</b> Hillsborough Area Regional Transit	1.67	1,253,166	36	\$4,736,442	\$33.54
<b>Manatee</b> Manatee County Area Transit	2.10	40,422	22	\$2,455,640	\$28.99
<b>Pasco</b> Pasco County Public Transportation	2.79	38,281	11	\$2,182,966	\$26.15

County Service Provider	Trips/ Revenue Hour	Annual Vehicle Revenue Hours	Vehicles Directly Operated	One-Year O&M Costs	Operating Expense/ Passenger Trip
<b>Pinellas</b> Pinellas Suncoast Transit Authority	2.6	103,606	0 (113 purchased vehicles)	\$5,963,075	\$27.69
<b>Polk</b> Lakeland Area Mass Transit District and Citrus Connection	1.23	87,685	26	\$4,786,034	\$44.42
<b>Sarasota</b> Sarasota County Area Transit	1.79	94,877	27	\$6,253,867	\$36.83

Source: National Transit Database, 2013 data and TBARTA New Freedom Study

Two regional plans address transportation disadvantaged in the TBARTA region: the Tri-County Access Plan for Hillsborough, Pasco, and Pinellas Counties; and the New Freedom Study for Citrus and Hernando Counties. The two regional plans are discussed further below.

While Manatee and Sarasota Counties do not have a regional plan to address transportation for the disadvantaged, both counties' local Transportation Disadvantaged Service Plans (adopted in 2013) identify the opportunity for regional coordination as a way to improve service across boundaries. This opportunity could be explored for disadvantaged services throughout the Tampa Bay area in the future.

### 3.2 TRI-COUNTY ACCESS PLAN

In 2009 and again in 2014, a three-county access plan was produced jointly by Hillsborough, Pasco, and Pinellas Counties. The Tri-County Access Plan identified the area's unmet transportation needs and developed strategies to achieve the plan's goals and address the existing needs and barriers to coordination while identifying implementable projects eligible for FTA funding programs.

#### 3.2.1 Goals

The goals of the access plan include:

- Provide additional tools to overcome existing barriers facing Americans with disabilities who seek full participation into society.
- Remove duplications of transportation services in order to maximize transportation funding within the tri-county area.
- Increase coordination and communication between transportation and social service providers, through public forums.
- Increase support for public transportation programs and funding.
- Increase safety while utilizing public transportation within the tri-county area through pedestrian amenities.
- Enhance quality of life for elderly and disabled populations by providing greater public transportation access to the community.

- Increase housing and employment options by ensuring transportation connectivity throughout the tri-county area.

### 3.3 TBARTA NEW FREEDOM STUDY

Also in 2014, TBARTA produced a New Freedom Initiative for Citrus and Hernando Counties.

The intent of the TBARTA New Freedom Study is to identify viable solutions to overcome barriers facing mobility-impaired persons, particularly the disabled and elderly, within and between Hernando and Citrus Counties, and to assist with pursuing funding to implement these strategies.

Currently, the two northern counties in West Central Florida, Hernando and Citrus Counties, operate small fixed-route transit and paratransit systems that serve several of the population centers in their respective areas. Services are provided through county government or through the use of contracted parties and other government and/or non-profit entities.

The New Freedom Study also explores ways to work collectively to identify strategies for the expansion, efficiency, and effectiveness of services in Hernando and Citrus Counties; and to assess the potential for information sharing, joint funding opportunities and streamlined agency/system coordination. The study identified specific and actionable strategies that delineate the activities and roles of existing public transportation operators and related agencies toward implementing the vision of this study; many are incorporated in the recommendations and strategies listed in the following section.

#### 3.3.1 Goals

The goals of the TBARTA New Freedom Study include:

- Identify and reduce barriers to public transportation services and expand mobility options for the transportation disadvantaged in Hernando and Citrus Counties.
- Provide additional transportation options and opportunities for mobility challenged persons seeking access to economic, social and other life-enriching activities.
- Explore creation of a mobility management framework to coordinate the delivery of mobility services.
- Create and coordinate communication to provide information regarding public transportation resources.
- Increase support for public transportation programs and funding, including development of transportation and business partnerships

### 3.4 RECOMMENDATIONS AND STRATEGIES

Both short-term actions and longer-term potential projects are recommended to meet unmet needs. Each has real benefits and can be applied across the region or locally, depending on needs and conditions. The following strategies were developed to achieve the goals identified in the access plan and TBARTA's New Freedom Initiative Study. They address the existing needs and barriers to seamless transportation for those who need it most. Each strategy provides implementable potential projects that are eligible for FTA funding programs.

#### Strategy 1

Create a transportation network comprised of fixed-route, vanpool/carpool, and shuttle services that allows for expanded mobility in the evening hours and on weekends.

**Unmet Needs:**

- Limited transportation services in the evenings; there is a need for later bus service
- Limited transportation services on the weekend
- Insufficient paratransit services connecting workers with employers after hours for late evening trips and during the weekend

**Potential Projects:**

- Evaluate existing service to determine if shifts can be made to move services from existing service hours to later evening hours
- Develop an adequate and sustainable funding strategy to pay for later evening and weekend service
- Create carpools/vanpools that provide transportation service in the later evening hours to locations that are open beyond the existing fixed route hours
- Purchase vehicles for vanpools
- Expand fixed-route service to later evening hours and greater frequency on the weekends to accommodate the expressed needs of the regional access plan
- Purchase additional paratransit vehicles for expanded service
- Expand the paratransit system hours

**Strategy 2**

Improve coordination among public transit providers, human services agencies, and volunteer-based driver programs to provide greater mobility throughout the region.

**Unmet Needs:**

- Lack of weekend service for seniors
- Insufficient weekend frequencies
- Limited coverage area for weekend service
- Lack of inter-county fixed-route and paratransit services
- Insufficient regional connectivity for medical purposes
- Insufficient inter-county travel for fixed-route and paratransit trips
- Lack of coordination and sharing of resources including church buses and other underused vehicles
- More buses to accommodate increased services needed
- Lack of sidewalks to allow the elderly and persons with disabilities access to transportation

**Potential Projects:**

- Implement or expand volunteer-based transportation programs
- Implement cross county fixed-route services
- Expand the paratransit system for cross-county travel especially on major corridors to connect to local transportation services
- Increase fixed-route evening and weekend hours
- Purchase accessible vehicles to expand service

- Car loan program to assist in purchasing and maintaining vehicles for shared rides
- Establish agreements for connecting services or sharing rides
- Hire additional staff to coordinate use of vehicles among various agencies
- Purchase replacement vehicles for continued service
- Paratransit connections to bus stops
- Fill in sidewalk gaps and provide enhanced pedestrian safety features in roadway design.

### **Strategy 3**

Obtain additional funding for transit by pursuing grant opportunities, creating partnerships with local governments, and establishing transit funding taskforces.

#### **Unmet Needs:**

- Insufficient funding for increased fixed-route frequencies
- Lack of spending per capita on transit in comparison to other states
- Lack of funding for transit operations
- Lack of 5310 funds for replacement vehicles

#### **Potential Projects:**

- Additional outreach workers to pursue partnership opportunities, such as Public Private Partnerships
- Mobility managers to administer grant processes
- Consider/develop countywide tax or fee structure for transportation and transit operations
- Host transportation forums to inform/educate the public on the benefits offered by public transportation and how transportation is funded.

### **Strategy 4**

Improve access to information about available transportation options and eligibility processes.

#### **Unmet Needs:**

- Lack of knowledge regarding programs
- Insufficient education on available services, various programs, and eligibility requirements

#### **Potential Projects:**

- Joint transportation forums
- Senior center programs
- Travel training programs
- Employer training programs
- Centralized one-stop centers as referenced in strategy 6 below.

### **Strategy 5**

Create a network of transportation options that provides enhanced personal service for the blind, deaf, and disabled.

#### **Unmet Needs:**

- More personal door-to-door service for the needs of the persons with disabilities
- Lack of volunteer drivers
- Lack of immediate transportation services for the elderly
- Lack of sensitivity towards the elderly and persons with disabilities that are transit users
- Insurance requirements for volunteer drivers can be expensive and onerous to secure

#### **Potential Projects:**

- Implement new or expanded existing volunteer driver programs to provide transportation at various times
- Implement volunteer driver programs that can provide personal, door-to-door, and door-through-door services
- Implement circulators or flex route service in communities with moderate to high elderly and/or persons with disabilities populations
- Sensitivity training programs for public transportation and paratransit drivers
- Lobby for legislative changes to address insurance requirements for volunteer drivers

### **Strategy 6**

Establish a centralized location that provides information, training, and materials explaining the available transportation options in the TBARTA region.

#### **Unmet Needs:**

- No centralized one-stop center with one eligibility process for all applications
- Lack of real-time bus information for those without access to smart phones
- Some counties do not have brochures or materials containing information on all available programs

#### **Potential Programs:**

- Hire additional staff to provide information on the available transportation services and coordinate eligibility
- Hire a mobility management coordinator to review eligibility criteria for all programs and implement a consolidated application and/or eligibility process
- Implement a travel training program that provides information and training on how to use the available transportation services
- Continue to improve and market TBARTA's centralized one-stop center
- Establish an automatic call system for real time bus information, including information on delays
- Develop brochures and/or materials for each county or region describing available transportation programs

### **Strategy 7**

Improve Americans with Disabilities Act (ADA) accessibility and mobility throughout the TBARTA region.

#### **Unmet Needs:**

- Lack of accessible vehicles in the provision of private transportation services
- Lack of connecting sidewalks for the elderly and persons with disabilities to access transit services
- Insufficient access to existing transit services due to non-ADA compliant bus stops and/or bus shelters that were constructed prior to and have not been renovated since the ADA act
- Lack of flexibility in the requirements for users of the paratransit system qualified under the ADA program to also use the fixed-route system

#### **Potential Projects:**

- Purchase accessible vehicles for use in taxi, ridesharing, and vanpools
- Operate accessible vehicles for use in taxi, ridesharing, and vanpools
- Implement voucher program to subsidize rides for taxi trips or trips provided by other private providers to the elderly and persons with disabilities
- Implement circulators or flex routes with fully ADA-accessible transit infrastructure
- Improve accessibility through sidewalks, curb cuts, and bus pads/shelters

### **Strategy 8**

Improve mobility and accessibility to transportation options in rural areas and areas without public transportation.

#### **Unmet Needs:**

- Limited transportation options in rural areas and areas without public transportation
- Lack of public transit vehicle access to MacDill Air Force Base
- Lack of fixed-route service to certain areas of the TBARTA region

#### **Potential Projects:**

- Implement increased transportation services that connect rural and urban areas that can utilize NF and JARC program funds for urbanized and rural areas
- Implement voucher program to subsidize rides for taxi trips or trips provided by private operators
- Implement Circulators or flex routes connecting less urban communities to existing fixed-route service
- Increase vanpools/carpools
- Establish a car loan program to assist with purchasing and maintaining vehicles for shared rides to employment
- Market the Commuter Services programs in FDOT Districts 1 and 7
- Expand fixed-route services

**Strategy 9**

Expand the availability of transportation options to provide additional trips for older adults, people with disabilities, and individuals with lower incomes.

**Unmet Needs:**

- Adult daycare trips and medical trips are needed for the elderly
- Insufficient subsidized or in-kind transportation services for low-income seniors
- Lack of volunteer drivers
- Insufficient shopping, recreational, and employment trips on the paratransit systems
- High taxi fares
- Hillsborough Public Transportation Commission regulations impact taxis and volunteer drivers

**Potential Projects:**

- Expand the paratransit system and specialized transportation services to adult daycares, medical facilities, and dialysis centers throughout the region and to frequently utilized sites outside of the service area where comparable services are not provided within the service area
- Increase programs to recruit volunteer drivers
- Expand the paratransit system beyond the ADA-required area at needed times
- Implement vanpool programs to and from employment sites that are not accessible utilizing the existing transportation options
- Increase fixed-route headways for more frequent service to alleviate reliance on higher cost taxi service
- Purchase additional vehicles for expanded service



TBARTA 2015

# Regional Transportation Master Plan

Transportation Demand Management Technical Memorandum

AUGUST 2015



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## 1.0 INTRODUCTION

The Tampa Bay Area Regional Transportation Authority (TBARTA) was created by the Florida State Legislature in 2007 to develop and implement a Regional Transportation Master Plan for the seven-county West Central Florida area covering Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, and Sarasota Counties. The Master Plan outlines improvements for a balanced transportation system to improve mobility of passengers and freight.

Planning for the region requires a strong partnership between TBARTA and the transportation and planning agencies around Tampa Bay. TBARTA and its partners agree now is the time to move forward with a regional transportation vision and begin implementing a cohesive plan that balances the movement of passengers and freight.

### 1.1 UPDATING THE MASTER PLAN

The 2015 Master Plan Update was developed by TBARTA's Board and Committees in collaboration with the West Central Florida Metropolitan Planning Organizations (MPOs) Chairs Coordinating Committee (CCC) — representing each of the region's MPOs. The 2015 Update ensures consistency with the MPOs' Long Range Transportation Plans (LRTPs) and updates the CCC's Regional LRTP.

The 2015 Master Plan Update is organized into two components: the Regional LRTP and the TBARTA Vision. The Regional LRTP reflects regional projects adopted by each MPO and the Vision includes near-term priorities for implementation.

Figure 1-1: Organization of the Master Plan

#### 2040 Regional Transportation Plan

- Regional Cost Feasible
  - Transit Projects
  - Roadway Projects
  - Freight Projects
  - Trail Projects
- Longer Range Needs

#### TBARTA Priorities

- Priorities
- Future Priorities

### 1.2 ABOUT THIS DOCUMENT

The Master Plan Transportation Demand Management Plan evaluates regional needs and opportunities for managing transportation demand and identifies proposed regional strategies. This Technical Memorandum describes the Transportation Demand Management objectives, process, performance, and strategies in support of the 2015 Master Plan Update. This update began November 2014 and was adopted by the TBARTA Board on June 12, 2015. This memorandum is one of several documents that describe in detail the steps taken to complete the 2015 Master Plan Update. The Master Plan Transportation Demand Management Plan considers the following:

- Consistency with the CCC's Regional Congestion Management Process (CMP) Handbook
- Existing regional transportation demands and recommend strategies
- Impact of the Master Plan projects on regional transportation demand

## 2.0 TBARTA TDM PLAN

This is the first TBARTA Master Plan to include a regional Transportation Demand Management (TDM) Plan. The term “congestion management” has also been commonly used and is closely associated with TDM. Addressing transportation demand at the regional level can be challenging when congestion issues and solutions are often localized – such as improved intersections, access to job or activity destinations, and the alike. Developing a regional plan to measure and address demand will support partner agencies as they implement strategies locally while working towards coordinated regional strategies to manage regional travel.

### 2.1 BACKGROUND

To coordinate regional transportation plans and enhance regional mobility, the Master Plan TDM plan incorporates established practices defined by partner agencies that provide a foundation for a consolidated regional approach and serve as a resource for communities within the region.

#### 2.1.1 WEST CENTRAL FLORIDA MPOS CHAIRS COORDINATING COMMITTEE

The CCC is responsible for coordinating regional transportation planning for the eight-county West Central Florida region. The CCC is comprised of the chairpersons from the following MPOs and Transportation Planning Organization (TPO):

- Hernando/Citrus MPO
- Hillsborough MPO
- Pasco County MPO
- Pinellas County MPO
- Polk TPO
- Sarasota/Manatee MPO

The *CCC Regional Congestion Management Plan, Policy and Procedures Handbook (CMP Handbook)* completed in 2012, developed goals and recommended performance measures for managing regional transportation demand, and are the foundation for this Master Plan’s TDM approach.

TBARTA builds upon the CCC’s momentum by evaluating and comparing the region’s current transportation demands with the procedures used in the CCC’s CMP Handbook. This is accomplished by analyzing trends, creating a baseline, identifying opportunities for improvement, and offering appropriate, implementable solutions.

#### 2.1.2 TAMPA BAY TRANSPORTATION MANAGEMENT AREA

The Tampa Bay Transportation Management Area (TMA) is comprised of the urbanized areas of Tampa Bay with populations greater than 200,000 as determined by the 2010 Census. The Tampa Bay TMA encompasses Hillsborough, Pasco, and Pinellas Counties<sup>1</sup> with notable portions of Hillsborough and Pasco counties located outside of the TMA boundary. The Tampa Bay TMA Leadership Group provides direction and leadership for transportation within the Tampa Bay TMA boundary.

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<sup>1</sup> Source: 2010 US Census

Federal requirements state that the transportation planning process in a TMA shall address congestion management, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.

TBARTA and the Master Plan will continue to support the TMA in addressing transportation demand strategies while coordinating on project priorities.

### **2.1.3 FEDERAL GUIDANCE**

Federal guidance for the development of a TDM or CMP recommends multimodal system performance measures and strategies that can be reflected in the area MPOs' LRTPs and the Transportation Improvement Programs (TIPs). The level of system performance deemed acceptable by state and local transportation officials may vary by type of transportation facility, geographic location (metropolitan area or subarea), and/or time of day. In addition, consideration should be given to strategies that manage demand, reduce single occupant vehicle (SOV) travel, and improve transportation system management and operations. Where the addition of general purpose lanes is determined to be an appropriate congestion management strategy, explicit consideration is to be given to incorporate appropriate features into the SOV project to facilitate future demand management strategies and operational improvements that will maintain the functional integrity and safety of those lanes.<sup>2</sup>

The federal requirements recommend an eight-step process for CMPs:

1. Develop Regional Objectives
2. Define Regional CMP network
3. Develop Multimodal Performance Measures
4. Collect Data/Monitor System Performance
5. Analyze Congestion Problems and Needs
6. Identify and Assess Strategies
7. Program and Implement Strategies
8. Evaluate Strategy Effectiveness

## **2.2 CCC CONGESTION MANAGEMENT PROCESS**

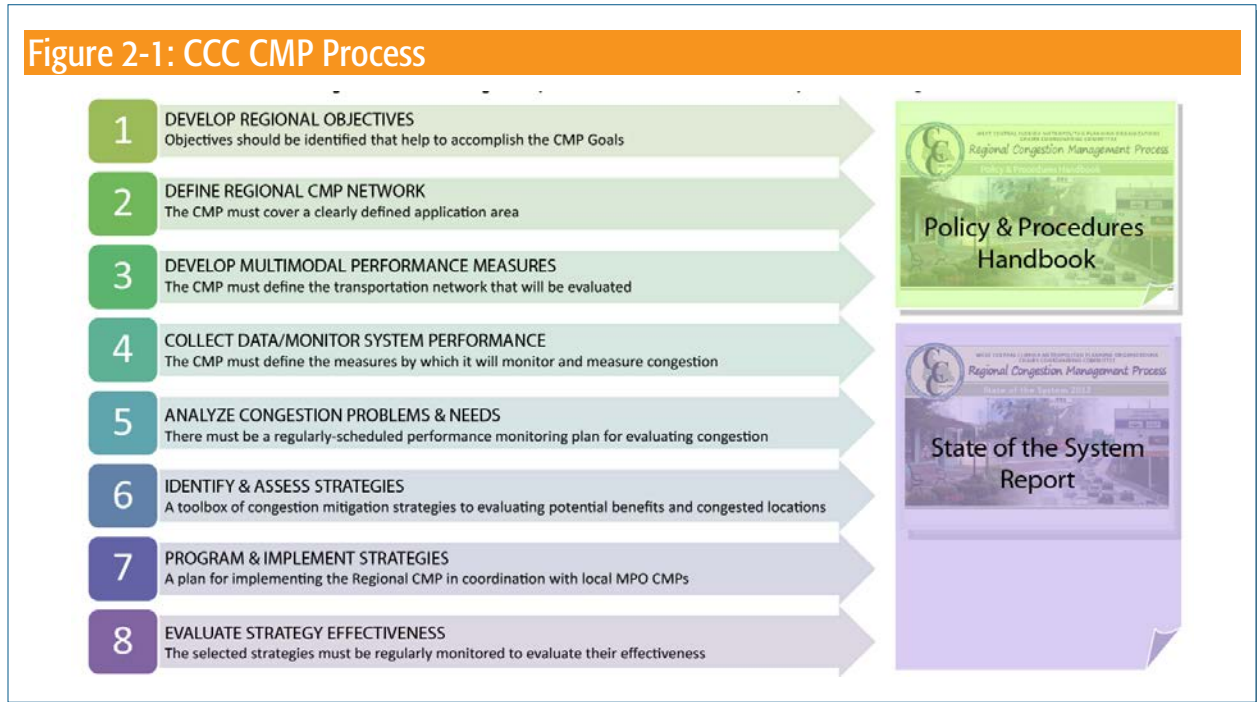
The CCC CMP Handbook, following federal guidelines, recommends the steps shown in **Figure 2-1** when conducting regular CMP monitoring and strategy selection.

The CCC's CMP Handbook defined steps one through three. The CCC's State of the System Report was completed in 2012, addressing steps four through eight. However, it focused on comparing the Tampa Bay region to other peer regions in the country. The 2015 Master Plan addresses steps four through eight by evaluating current trends. In contrast to the CCC's State of the System Report, the Master Plan's focus is on identifying TDM strategies for Tampa Bay's regional travel markets and most congested corridors. TBARTA's TDM plan also establishes the baseline for future measurements.

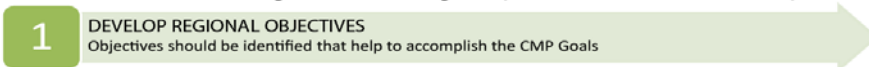
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<sup>2</sup> Section 450.320 – Statewide Transportation Planning; Metropolitan Transportation Planning; Final Rule

Figure 2-1: CCC CMP Process



### 2.2.1 GOALS AND OBJECTIVES



As defined by the CMP Handbook and incorporated into the Master Plan, **Table 2-1** details the regional TDM/CMP Goals and Objectives.

Table 2-1: Recommended TDM/CMP Goals and Objectives

#### GOAL: Support the Region’s Economy

- **Minimize Congestion** - Address congestion by minimizing the effect of unscheduled incidents, reducing the frequency and severity of automobile crashes, focusing on the highest crash areas, and improving travel times
- **Optimize Goods Movement** - Improve peak-hour operations; reduce peak-hour demand on major roadways
- **Improve Access to Jobs** - Facilities and services within proximity of employment and population centers

#### GOAL: Support the Region’s Quality of Life

- **Improve Safety** - Improve the safety and comfort of bicycling and walking trips
- **Expand Mode Choices** - Improve the attractiveness of transit and high-occupancy vehicle trips

### 2.2.2 REGIONAL TDM NETWORK

2

DEFINE REGIONAL CMP NETWORK  
The CMP must cover a clearly defined application area

This Master Plan Update consolidates the CCC's Regional LRTP to create one regional transportation plan. As a result, the TBARTA TDM Network is also consistent with the Master Plan's regional Transit, Roadway, Freight, and Multi-use Trails Networks. The individual networks are described in detail in the *Regional Transportation Master Plan Context Technical Memorandum*.

### 2.2.3 MULTIMODAL PERFORMANCE MEASURES

3

DEVELOP MULTIMODAL PERFORMANCE MEASURES  
The CMP must define the transportation network that will be evaluated

Performance measures are used to guide data collection and track trends by making continual and consistent comparisons over time and through rounds of project and/or program implementation. The performance measures outlined in the CCC's CMP Handbook are used to form a comprehensive range of measurements with readily available data, both current and future estimates. Please note that at the time of the Master Plan Update, 2040 data is only available for FDOT District Seven counties (Citrus, Hernando, Hillsborough, Pasco, and Pinellas).

The Master Plan TDM performances measures include:

- **Regional Transit Performance**
  - Passenger Trips
  - Revenue Hours
  - Passenger Trips per Revenue Hours
  - Annual vehicle hours
  - Vehicles Operated in Maximum Service
  - One-year Operations and Maintenance Costs
  - One-year Capital Costs
  - Share of Jobs Reachable via Transit in 90 Minutes
- **Roadway Performance**
  - Congested Travel
  - Congested System
  - Annual Hours of Delay per Auto Commuter
  - Truck Congestion Cost
  - Annual Congestion Cost per Auto Commuter
  - Roadway Congestion Index
- **Safety Performance**
  - Average Annual Pedestrian Deaths per 100,000 Population
  - Fatality Rates by County

### 3.0 CURRENT TRANSPORTATION DEMAND

Using the defined performance measures from the CCC CMP Handbook, the 2015 Master Plan evaluates both the transportation demand trends for counties within the Tampa Bay region and the current ten most congested corridors in the region. This evaluation uses information sources as recommend by the CCC’s Handbook, as well as recent travel demand forecasting data developed for the 2040 LRTPs. Due to the MPO LRTP adoption cycle, travel demand data was available for FDOT District Seven MPOs (Hernando/Citrus, Pasco, Pinellas, and Hillsborough), but data is not yet available for District One MPOs (Polk and Sarasota/Manatee) at the time of this report.

#### 3.1 TRANSPORTATION DEMAND BY COUNTY

**4** COLLECT DATA/MONITOR SYSTEM PERFORMANCE  
 The CMP must define the measures by which it will monitor and measure congestion



**Table 3-1** highlights transportation demand, expressed as congestion by county. **Table 3-2** illustrates crash rates and **Table 3-3** details current transit service by county.

**Table 3-1: Current Congestion by County**

County	Congested Travel (% of Peak VMT)	Congested System (% of Lane Miles)	Annual Hours of Delay per Auto Commuter	Truck Congestion Cost (\$ millions)	Annual Congestion Cost per Auto Commuter	Roadway Congestion Index
Citrus	NA	NA	NA	NA	NA	NA
Hernando	NA	NA	NA	NA	NA	NA
Hillsborough	70	66	38	\$246 M	\$791	1.20
Manatee	62	57	21	\$41 M	\$444	1.12
Pasco	NA	NA	NA	NA	NA	NA
Pinellas	70	66	38	\$246 M	\$791	1.20
Polk	NA	NA	NA	NA	NA	NA
Sarasota	62	57	21	\$41 M	\$444	1.12

Source: Texas Transportation Institute, Urban Mobility Information, 2011 data.



**Table 3-2: Current Crashes by County**

County	Average Annual Pedestrian Deaths per 100,000 Population (2008 – 2012)	Vehicle Crash Fatality Rates per 1,000 population (2011-13)	Vehicle Crash Fatality Counts (2011-2013, sum)
Citrus	NA	17.2%	70
Hernando	NA	15.8%	88
Hillsborough	2.97	12.5%	486
Manatee	NA	11.7%	115
Pasco	NA	14.3%	215
Pinellas	2.97	10.7%	316
Polk	NA	15.2%	277
Sarasota	NA	10.1%	115

Source: Smart Growth America, 2014 report. Florida Department of Health, Florida Charts.com, Dataviewer.

**Table 3-3: Current Transit Service by County**

County Service Provider	Trips/ Revenue Hour (fixed route)	Annual Vehicle Hours	Vehicles Operate d in Max Service	One-Year Operation & Maintenance Costs	One-Year Capital Costs	% of Jobs Reachable by Transit in 90 Minutes
<b>Citrus</b>	N/A	N/A	N/A	N/A	N/A	N/A
<b>Hernando</b> The Hernando Express	7.13	18,331	9	\$1,354,072	\$143,764	N/A
<b>Hillsborough</b> Hillsborough Area Regional Transit	24.44	699,709	197	\$64,872,711	\$32,033,108	16.3%
<b>Manatee</b> Manatee County Area Transit	20.67	126,554	41	\$10,236,357	\$1,777,467	24.2%
<b>Pasco</b> Pasco County Public Transportation	14.09	109,525	66	\$6,715,057	\$1,521,757	N/A
<b>Pinellas</b> Pinellas Suncoast Transit Authority	22.44	739,645	292	\$61,120,554	\$15,555,810	16.3%
<b>Polk</b> Lakeland Are Mass Transit District and Citrus Connection	15.30	121,982	59	\$7,636,616	\$1,131,265	N/A
<b>Sarasota</b> Sarasota County Area Transit	15.37	282,287	108	\$21,671,592	\$1,095,686	24.2%

Source: National Transit Database, 2013 data, Brookings Institute, Missed Opportunity: Transit and Jobs in Metropolitan America, 2011.

### 3.2 MOST CONGESTED CORRIDORS

5

#### ANALYZE CONGESTION PROBLEMS & NEEDS

There must be a regularly-scheduled performance monitoring plan for evaluating congestion

As defined in the *Activity Centers and Travel Markets Technical Memorandum*, there are nine regional travel markets or primary regional travel corridors between several centers of employment and activity. These travel markets carry most of the region’s traffic, and unsurprisingly most congestion is found in these travel markets.

**Table 3-4** describes today’s top ten most congested regional corridors, listed in order from most congested to tenth most congested corridor. The current regional roadway system was evaluated with a modeling tool that compares a road’s capacity and the estimated traffic it carries during rush hour. Roadway capacity is measured by a volume to capacity ratio value whereas a ratio of 1.00 means that the facility is at its designed capacity. A value greater than 1.00 means the roadway is over capacity and will experience greater delay.

Volume to capacity ratios reflect data generated by FDOT District Seven regional travel demand forecasts developed for Hernando/Citrus, Hillsborough, Pasco, and Pinellas MPOs’ 2040 LRTPs for 2010.

**Table 3-4: Current Top Ten Congested Corridors**

Rank	Corridor	Regional Travel Market	Volume to Capacity Ratio
1	US 19	Pinellas/Pasco	1.03
2	Roosevelt Blvd Ext.	Pinellas/Hillsborough/Pasco	1.02
3	McMullen Booth Rd	Pinellas/Pasco	1.01
4	SR 60/Kennedy Blvd	Pinellas/Hillsborough	1.00
5	SR 580	Pinellas/Hillsborough	0.90 - 0.95
6	I-275	Pinellas/Hillsborough	0.94
7	US 19	Pinellas/Pasco, Pasco/Hernando	0.94
8	SR 60/Adamo Dr	Hillsborough/Polk	0.9 - 0.93
9	SR 54	Pasco/Hernando	0.91
10	US 41	Pasco/Hillsborough	0.86

Source: Tampa Bay Regional Planning Model, 2014

## 4.0 REGIONAL TDM STRATEGIES “TOOLBOX”

6

### IDENTIFY & ASSESS STRATEGIES

A toolbox of congestion mitigation strategies to evaluating potential benefits and congested locations

The CCC’s CMP Handbook identifies corridor-based strategies that address transportation demand. Referencing the guidance provided by the Handbook, the Master Plan incorporates these strategies as described below.

### 4.1 REDUCE VEHICLE MILES AND INCREASE VEHICLE OCCUPANCY

These strategies aim to reduce the number of miles traveled by single occupant motor vehicles and encourage users to share trips (increasing average vehicle occupancy); lessening the demand on our roadways.

- **Managed Lanes (Express Lanes):** a general term for various roadway management strategies using special use lanes separated from general use travel lanes by structural or visual barrier; includes high occupancy vehicle, (HOV), high occupancy toll, (HOT), and congestion priced lanes
- **Congestion Pricing:** system of roadway tolls during traditional peak periods that can be either static prices or vary depending upon traffic conditions
- **Alternative Work Hours:** staggered work hours to smooth out the high volume of traffic in the traditional morning and afternoon rush hours
- **Telecommuting:** uses technology to seamlessly work from home
- **Emergency Ride Home Programs:** provides an occasional subsidized ride to commuters who use alternative modes in case of emergency; for example, if a bus rider must return home in an emergency, or a carpooler must stay at work later than expected, this program would provide them an alternate way to get home
- **Alternative Mode Marketing and Education:** outreach to commuters through programming and events, often through places of work
- **Safe Routes to Schools Program:** creates safer, active ways to get students to school through strategies like building sidewalks and bicycle paths, reducing and enforcing speeds in school zones and neighborhoods, and addressing distracted driving  
It should be noted that TBARTA no longer receives funding for the Safe Routes to School Program.
- **Preferential or Free Parking for HOVs:** provide preferred parking spaces or parking fee discounts to rideshare vehicles as an incentive
- **Land Use/Growth Management Strategies:** includes policies and regulations that would decrease the total number of auto trips and trip lengths while promoting transit and non-motorized transportation options, such as infill, mixed-use, and transit oriented development as described by the *TBARTA Transit Oriented Development Resource Guide*
- **Ridesharing:** refers to carpooling and vanpooling, in which a vehicle carries additional passengers when making a trip, with minimal additional mileage; can be a service offered through formal ride matching or vanpool leasing
- **Park-and-Ride Lots:** parking facilities, often free or at reduced cost, at transit stations, bus stops, and near highway on-ramps, particularly at the urban fringe, to facilitate transit and rideshare use

- **Parking Management:** includes a variety of strategies that encourage more efficient use of existing parking facilities, improve the quality of service provided to parking facility users, and improve parking facility design

## 4.2 SHIFT VEHICLE TRIPS TO ALTERNATIVE MODES

Alternative mode strategies that encourage travelers to use modes of transportation other than single occupant motor vehicles reduce the number of vehicles miles traveled on regional roads, lessening demand on existing transportation facilities. Strategies include enhancing the attractiveness and effectiveness of public transit and increasing non-motorized mobility options. These strategies range from capital investments to service improvements.

- **Transit Capacity Expansion:** investment in expanded transit services (additional transit vehicles)
- **Increased Bus Route Coverage or Frequencies:** adding routes to expand the number of people and jobs with access and adding vehicles to reduce the time spent waiting for a bus
- **Premium Transit Implementation:** premium transit makes transit riding more convenient and more attractive with amenities like fewer stops, higher speeds, and more frequent service than local service using Bus Rapid Transit, light rail, modern streetcars, and other technologies (i.e., queue jumps or transit signal priority)
- **Real-Time Traveler Information on Transit Routes:** using technology and often smart phones to communicate when the next bus is approaching a particular stop or station. Benefits both passengers and agencies with increased predictability, less aggravation, and shorter wait times
- **Reduced Transit Fares:** lower transit rates for off-peak travel times, or for certain groups gives those with the choice another reason to choose transit
- **Exclusive Transit Right-Of-Way:** investment in dedicated travel lanes for transit vehicles, allowing the transit vehicle to by-pass congestion
- **New Sidewalk Connections:** filling gaps that prevent a comprehensive system and connections between where people live and where they want to go
- **Designated Bicycle Lanes on Local Streets:** enhancing the visibility of bicycle facilities increases the perception of safety and can be added to existing roadways through restriping
- **Improved Bicycle Facilities at Transit Stations and Trip Destinations:** providing bike racks, repair stations, and showers makes cycling more convenient as well as a solution to the first mile-last mile hurdle of transit
- **Improved Safety of Existing Bicycle and Pedestrian Facilities:** repairing damaged segments, signage, traffic control devices, curb cuts, curb extensions, median refuges, and raised crosswalks aimed to improve safety
- **Exclusive Non-Motorized Right-of-Way:** separated bicycle trails, walking paths, or multi-use trails separates non-motorized users from vehicle traffic
- **Complete Streets:** holistic approach to corridor design that balances all users including pedestrians, bicyclists, motorists, and transit; incorporating several of the strategies listed above

### 4.3 IMPROVE ROADWAY OPERATIONS

There are several new and emerging technologies to mitigate congestion while improving safety and environmental impacts. Typically, these systems are made up of many components working together to provide information and allow greater control of the operation of the transportation system.

- **Dynamic Messaging:** large, electronic signs typically used to display information about traffic conditions, travel times, construction, and road incidents
- **Advanced Traveler Information Systems:** any system that acquires, analyzes, and presents information to commuters and travelers; relevant information may include locations of incidents, weather and road conditions, optimal routes, recommended speeds, and lane restrictions
- **Integrated Corridor Management:** improving operations not only along a single corridor, but also along parallel and intersecting roadways, effectively managing available capacity across a coordinated network
- **Transit Signal Priority:** operational improvements that use technology to reduce dwell time at traffic signals for transit vehicles by holding green lights longer or shortening red lights
- **Traffic Signal Coordination:** using technology to get the greatest number of vehicles through the system with the fewest stops in a comfortable manner
- **Channelization:** separating or regulating conflicting intersection movements into defined paths of travel through the use of barriers or pavement markings
- **Intersection Improvements:** includes improving signal timing, removing elements that hinder sight distance, making drivers aware that they are approaching an intersection, improving bicycle or pedestrian facilities at the intersection, and adding dedicated turn lanes
- **Vehicle Use Limitations and Restrictions:** programs to limit or restrict vehicle use in downtown areas or other areas of emission or congestion concentration, particularly during periods of peak use
- **Improved Signage:** clearer, easy-to-read signs allow for confident travel
- **Geometric Improvements for Transit:** retrofitting existing facilities that allow transit vehicles better access, saving time and broadening ridership access
- **Intermodal Enhancements:** improvements that let travelers seamlessly connect to and change between cycling, riding transit, driving a personal vehicle, and walking
- **Goods Movement Management:** strategies of increasing the efficiency of freight and commercial transport including efficient access to highways and arterials, facilities, and time-of-day scheduling
- **Access Management Policies:** coordination between roadway design and land use to limit the number of driveways and intersections reducing the turning conflicts
- **Freeway Incident Detection and Management Systems:** coordinated programs that prevent, identify, and respond to disabled or crashed vehicles; may include centralized traffic management centers, video traffic surveillance, and emergency response teams

## 5.0 TBARTA TDM PLAN IMPLEMENTATION

7

PROGRAM & IMPLEMENT STRATEGIES  
A plan for implementing the Regional CMP in coordination with local MPO CMPs

The TBARTA Master Plan recognizes the need to manage regional congestion and transportation demand both now and in the future. As described in the *Regional Priorities Technical Memorandum* and *2040 Regional Transportation Plan Technical Memorandum*, TBARTA recommends the incremental investment in our transportation infrastructure starting with the adopted TBARTA priorities, followed by the Future Priorities, 2040 Projects, and Longer Range Projects. This four-step strategic investment plan is the basis for the 2015 Master Plan Update. However, these projects represent significant capital investments that, for the most part, either increase roadway capacity or expand regional transit service. The completion time for these projects varies, ranging from five years to 25 years.

In an effort to reduce congestion today, TBARTA is currently providing or supporting the following TDM strategies and services. A detailed description of these services and their performance can be found in the *Commuter and Transportation Disadvantaged Services Technical Memorandum*.

- Alternative Work Hours
- Telecommuting
- Emergency Ride Home Programs
- Alternative Mode Marketing and Education
- Ridesharing, Carpooling, and Vanpooling
- Other Commuter Services

Beyond the services described above, TBARTA will continue to work with agency partners, stakeholders, and other implementing agencies to define the appropriate TDM strategies that first improves conditions along the ten most congested corridors and then along the entire regional network.

### 5.1 BENEFITS OF THE 2015 MASTER PLAN

This document also evaluates the forecasted impact of TBARTA's Master Plan on future transportation demand. To do this, forecasts developed for the FDOT District Seven MPOs were compared before and after the implementation of the Master Plan's 2040 Regional Projects. The methodology for this comparison is as follows:

- **2040 Existing + Committed:** The "before" condition defined as the transportation demand resulting from population and employment growth anticipated to occur by 2040 using only the existing transportation system (including projects scheduled to be built with committed funds).
- **2040 Cost Feasible:** The "after" condition defined as the transportation demand resulting from population and employment growth anticipated to occur by 2040 with all of the Master Plan's 2040 Regional Projects constructed.

**Table 5-1** highlights the anticipated top ten regional congested corridors in 2040 and the impact the Master Plan would have on transportation demand. SR 54/56 and SR 52 in Pasco County are anticipated to become the most congested by 2040. **Table 5-2** summarizes the

Master Plan’s impact on congestion for all of the FDOT District Seven counties; showing an anticipated reduction in congestion of more than 500,000 hours. **Table 5-3** shows the estimated safety performance. The Cost Feasible projects are estimated to save 18 lives each year in the Tampa Bay region. Future transit performance is shown in **Tables 5-4** and **5-5**. Following Pinellas County’s unsuccessful transit referendum in 2014, performance has been negatively impacted. While most counties forecast more service to more riders, PSTA was forced to scale back its future service due to funding constraints. This forecast may change as more planning is conducted and other funding sources are secured.

**Table 5-1: Top Ten Congested Corridors in 2040**

Rank	Corridor	Travel Market	2040 E+C V/C Ratio	2040 CF V/C Ratio
1	SR 54/56	Pasco	1.13 - 1.35	0.83 - 1.23
2	SR 52	Pasco	1.23	1.07
3	US 41	Pasco/Hillsborough	1.16 - 1.21	0.92 - 1.19
4	SR 60	Hillsborough	1.05 - 1.18	0.96 - 1.13
5	SR 50	Hernando	1.16	0.93
6	US 301	Hillsborough	1.15	1.13
7	US 92	Pinellas/Hillsborough	1.14	0.87
8	SR 580	Hillsborough	1.06 - 1.10	1.02 - 1.05
9	I-275	Pinellas/Hillsborough	1.10	0.98
10	SR 574 (MLK)	Hillsborough	1.08	1.03

**Table 5-2: Anticipated Changes in Congestion (2040, FDOT District Seven Counties)**

	2040 Existing + Committed	2040 Cost Feasible	Change
	Daily	Daily	Daily
<b>Total Delay Due to Congestion (Vehicle Hours)</b>	1,610,399	1,095,278	-515,121
<b>Total Congested Speed (MPH)</b>	27.86	29.47	1.6
<b>Total Vehicle Hours Traveled in Congestion</b>	4,387,283	3,788,221	-599,062

**Table 5-3: Estimated Future Safety Performance**

	2040 Existing + Committed		2040 Cost Feasible		Change	
	Daily	Annual	Daily	Annual	Daily	Annual
TOTAL FATALITIES	1.72	516	1.66	498	-0.1	-18.0

**Table 5-4: Estimated Future Transit Performance**

Operator	2040 Existing + Committed			2040 Cost Feasible		
	Passengers	Daily Passenger		Passengers	Daily Passenger	
		Miles	Hours		Miles	Hours
Hillsborough	68,101	203,686	14,823	138,599	484,511	27,371
Pinellas	91,412	318,445	19,239	55,386	207,383	12,409
Pasco	3,545	12,117	699	18,989	85,855	3,763
Hernando	483	1,983	107	3,480	13,445	736
Citrus	281	1,444	56	684	3,790	150
<b>All Operators</b>	<b>163,822</b>	<b>537,674</b>	<b>34,924</b>	<b>217,138</b>	<b>794,983</b>	<b>44,428</b>

**Table 5-5: Estimated Future Transit Performance Continued**

Delta Change of 2040 Existing + Committed Compared to 2040 Cost Feasible			
Operator	Change in Passengers	Change in Daily Passenger	
		Miles	Hours
Hillsborough	70,498	280,825	12,547
Pinellas	-36,026	-111,062	-6,830
Pasco	15,444	73,738	3,064
Hernando	2,997	11,462	629
Citrus	403	2,346	94
<b>All Operators</b>	<b>53,316</b>	<b>257,309</b>	<b>9,504</b>



TBARTA 2015

# Regional Transportation Master Plan

Air Quality Technical Memorandum

AUGUST 2015



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## 1.0 INTRODUCTION

The Tampa Bay Area Regional Transportation Authority (TBARTA) was created by the Florida State Legislature in 2007 to develop and implement a Regional Transportation Master Plan (Master Plan) for the seven-county West Central Florida area covering Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, and Sarasota Counties. The Master Plan outlines improvements for a balanced transportation system to improve mobility of passengers and freight.

Planning for the region requires a strong partnership between TBARTA and the transportation and planning agencies around Tampa Bay. TBARTA and its partners agree now is the time to move forward with a regional transportation vision and begin implementing a cohesive plan that balances the movement of passengers and freight.

### 1.1 UPDATING THE MASTER PLAN

The 2015 Master Plan Update was developed by TBARTA's Board and Committees in collaboration with the West Central Florida Metropolitan Planning Organization (MPO) Chairs Coordinating Committee (CCC) — representing each of the region's MPOs. The 2015 Update ensures consistency with the MPOs' Long Range Transportation Plans (LRTPs) and updates the CCC's Regional LRTP.

The 2015 Master Plan Update is organized into two components: the Regional LRTP and the TBARTA Vision. The Regional LRTP reflects regional projects adopted by each MPO and the Vision includes near-term priorities for implementation.

Figure 1-1: Organization of 2015 Master Plan

#### 2040 Regional Transportation Plan

- Regional Cost Feasible
  - Transit Projects
  - Roadway Projects
  - Freight Projects
  - Trail Projects
- Longer Range Needs

#### TBARTA Priorities

- Priorities
- Future Priorities

### 1.2 ABOUT THIS DOCUMENT

This Technical Memorandum describes the Tampa Bay Region's air quality and related air quality policies that may affect regional transportation and the Master Plan Update. The process for developing the 2015 Master Plan Update began November 2014 and was adopted by the TBARTA Board on June 12, 2015. This memorandum is one of several documents that describe in detail the steps taken to complete the 2015 Master Plan Update and its integration with and impact on air quality.

## 2.0 BACKGROUND

While not required by legislation to do so, TBARTA first addressed air quality as a significant regional issue as a part of the 2011 Master Plan Update. The 2015 Master Plan Update focuses on the impacts of air pollution caused by transportation. The Tampa Bay region is currently in “attainment”<sup>1</sup> with the National Ambient Air Quality Standards (NAAQS) set forth by the U.S. Environmental Protection Agency (USEPA), with the exception of lead (Pb) and sulfur dioxide (SO<sub>2</sub>).<sup>2</sup> Changes to the NAAQS have been discussed in recent years and are expected soon. By anticipating these changes, TBARTA is working to create a plan for a transportation system that will provide long-term solutions to improve air quality, both with large, system-wide proposals and smaller, incremental projects. The following sections focus on air pollution and Greenhouse Gas (GHG) emissions; each heavily impacted by regional transportation decisions.

### 2.1 TRANSPORTATION’S AFFECT ON AIR QUALITY

Air pollutants are generally considered a risk to health (i.e., causing respiratory illness), and GHG emissions have gained attention because they trap heat in the atmosphere. Historically, GHG emissions have not been regulated under the Clean Air Act (CAA) as “air pollutants.” In 2007, the U.S. Supreme Court clarified that CO<sub>2</sub>, a GHG, is an “air pollutant” subject to regulation under the CAA.

In recent years, research has been forthcoming on the relationship between GHG emissions and global climate change.<sup>3</sup> Scientific research has not quelled the debate as to whether man-made GHG emissions contribute to climate change; however, the general consensus is that reducing GHG emissions is a positive step for preserving our planet.

In the U.S., the transportation sector accounts for 27 percent of all GHG emissions.<sup>4</sup> For example, carbon dioxide (CO<sub>2</sub>) is a byproduct from our vehicles produced from the combustion of gasoline. Ground-level O<sub>3</sub>, an air pollutant, is produced when nitrogen oxides and volatile organic compounds emitted from our vehicles react with sunlight.

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<sup>1</sup> The USEPA designates areas as either meeting (attainment) or not meeting (nonattainment) the NAAQS. An area with measured pollutant concentrations which are lower than the NAAQS is designated as an attainment area and an area with pollutant concentrations that exceed the NAAQS is designated as a nonattainment area. Areas that are in transition back to attainment are designated as maintenance areas. Ozone nonattainment areas are further classified as extreme, severe, moderate, or marginal. An area is designated as unclassifiable when there is a lack of sufficient data to form the basis of an attainment status determination.

<sup>2</sup> Partial areas of Hillsborough Counties are nonattainment for the sulfur dioxide (SO<sub>2</sub> 2010) and lead (Pb) standard. For additional information on Florida’s nonattainment/maintenance status visit: [http://www.epa.gov/airquality/greenbook/anayo\\_fl.html](http://www.epa.gov/airquality/greenbook/anayo_fl.html).

<sup>3</sup> “For over the past 200 years, the burning of fossil fuels such as coal and oil, deforestation, land-use changes, and other sources have caused the concentrations of heat-trapping “greenhouse gases” to increase significantly in our atmosphere “. (NOAA 2014) Greenhouse gases in the atmosphere absorb some of the energy being radiated from the Earth’s surface and then re-radiate this energy with some returning to the surface of the Earth, acting like a blanket that makes the Earth’s surface warmer than it would be otherwise. (USEPA, National Greenhouse Gas Emissions Data, <http://www.epa.gov/climatechange/ghgemissions/usinventoryreport.html>).

<sup>4</sup> USEPA, National Greenhouse Gas Emissions Data, *Draft Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2013*, February 2015, <http://www.epa.gov/climatechange/ghgemissions/usinventoryreport.html>.

## 2.2 TBARTA'S ROLE

Since transportation is linked to air quality, TBARTA and the Master Plan are important for developing long-term air quality solutions. The Master Plan and the recommended regional transportation investments, which include multimodal and transportation demand management solutions, positions the Tampa Bay region for any potential changes in air quality standards and works to improve air quality in the Tampa Bay area.

For example, the USEPA proposed to strengthen the ground-level O<sub>3</sub> standard to improve public health and welfare on November 25, 2014. Depending upon the standard adopted, some or all of TBARTA's member counties may be noncompliant. When or if this occurs, steps need to be taken to plan for and implement measures that reduce pollution.

In the transportation sector, the traditional approach to air quality conformity has focused on the combined ameliorative impacts of smaller, near-term projects. This approach, while legally sufficient, has not addressed the need for systemic, transportation investments that result in lasting improvements to air quality. Strategies to reduce GHG emissions focus on cleaner fuels, more efficient vehicles, and a reduction in vehicle miles traveled (VMT).

TBARTA is actively involved in short-term solutions for reducing VMT by providing vanpooling, and the agency supports carpooling and telecommuting. TBARTA is planning for longer-term solutions that include increasing public transit use and allowing land use to support multimodal (i.e. non-car dependent) lifestyles. An issue is that existing transportation dollars are in short supply, and the ongoing need to reduce traffic congestion now keeps demand for traditional projects such as road expansions high. Ultimately, there is no magic solution for making easy decisions on infrastructure priorities, but TBARTA must be a regional voice for transportation solutions that incrementally meet our long-term needs.

### 2.2.1 CCC WEST CENTRAL FLORIDA AIR QUALITY COORDINATING COMMITTEE

Each state with a multi-MPO nonattainment or maintenance area must determine how to develop motor vehicle emissions budgets (MVEBs), which identifies the allowable on-road emissions levels to attain air quality standards. The state may choose to develop a single MVEB for the entire multi-MPO area within the state, develop separate sub area budgets for each MPO, or a subset in the multi-MPO area within the state. Florida develops sub area budgets for the multi-MPO regions. The TBARTA region developed sub area budgets for the years 2005 and 2015, discussed in subsequent sections.

A key challenge in multi-MPO nonattainment and maintenance areas is the coordination of the conformity process between MPOs. Two distinct approaches exist for the conformity processes in these areas. One approach is that FDOT takes the lead in developing the conformity analysis. The other approach is that the MPOs use interagency consultation to coordinate the conformity analysis.

This interagency consultation on conformity analysis is led by the CCC's West Central Florida Air Quality Coordinating Committee (WCFAQCC). In the Tampa-St. Petersburg-Clearwater one-hour O<sub>3</sub> maintenance area, Pinellas and Hillsborough MPOs support the WCFAQCC by conducting travel demand and emissions modeling and coordinating their activities to ensure a smooth conformity process. The Florida Department of Environmental Protection (FDEP) and FDOT also play key roles in coordinating the conformity process for all of the MPOs in nonattainment and maintenance areas in Florida. The WCFAQCC will be reconvened based upon need. The potential for a change in the NAAQS would likely be such a need.

## 3.0 AIR POLLUTANTS

The Clean Air Act (CAA) requires the USEPA to set NAAQS for six common air pollutants, referred to as criteria pollutants. Regions that meet or exceed the NAAQS are classified as attainment areas; regions that fall below the NAAQS are classified as nonattainment. The six common air pollutants consist of carbon monoxide (CO), lead (Pb), nitrogen oxides (NO<sub>x</sub>), O<sub>3</sub>, particulate matter (PM), and sulfur dioxide (SO<sub>2</sub>). Of the six pollutants, particulate matter and ground-level O<sub>3</sub> pose the most widespread health risks to humans and the environment.

### 3.1 CRITERIA POLLUTANTS

#### 3.1.1 CARBON MONOXIDE

CO is produced in urban environments primarily by the incomplete combustion of fossil fuels. CO concentrations can vary greatly over relatively short distances. In the environment, it may temporarily accumulate into localized "hot-spots", especially in calm weather conditions and during winter when CO forms easily and is chemically most stable. Elevated concentrations are typically along heavily traveled and congested roads and can impact human health.

#### 3.1.2 LEAD

Pb emissions in air are primarily associated with industrial sources and motor vehicles that use gasoline containing Pb additives. Most U.S. vehicles produced since 1975, and all produced after 1980, are designed to use unleaded fuel. As newer vehicles replace older ones, Pb emissions have substantially decreased and ambient concentrations of Pb have declined significantly. In 1996, the CAA banned the sale of the small amount of leaded fuel that was still available in some parts of the U.S. for use in on-road vehicles, concluding the 25-year effort to phase out Pb in gasoline. Exposure to Pb can cause damage to the nervous system.

#### 3.1.3 NITROGEN OXIDES AND VOLATILE ORGANIC COMPOUNDS

NO<sub>2</sub>, nitric oxide (NO), and nitrate radical (NO<sub>3</sub>) are collectively called oxides of nitrogen (NO<sub>x</sub>). These three compounds are interrelated, often changing from one form to another in chemical reactions. The main source of NO<sub>x</sub> is fuel combustion in motor vehicles and power plants. Reactions of NO<sub>x</sub> with other chemicals, such as volatile organic compounds (VOCs), can lead to O<sub>3</sub> formation. Additionally, secondary PM can be formed within the atmosphere from precursor gases, such as NO<sub>x</sub>. Exposure to NO<sub>2</sub> can lead to respiratory illness in humans.

#### 3.1.4 OZONE

O<sub>3</sub> is produced both in the earth's upper atmosphere and at ground level. O<sub>3</sub> occurs naturally in the upper atmosphere, where it forms a protective layer that shields the earth from the sun's harmful ultraviolet rays. Tropospheric, or ground-level O<sub>3</sub>, is not emitted directly into the air. Ground-level O<sub>3</sub> is produced by the reaction of VOCs and NO<sub>x</sub> in sunlight; therefore, ground-level O<sub>3</sub> levels are generally highest during warm-weather months. VOCs and NO<sub>x</sub> are consequently termed "ozone precursors," and their emissions are regulated. VOCs, which are a subset of hydrocarbons (HC), are released in industrial processes, mobile sources, and from the evaporation of gasoline, solvents, and other hydrocarbon-based compounds.

O<sub>3</sub> concentrations can reach levels that pose a risk to public health when the weather is sunny and hot with light winds. Even at relatively low levels, exposure to O<sub>3</sub> may cause inflammation and irritation of the respiratory tract, particularly during physical activity. O<sub>3</sub> can make the lungs more susceptible to infections, allergens, and other air pollutants. Groups that are most sensitive to O<sub>3</sub> include children and adults who are active outdoors, and people with respiratory disease such as asthma.

### 3.1.5 PARTICULATE MATTER

PM is emitted into the atmosphere from a variety of sources, including industrial facilities, power plants, and construction activity, as well as some natural sources. Gasoline-powered vehicles emit relatively small quantities of particles. Conversely, exhaust emitted from diesel-powered vehicles, especially heavy trucks and buses, contains large quantities of PM. PM can penetrate the human respiratory system, posing a health risk.

There are two regulatory standards for PM: less than or equal to 10 micrometers (denoted PM<sub>10</sub>) and less than or equal to 2.5 micrometers (denoted PM<sub>2.5</sub>). PM<sub>10</sub> forms as a result of incomplete fuel combustion, industrial processes, or wind erosion. PM<sub>2.5</sub> is characteristically formed from the combustion of fuel and other industrial processes.

### 3.1.6 SULFUR DIOXIDE

SO<sub>2</sub> is emitted into the atmosphere by both natural processes and man-made sources, such as the combustion of sulfur-containing fuels. A negative impact from SO<sub>2</sub> emissions is acid rain, which occurs when SO<sub>2</sub> reacts in the atmosphere with water, oxygen, and other chemicals.<sup>5</sup> SO<sub>2</sub> is produced by stationary sources as well as non-road diesel-powered sources such as diesel trains, marine vessels, and non-road equipment/vehicles. No significant quantities are emitted from mobile sources. In humans, the inhalation of elevated concentrations of SO<sub>2</sub> can cause respiratory diseases.

## 3.2 NATIONAL AMBIENT AIR QUALITY STANDARDS

Under the CAA, the USEPA establishes and enforces NAAQS intended to protect human health as well as human and environmental welfare. The USEPA instituted two types of NAAQS that fulfill these obligations relative to ambient (i.e., outdoor) air quality: primary and secondary standards. Primary standards are health-based standards. They serve to protect human health by concentrating on the health effects of those that are especially susceptible to poor air quality such as children, asthmatics, and the elderly. Secondary standards are welfare-based standards. They are designed to protect public welfare, which includes natural resources and commodities. **Table 3-1** summarizes the current NAAQS for the six criteria pollutants.

Many large sources of O<sub>3</sub> and PM do not emit these compounds directly, instead emitting precursor molecules which react in the ambient air to form the criteria pollutants through chemical transformations. For example, VOC in the ambient air readily reacts with NO<sub>x</sub> in the presence of sunlight to form O<sub>3</sub>. As such, regulators focus on reducing VOC and/or NO<sub>x</sub> to attain the O<sub>3</sub> NAAQS.

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<sup>5</sup> U.S. Environmental Protection Agency, What is Acid Rain? December 4, 2012, <http://www.epa.gov/acidrain/what/>

Table 3-1: National Ambient Air Quality Standards

Pollutant		Primary/ Secondary	Averaging Time	Level	Standard
Carbon Monoxide (CO) <sup>(1)</sup>		Primary	8-hour	9 ppm	Not to be exceeded more than once per year
			1-hour	35 ppm	
Lead (Pb) <sup>(2)</sup>		Primary and Secondary	Rolling 3 month average	0.15 µg/m <sup>3</sup> <sup>(7)</sup>	Not to be exceeded
Nitrogen Dioxide (NO <sub>2</sub> ) <sup>(3)</sup>		Primary	1-hour	100 ppb	98 <sup>th</sup> percentile, averaged over three years
		Primary and Secondary	Annual	53 ppb <sup>(8)</sup>	Annual mean
Ozone (O <sub>3</sub> ) <sup>(4)</sup>		Primary and Secondary	8-hour	0.075 ppm <sup>(9)</sup>	Annual fourth-highest daily maximum 8-hr concentration, averaged over three years
Particulate Matter (PM) <sup>(5)</sup>	PM-2.5	Primary	Annual	12 µg/m <sup>3</sup>	Annual mean, averaged over three years
		Secondary	Annual	15 µg/m <sup>3</sup>	Annual mean, averaged over three years
		Primary and secondary	24-hour	35 µg/m <sup>3</sup>	98 <sup>th</sup> percentile, averaged over three years
	PM-10	Primary and Secondary	24-hour	150 µg/m <sup>3</sup>	Not to be exceeded more than once per year on average over three years
Sulfur Dioxide (SO <sub>2</sub> ) <sup>(6)</sup>		Primary	1-hour	75 ppb <sup>(10)</sup>	99 <sup>th</sup> percentile of 1-hour daily maximum concentrations, averaged over three years
		Secondary	3-hour	0.5 ppm	Not to be exceeded more than once per year

Source: EPA, *National Ambient Air Quality Standards (NAAQS)*, 2015, <http://www.epa.gov/air/criteria.html>.

Notes: ppb = parts per billion, ppm = parts per million, µg/m<sup>3</sup> = micrograms per cubic meter of air.

Federal Registers: <sup>(1)</sup> 76 FR 54294, August 31, 2011; <sup>(2)</sup> 73 FR 66964, November 12, 2008; <sup>(3)</sup> 75 FR 6474, February 9, 2010 and 61 FR 52852, October 8, 1996; <sup>(4)</sup> 73 FR 16436, March 27, 2008; <sup>(5)</sup> 78 FR 3086, January 15, 2013; <sup>(6)</sup> 75 FR 35520, June 22, 2010 and 38 FR 25678, September 14, 1973.

<sup>(7)</sup> Final rule signed October 15, 2008. The 1978 lead standard (1.5 µg/m<sup>3</sup> as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

<sup>(8)</sup> The official level of the annual NO<sub>2</sub> standard is 0.053 ppm, equal to 53 ppb, which is shown here for the purpose of clearer comparison to the 1-hour standard.

<sup>(9)</sup> Final rule signed March 12, 2008. The 1997 O<sub>3</sub> standard (0.08 ppm, annual fourth-highest daily maximum 8-hour concentration, averaged over 3 years) and related implementation rules remain in place. In 1997, EPA revoked the 1-hour O<sub>3</sub> standard (0.12 ppm, not to be exceeded more than once per year) in all areas, although some areas have continued obligations under that standard ("anti-backsliding"). The 1-hour O<sub>3</sub> standard is attained when the expected number of days per calendar year with maximum hourly average concentrations above 0.12 ppm is less than or equal to 1.

<sup>(10)</sup> Final rule signed June 2, 2010. The 1971 annual and 24-hour SO<sub>2</sub> standards were revoked in that same rulemaking. However, these standards remain in effect until one year after an area is designated for the 2010 standard, except in areas designated nonattainment for the 1971 standards, where the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standard are approved.

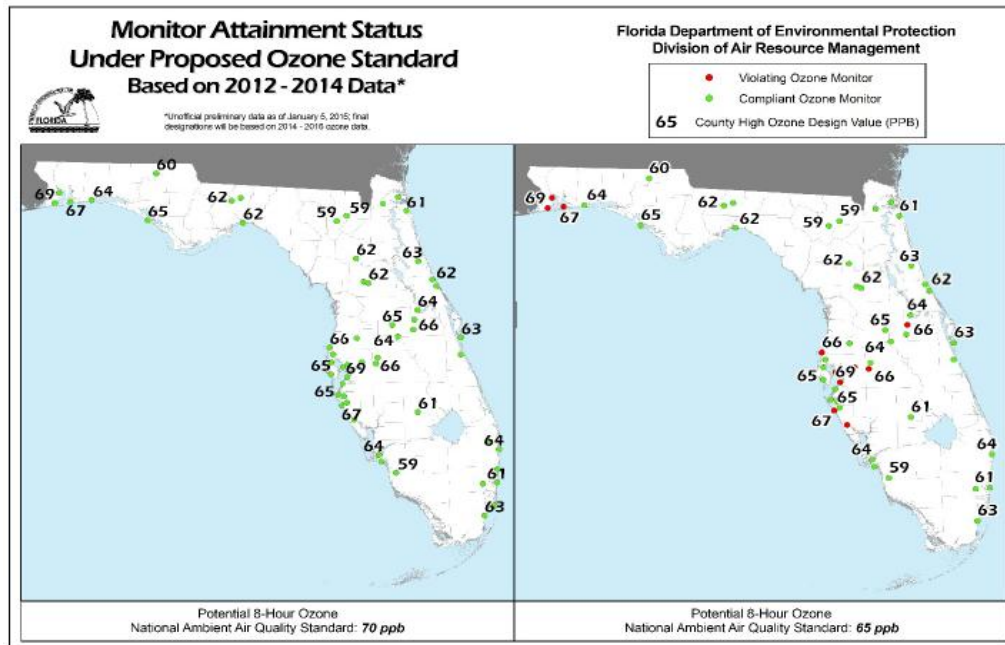


### 3.3 OZONE STANDARDS

On November 25, 2014, the USEPA proposed to revise the NAAQS for ground-level O<sub>3</sub>, for both the primary (human health-based) and the secondary (welfare-based) standards, to levels within the range of 65 to 70 parts per billion (ppb). The USEPA is seeking out comments on levels for the standard as low as 60 ppb or for retaining the existing standard of 75 ppb. Additionally, the proposal will expand the O<sub>3</sub> monitoring season to 12 months in Florida and will update the Air Quality Index (AQI) to ensure that people are notified when air quality is unhealthy. USEPA proposes to finalize the new standard by October 1, 2015, and the new designations for regions may be completed by October 2017.

For illustrative purposes, the O<sub>3</sub> values depicted in **Figure 3-1** are based on compliance data for the years 2012-2014. The figures show areas of the state that could potentially be designated nonattainment, depending on the level of the new ground-level O<sub>3</sub> standard if one were adopted today.

Figure 3-1: Attainment Status



Source: Florida Department of Environmental Protection, 2015.

Specifically, the maps on the left and right show O<sub>3</sub> monitors. If the ground-level O<sub>3</sub> standard is lowered to 70 ppb (depicted in the map on the left), no monitors within Florida exceed the NAAQS. If the standard is lowered to 65 ppb (depicted in the map on the right), the TBARTA counties of Hillsborough, Pasco, and Sarasota, as well as Polk may have monitors that exceed the NAAQS.

Designations will ultimately be based on O<sub>3</sub> monitor readings for the years 2014-2016; therefore, the number of counties could increase or decrease.

There are implications for having O<sub>3</sub> monitor levels within Florida that exceed the NAAQS. A State Implementation Plan (SIP) would be necessary for providing measures to bring noncompliant areas into compliance with the revised NAAQS. In addition, transportation conformity would be required in nonattainment areas. This would force a periodic demonstration that transportation activities would not cause new NAAQS violations, exacerbate existing violations, or interfere with an area's attainment strategy outlined within an USEPA-approved SIP.

### 3.4 GREENHOUSE GAS EMISSIONS

Another emerging issue of global and national air quality concern is GHG emissions. GHG emissions from transportation sources include CO<sub>2</sub>, methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), and various hydrofluorocarbons (HFCs). These GHG emissions are emitted by the combustion of fuels with the exception of HFCs which are the result of refrigerants used in vehicles, refrigeration, heating, and air-conditioning systems.

In 2013, transportation sources were responsible for about 27 percent of total U.S. GHG emissions.<sup>6</sup> The primary GHG emitted by human activities in the U.S. is CO<sub>2</sub>, representing approximately 82 percent of all U.S. GHG emissions. The largest source of CO<sub>2</sub>, and of overall GHG emissions is fossil fuel combustion.<sup>7</sup>

GHG emissions have not historically been regulated under the CAA as air pollutants; however, in 2007 the U.S. Supreme Court clarified that CO<sub>2</sub> is an "air pollutant" subject to regulation under the CAA. The USEPA began developing requirements and standards for GHG emissions from mobile and stationary sources. The following summarizes the main GHG regulatory initiatives recently undertaken by the USEPA in the transportation sector.

- USEPA and the National Highway Traffic Safety Administration (NHTSA) are taking steps to enable the production of a new generation of clean vehicles, through the reduction of GHG emissions and improved fuel use. Together, the enacted and proposed standards are expected to save more than six billion barrels of oil through 2025 and reduce more than 3,100 million metric tons (MT) of CO<sub>2</sub> emissions. (USEPA 2015)
- USEPA is also responsible for developing and implementing regulations to ensure that transportation fuel sold in the U.S. contains a minimum volume of renewable fuel. By 2022, the Renewable Fuel Standard (RFS) Program, which was created under the Energy Policy Act (EPA Act) of 2005, anticipates reducing GHG emissions by 138 million MT, equivalent to the annual emissions of 27 million passenger vehicles. (USEPA 2015)

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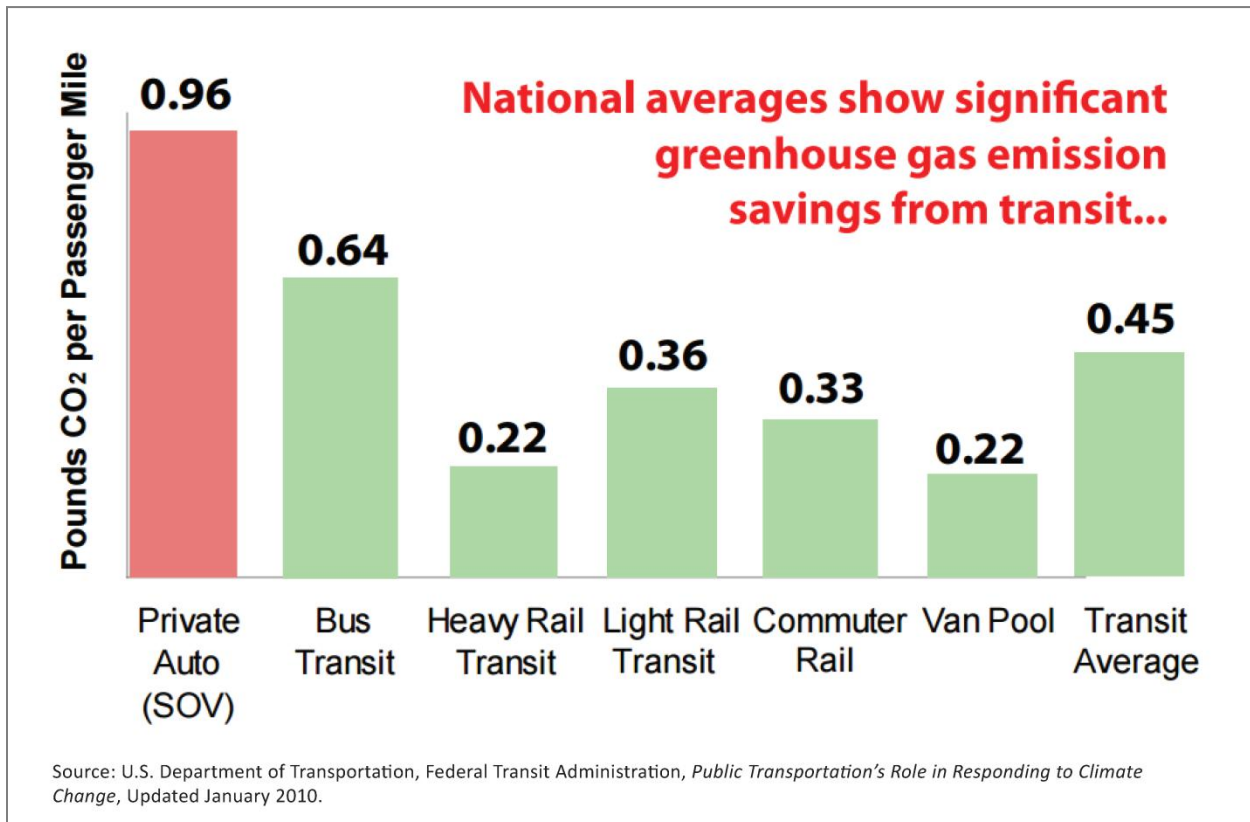
<sup>6</sup> EPA, Sources of Greenhouse Gas Emissions at <http://www.epa.gov/climatechange/ghgemissions/sources/transportation.html>.

<sup>7</sup> EPA, Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2013, at <http://www.epa.gov/climatechange/Downloads/ghgemissions/US-GHG-Inventory-2015-Main-Text.pdf> and <http://www.epa.gov/climatechange/ghgemissions/usinventoryreport.html>.

### 3.5 REDUCING GREENHOUSE GAS EMISSIONS

Strategies for reducing transportation-related GHG emissions include improving fuel standards and fuel economy and reducing single occupant vehicle use. Recent studies show that increased use of public transit significantly reduces GHG emissions from the transportation sector. Those who choose to ride public transportation reduce GHG emissions by eliminating travel that would have otherwise occurred using a private vehicle. As illustrated in **Figure 3-2**, transit provides a unique opportunity to reduce CO<sub>2</sub> emissions system-wide.

Figure 3-2: Transit's Impact on Greenhouse Gas Emissions



## 4.0 ADDRESSING THE CHANGING STANDARDS

### 4.1 STATE IMPLEMENTATION PLAN

The CAA requires each state to develop and regularly update its SIP. When the USEPA updates a NAAQS, it designates areas in which violations of the new or revised NAAQS are occurring as nonattainment areas. The CAA then requires that states revise their SIPs to include air pollution control strategies sufficient to bring the areas into compliance with the NAAQS as expeditiously as possible, but no later than CAA-prescribed deadlines. By virtue of the expected O<sub>3</sub> nonattainment designations, Florida will be required to revise its SIP to address all sources of VOC and NO<sub>x</sub>, the precursors to O<sub>3</sub> formation. These sources include large and small industrial sources, cars and trucks, off-road equipment, and natural emissions.

The SIP consists of state regulations and materials used to ensure compliance with the NAAQS and associated CAA requirements. A state's control strategy may include rules, orders, and otherwise enforceable commitments to reduce air pollutant emissions. Under Florida law, the FDEP is empowered to "Exercise the duties, powers, and responsibilities required of the state under the federal Clean Air Act, 42 U.S.C. ss. 7401 et seq." (Section 403.061(35) of the Florida Statutes). The SIP development process is administered by the Division of Air Resource Management of the FDEP.

After the USEPA makes its final designations, the FDEP will have up to three years to submit its plan to the USEPA showing how it will bring designated areas into compliance if deemed nonattainment. Of specific interest is a requirement of the CAA for transportation plans (developed within nonattainment and maintenance areas) to show conformity with the SIP. This requires transportation plans to meet VOC and NO<sub>x</sub> emission targets contained in the SIP. Over those three years, FDEP will work closely with transportation planners of FDOT, the Federal Highway Administration (FHWA), and local and regional transportation planners of MPOs on the development of the budgets and procedures for implementing the conformity process.

#### What programs are already in place to further reduce ozone levels in Florida?

- The Cross-State Air Pollution Rule (CSAPR) requires states to significantly improve air quality by reducing power plant emissions that contribute to ozone and/or fine particle pollution crossing state lines. This rule, which replaces the USEPA's 2005 Clean Air Interstate Rule (CAIR), is aimed at reducing air pollution and attaining clean air standards.
- USEPA emission control rules for new passenger cars, diesel trucks and buses, particularly those established over the last 15 years will produce significant additional NO<sub>x</sub> reductions over the next several years as those newer vehicles become a greater percentage of the national fleet.
- USEPA regulations currently impose a summertime gasoline Reid Vapor Pressure (RVP) standard of 9.0 pounds per square inch (psi) in 61 of Florida's 67 counties and a summertime RVP standard of 7.8 psi in the six Florida counties once designated as nonattainment areas for the 1979 one-hour ozone NAAQS (i.e., Broward, Duval, Hillsborough, Miami-Dade, Palm Beach, and Pinellas counties). These regulations came about in the late 1980s as a strategy to reduce ozone levels via the reduction of mobile source anthropogenic VOC emissions in all areas of the country. However, on May 30, 2014, the USEPA issued final rulemaking to relax the applicable RVP standard for those six counties in Florida to 9.0 psi RVP.

*Source: USEPA, 2015*

Two required elements of the CAA would go into effect prior to the submission of the state plan. New source review for nonattainment areas will be required immediately upon final designations, and transportation conformity will be required in nonattainment areas, effective one year following the final designations. New source review is the requirement that new (or significantly modified) major sources of air pollutant emissions be reviewed and permitted by DEP prior to beginning construction. Transportation conformity is the requirement that short and long-term transportation plans produced by the state's transportation agencies are consistent with FDEP's plan to bring the area into attainment with the air quality standard.

Initially, these conformity determinations must show that emissions from the transportation network do not increase above a certain baseline level. Once the SIP is developed, the transportation plans must meet specified emissions budgets. The goal is to ensure that emissions from the transportation sector are balanced with those from other sources (off-road mobile sources, area sources, and stationary sources) such that the NAAQS are met in a timely fashion. Conformity must be demonstrated for Long Range Transportation Plans (LRTPs) and Transportation Improvement Programs (TIPs).

Conformity determinations consist of the following components:

- Regional emissions analysis
- Transportation modeling requirements
- Latest planning assumptions and emissions model
- Timely implementation of transportation control measures (TCM) approved in the SIP
- Interagency consultation
- Public participation
- Fiscal constraint
- Determination of exempt projects
- May include hot-spot air quality analyses

Key among these factors is financial constraint. Funding must be available in order for a project to count towards air quality conformity. This traditionally results in smaller-scale projects with emphasis on congestion reduction at places like intersections. TBARTA Proposed transportation improvements included in the TBARTA Master Plan will help reduce congestion at many locations, and reduce the need for major capacity improvements. Funding for the improvements can be derived in part from the cost savings of avoiding other projects. TBARTA improvements will also help avoid the problem of increased capacity leading to increased traffic congestion by diversifying the transportation modes in the region, thereby addressing air quality impacts of transportation both now and in the future. To be sure though, it will take consultation and coordination among the MPOs along with FDOT, Federal Transit Administration (FTA), FHWA, USEPA, and DEP, to address financial constraints.

## 4.2 MULTI-MPO NONATTAINMENT AND MAINTENANCE AREAS

Within two years of promulgating a NAAQS, the USEPA must work with state and local governance to designate areas as either meeting or not meeting the NAAQS based on the most recently available air monitoring data. Areas possessing monitored ambient air concentrations within the NAAQS are considered “attainment;” and areas possessing outdoor air concentrations in excess of the NAAQS are considered “nonattainment.” Once a nonattainment area meets the NAAQS and the additional re-designation requirements in the CAA, the USEPA will designate the area as “maintenance”.

Nonattainment and maintenance areas that encompass multiple MPOs face challenges that include:

- **SIP issues** - such as how motor vehicle emissions budgets will be developed for the nonattainment or maintenance area, and whether the budgets are sub-allocated among the multiple MPOs.
- **Institutional Arrangements** - such as how conformity analyses and determinations are coordinated between multiple MPOs.
- **Analysis issues** - such as which agency takes the lead on travel demand modeling, and which agency take the lead on emissions modeling.

Each state with a multi-MPO nonattainment or maintenance area must determine how motor vehicle emissions budgets will be developed. The state could choose to either develop a single motor vehicle emissions budget for the entire multi-MPO area within that State, separate subarea budgets for each MPO, or some other subset in the multi-MPO area within that State.

A key challenge in multi-MPO nonattainment and maintenance areas is the coordination of the conformity process between MPOs. Two distinct approaches exist for the conformity processes in these areas. One approach is that FDOT takes the lead in developing the conformity analysis, as is the case in Connecticut where nine MPOs are part of two nonattainment areas. This is also the case in Massachusetts where 10 MPOs are part of two nonattainment areas. For example, in Connecticut, the state’s DOT sets the transportation planning and conformity schedule to ensure coordination between all the MPOs and the DOT. Also, in Ohio, an agreement is under development that will address the coordination of schedules between MPOs.

The other approach is that the MPOs use interagency consultation to coordinate the conformity analysis. In the Tampa-St. Petersburg-Clearwater one-hour O<sub>3</sub> maintenance area, the Pinellas and Hillsborough MPOs take the lead on travel demand and emissions modeling and coordinate their activities to ensure a smoothly running conformity process. Each MPO has a separate approved motor vehicle emissions budget (subarea budgets) for 2005 and 2015. The FDEP and FDOT also play a key role in coordinating the conformity process for all of the MPOs in nonattainment and maintenance areas in Florida.

### 4.3 MOVES2014

The Motor Vehicle Emission Simulator (MOVES) is the latest USEPA's modeling tool for computing emissions for mobile sources. MOVES estimates emissions for on-road vehicles including cars, trucks, motorcycles, and buses and estimates exhaust and evaporative emissions as well as brake and tire wear emissions from all types of on-road vehicles for any part of the country, except California (which uses its own motor vehicle emissions model known as EMFAC2011).

The USEPA officially released the MOVES model (i.e., MOVES version 2010) in March 2010 which replaced the previous on-road MOBILE emissions model (i.e., MOBILE version 6.2). Presently, MOVES version 2014 (MOVES2014) is the latest version of MOVES and a major revision to the MOVES series of models. MOVES2014 incorporates numerous new features such as new vehicle standards, new emissions and activity data as well as the capability to compute non-road vehicle emissions. As a result of these changes, estimates of past, current, and future emissions from MOVES 2014 may be different from previous MOVES versions.

MOVES2014 can be used in official SIP submissions to USEPA and for transportation conformity analyses (outside of California). It can also be used to estimate the benefits from a range of mobile source control strategies, for more general analyses of national or local emissions trends, and for policy evaluation. According to the USEPA, MOVES2014 should be used in O<sub>3</sub>, CO, PM, and NO<sub>2</sub> SIP development as expeditiously as possible, as there is no grace period for the use of MOVES2014 in SIPs. However, the USEPA allows state and local agencies that have already completed significant work on a SIP with MOVES2010 (e.g., attainment modeling has already been completed with MOVES2010) to continue to do so.<sup>8</sup> Additionally, the USEPA has published a *Federal Register Notice*<sup>9</sup> that establishes a two-year transportation conformity grace period that ends on October 7, 2016, after which MOVES2014 is required to be used for new transportation conformity analyses outside of California.<sup>10</sup>

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<sup>8</sup> USEPA, Policy Guidance on the Use of MOVES2014 for State Implementation Plan Development, Transportation Conformity, and Other Purposes, July 2014, <http://www.epa.gov/otaq/models/moves/documents/420b14008.pdf>

<sup>9</sup> Federal Register, Volume 79, No. 194, Tuesday, October 7, 2014, <http://www.gpo.gov/fdsys/pkg/FR-2014-10-07/pdf/2014-23258.pdf>

<sup>10</sup> Section 176(c)(1) of the CAA and the transportation conformity rule (40 CFR 93.111) require conformity analyses to be based on the latest motor vehicle emissions model approved by the USEPA. When the USEPA approves a new emissions model, such as MOVES2014, a grace period is established before the model is required to be used for conformity analyses (40 CFR 93.111(b))

# 2015 Regional Transportation Master Plan

