

Tampa Bay Area Regional Transportation Authority

Tampa Bay Regional Planning Council
November 10, 2008





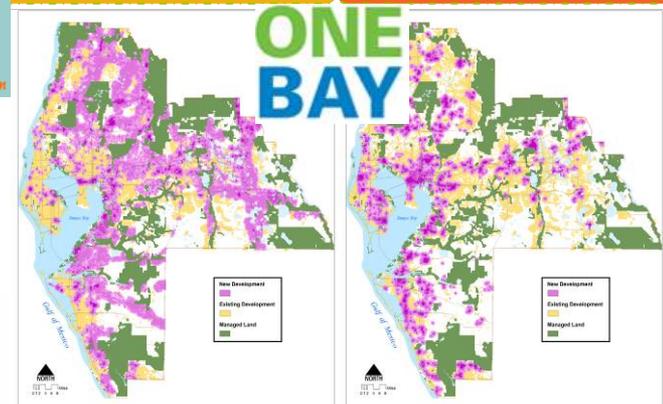
Champions for Regional Efforts

- *FDOT Strategic Regional Transit Needs Assessment*
 - *FDOT shift to SIS*
 - *Eight County Region*
 - *Technical Approach to identify key regional connections*
 - *Completed in Early 2007*
- *ONE BAY*
- *Tampa Bay Partnership*
 - *Business Community*
 - *Led Push for Regional Transportation Authority Legislation*



Scenario A

Scenario B



My say for tomorrow's community. My One Bay.



TBARTA Region Stats:

- 2 FDOT Districts
- 2 Highway Toll Authorities
- 3 RPCs
- 5 MPOs
- 7 Counties
- 7 Transit Service Providers
- 42 Cities
- 6,000 square miles

2007 Donations:

- TBP - \$50,000 Matching Money for legal
- 4 MPOs - \$10,000 each
- 2 Counties - \$5,000 each (local developers)
- FDOT - \$23M for technical analyses related to Master Plan

2008/09 Funding:

- State Budget - \$2M



TBARTA is charged with developing a feasible Master Plan before July 2009.

Capabilities: plan, develop, finance, construct, own, purchase, operate, maintain, relocate, equip, repair, and manage multimodal transportation systems





TBARTA Board Members

- **Governor's Appointees**
- Mr. Shelton Quarles, Chair
- Mr. Michael Bullerdick
- Mr. Shawn Harrison
- Mr. Hugh E. McGuire
- **City of Bradenton/City of Sarasota**
- Mayor Wayne Poston
- **City of St. Petersburg**
- Mayor Rick Baker
- **City of Tampa**
- Mayor Pam Iorio
- **MPO CCC**
- Mayor Frank Hibbard (Clearwater)
- **FDOT (District 1 & 7) Non-Voting Member**
- Secretary Donald Skelton
- **Citrus County**
- Commissioner John Thrumston
- **Hernando County**
- Commissioner Dave Russell
- **Hillsborough County**
- Commissioner Ken Hagan
- **Manatee County**
- Commissioner Amy Stein
- **Pasco County**
- Commissioner Ann Hildebrand, Secretary
- **Pinellas County**
- Commissioner Ronnie Duncan, Vice Chair
- **Sarasota County**
- Commissioner Nora Patterson



TBARTA Committees

Mandated Committees

- Citizens Advisory Committee
 - 15 voting members
 - Appointed by Board
- Transit Management Committee
 - 9 voting members
 - 7 Executive Directors of Transit Service Providers
 - 2 Commuter Services Organizations
 - 2 Advisory Members
 - Polk County Transit
 - MPO Representative

Ad Hoc Working Group

- Land Use Working Group
 - Open committee of:
 - Land Use Planners (City and County)
 - Environmental Planners
 - Development Community and Realtors
 - Citizens

Board Committees

- Executive Committee (Policy)
- Funding & Finance Committee
- Legal Committee



Land Use Coordination

Land Use Working Group Activities

- Provided info to update population and job data
- Defined Regional Anchors – areas of activity
- Examined how transit options connect places
- Exploring transit-oriented development (TOD) scenarios
- Working with developers to understand perspective on TOD





Land Use Working Group

- Regional Planning Councils:
 - Central Florida RPC (Polk)
 - Tampa Bay RPC (Hillsborough, Manatee, Pasco, Pinellas)
 - Southwest Florida RPC (Sarasota)
 - Withlacoochee RPC (Citrus, Hernando)
- Regional Planning Councils invited their County & Cities:
 - Planning
 - Transportation Planning
 - Economic Development
 - Economic Development Councils
 - Others on their distribution lists
- MPOs/TRT committee members, including Polk TPO
- 1000 Friends of Florida
- Sustainable Florida
- Nature Conservancy
- Sierra Club
- The Urban Charette (AIA)
- SWFWMD
- Public School Districts-Facilities
- Colleges & Universities-Presidents
- Multifamily, Commercial, Industrial & Office Properties Assns Representative
- Tampa Bay Estuary Program
- Urban Land Institute
- Home Builders of Tampa Bay
- Realtors Representative
- Planning Consultant Representatives for Developers



Public Engagement January 2008 to November 2008

- **220 TBARTA Events**
 - Speakers Bureau Presentations
 - Community and Online Workshops
 - Special Events and Displays
- **8,965 Total Attendees**
- **319 Total TBARTA Related Articles Published**
- **20,271 Total TBARTA Web Site Visits (~ 65 visits per day)**





TBARTA Survey: Methodology

- **A phone survey of likely voters in the 7 TBARTA counties: Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, Sarasota**
- **Conducted March 6 – March 19, 2008.**
- **3500 total interviews completed. (500 in each TBARTA county)**
- **Demographics of the survey sample population were balanced to reflect gender and political party registration within each county.**



TBARTA Survey: Major Findings

- **Respondents in the TBARTA area are concerned about the direction of the state, but are more optimistic about the direction of their own county.**
- **Taxation issues are the dominant public policy concern among respondents.**



Transportation Choices

3 out of 4 households in West Central Florida believe that traffic is a serious or extremely serious problem.



***Transportation projects often take years to implement.
We must begin now.***



TBARTA Survey: Major Findings

63% of respondents prefer an integrated, regional approach to transportation planning over a county-by-county approach.

Each individual county should develop its own plans and transit systems, as many do today, because each county has its own unique needs.

**31%
agree**

The Greater Tampa Bay Region counties should join together and jointly plan an integrated regional transportation solution. . .

**63%
agree**



Transportation Choices



Options include express and rapid bus service, passenger rail, ferries, and new special-use lanes.

- **On Tires**
 - Shorter Distance, Frequent Service
 - Longer Distance, Limited-Stop
- **On Rail**
 - Shorter Distance, Frequent Service
 - Longer Distance, Limited-Stop
- **Waterborne Transit**
 - Ferries & water taxis using various types of craft
- **Managed Lanes**
 - High Occupancy Vehicle (HOV) Lanes and High Occupancy Toll (HOT) Lanes





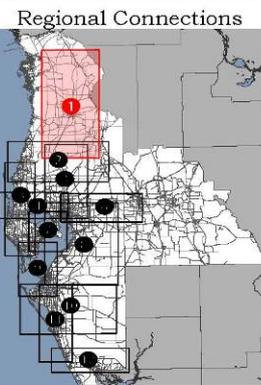
Master Plan Connection Options

Regional Spine:
 - Choices in this study area (orange line)
 - Choices shown on other maps (grey line)

Airport (airplane icon)

Destinations (including Planned Growth):
 - Very intense cluster of destinations (dark purple circle)
 - Intense cluster of destinations (medium purple circle)
 - Cluster of destinations (light purple circle)

Environmentally Sensitive Lands:
 - Federal and State Lands (green)
 - Wetlands (light green)
 - Water (blue)



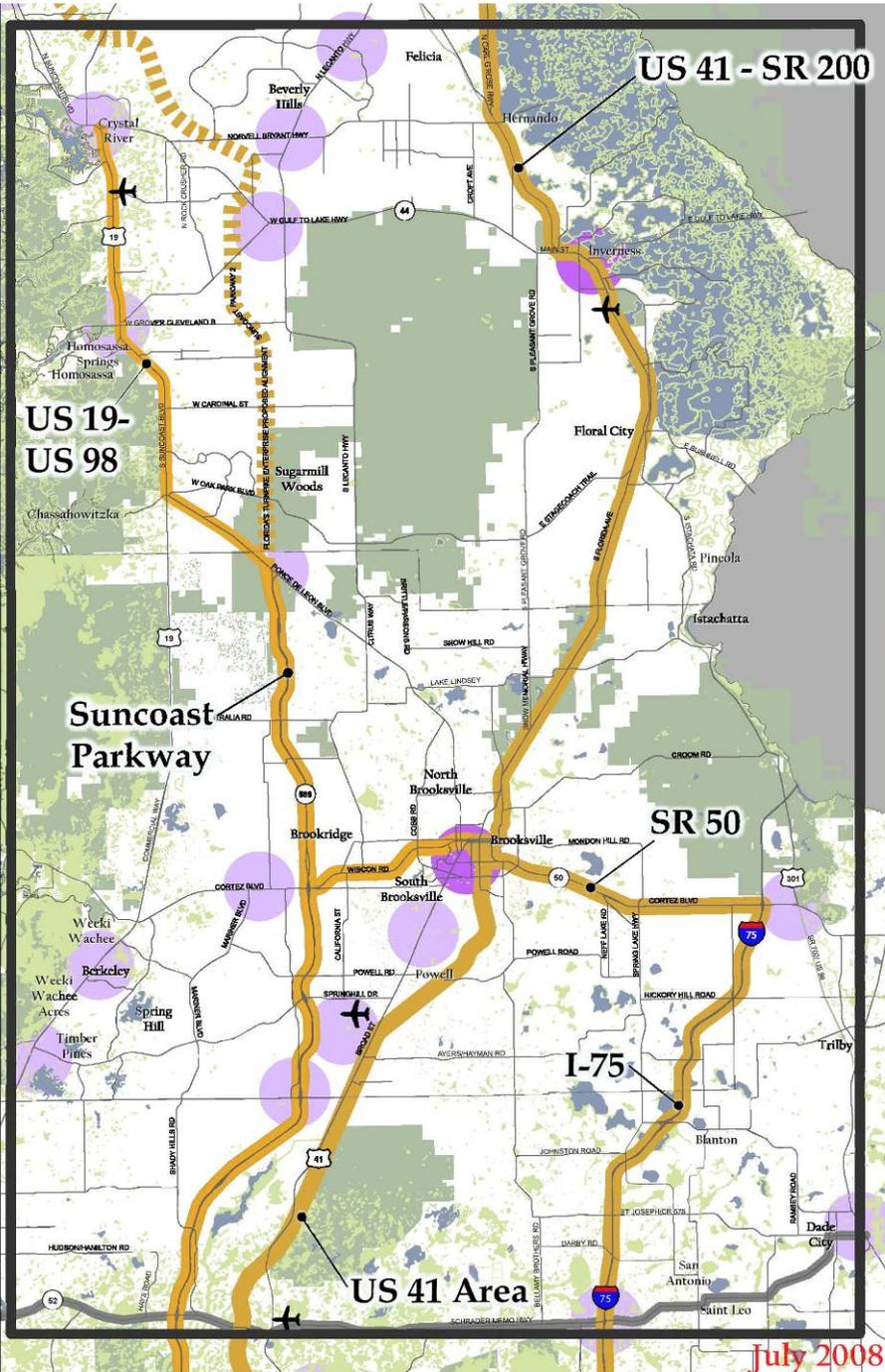
Connection 1: Citrus to Central Pasco

Top Pick:

Suncoast Parkway, long distance rail or long distance bus

Other Comments:

- Residents want connections to jobs or airport
- Hernando/Brooksville to Tampa and St. Petersburg
- Citrus citizens have asked for bus route on US 19 & SR 44

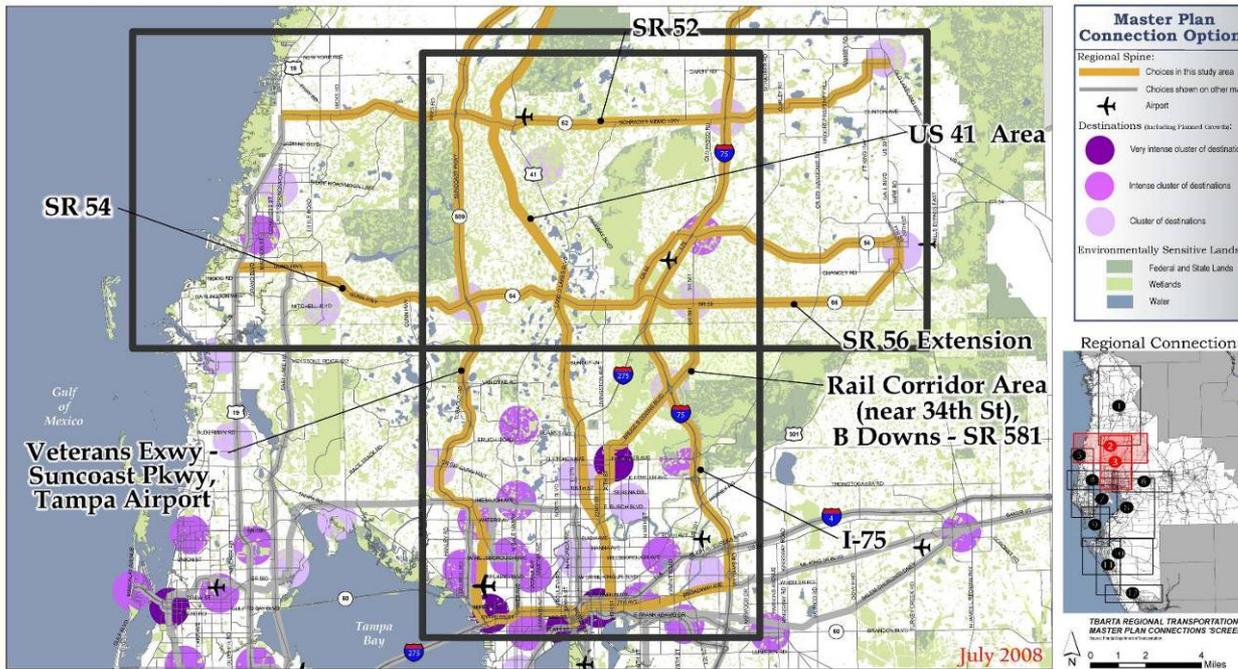




Regional Connection Areas

Connections 2 & 3:

Pasco East-West *and* Central Pasco to Tampa



(C#2) Top Pick:

SR 54 with SR 56 Ext.,
long distance rail & short
distance rail

(C#3) Top Pick:

Veterans Expressway,
short distance rail & long
distance rail

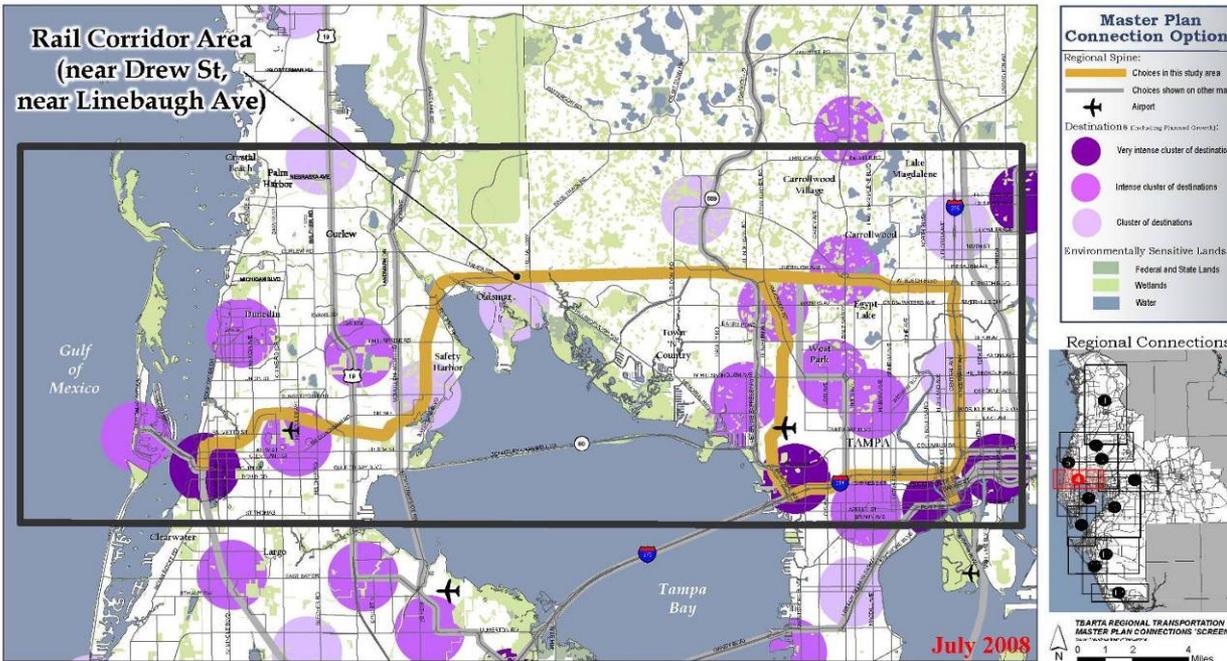
Other Comments:

- Residents are interested in both frequent stop and long distance service (i.e. close by destinations as well as Tampa)



Regional Connection Areas

Connection 4: Clearwater to Tampa



Top Pick:

Rail Corridor Area, long distance & short distance rail

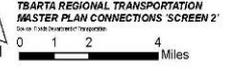
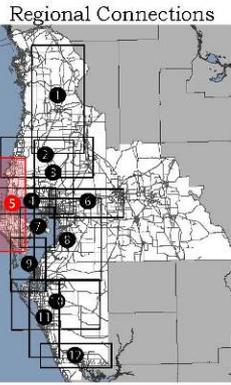
Master Plan Connection Options

Regional Spine:
 Choices in this study area
 Choices shown on other maps

Airport

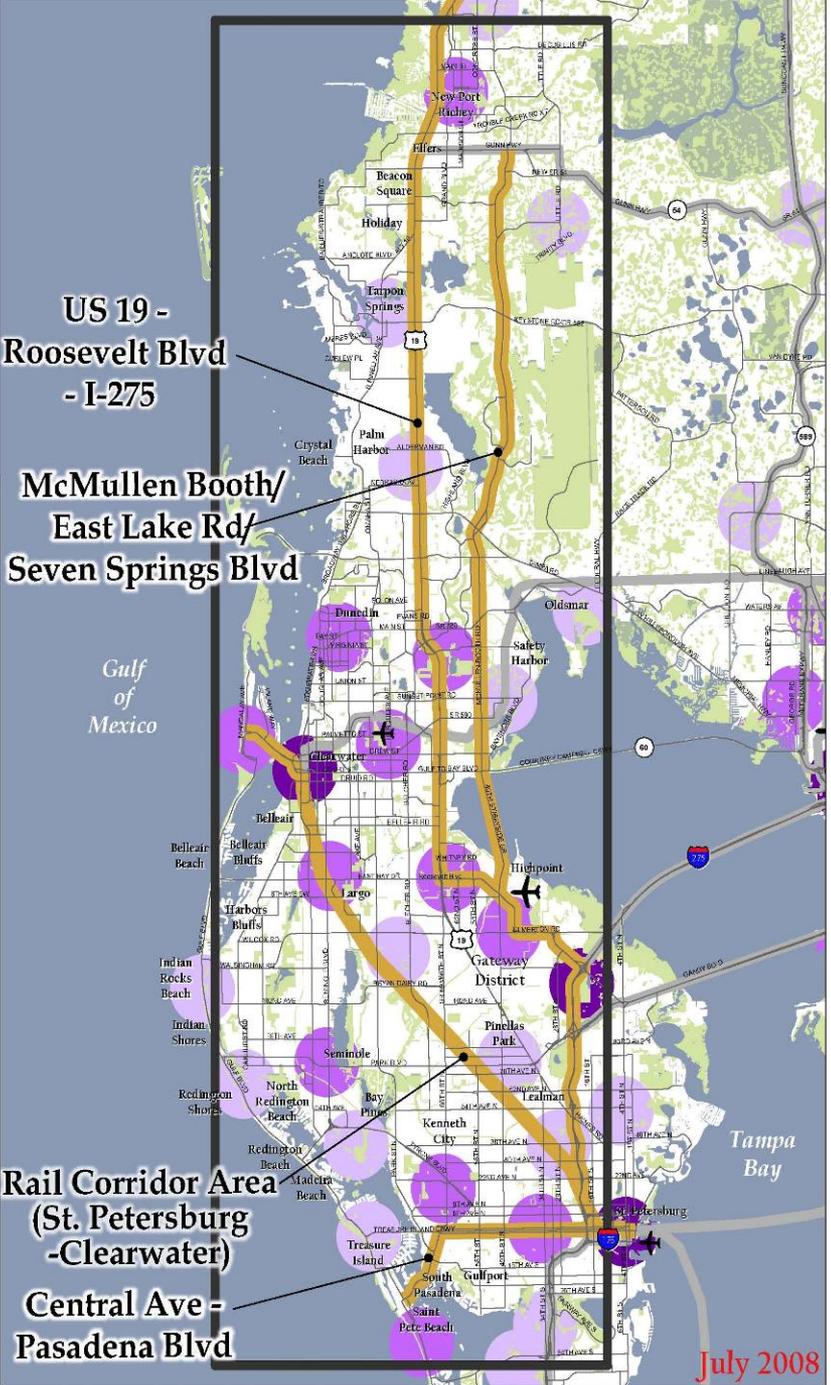
Destinations (Including Planned Growth):
 Very intense cluster of destinations
 Intense cluster of destinations
 Cluster of destinations

Environmentally Sensitive Lands:
 Federal and State Lands
 Wetlands
 Water



Connection 5: West Pasco to St. Petersburg

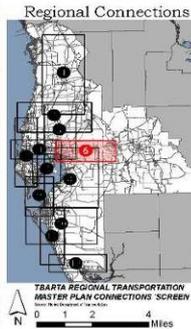
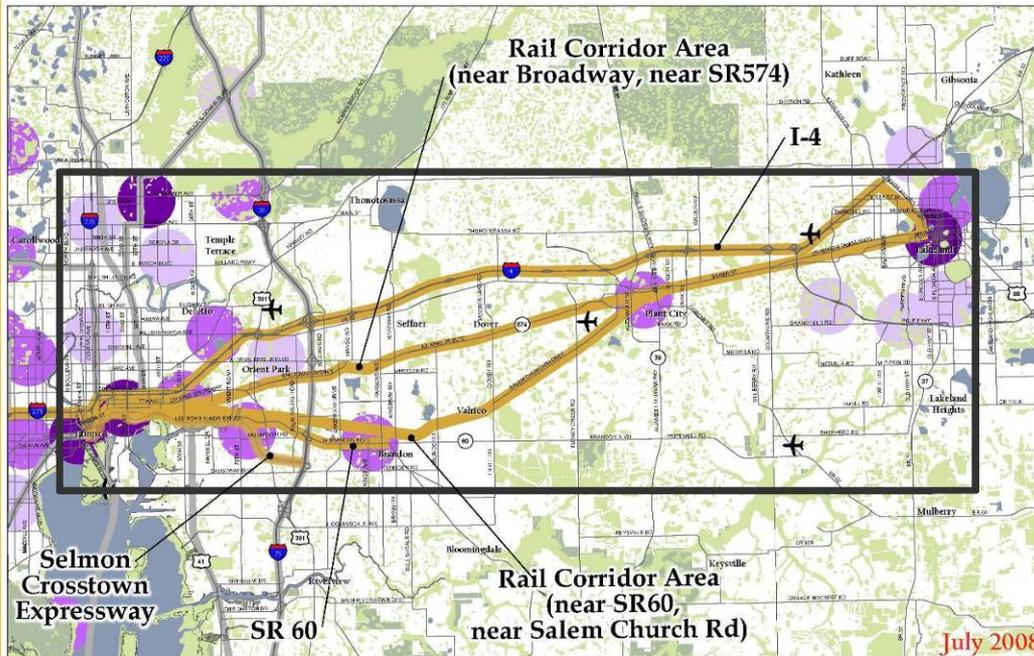
- Top Pick:**
- US 19, only as rail, not as bus
 - Also, Rail Corridor Area (St. Pete. to Clearwater), long distance rail
 - And, McMullen Booth Rd corridor, managed lanes
- Other Comments:**
- Alt 19 (Pinellas Trail) from New Port Richey to Clearwater
 - Elevated light rail on US 19





Regional Connection Areas

Connection 6: East Hillsborough to Polk



Top Pick:

I-4, long distance rail & managed lanes

Other Comments:

- Continue Linebaugh Avenue rail corridor to USF corridor to the east
- Continue south rail line to Lakeland

I-275/Howard
Frankland Bridge

Gandy Blvd - Selmon
Crosstown Exwy

Waterborne, Downtown
St. Pete to Downtown Tampa

Master Plan Connection Options

Regional Spine:

- Choices in this study area
- Choices shown on other maps

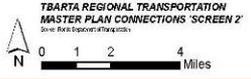
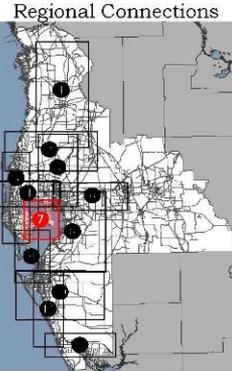
Airport

Destinations (including Planned Growth):

- Very intense cluster of destinations
- Intense cluster of destinations
- Cluster of destinations

Environmentally Sensitive Lands:

- Federal and State Lands
- Wetlands
- Water



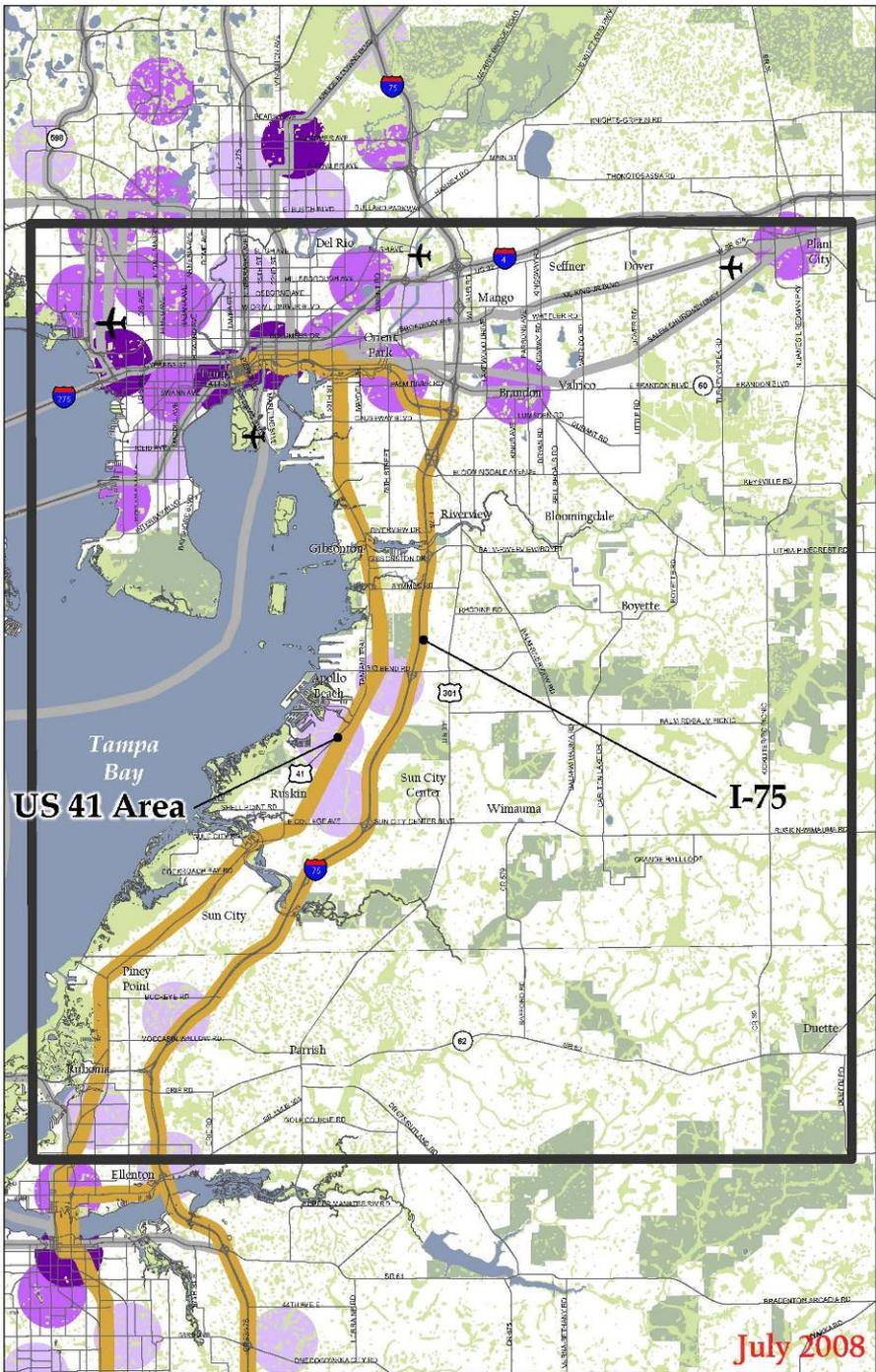
Connection 7: St. Petersburg to Tampa

Top Pick:
I-275/Howard Frankland,
long distance rail

Other Comments:

- Interest in waterborne transit as a lower priority

July 2008



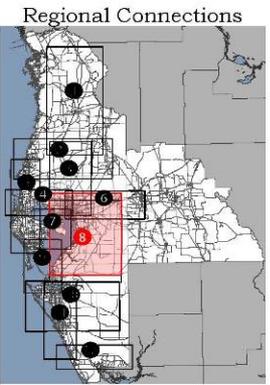
Master Plan Connection Options

Regional Spine:
 — Choices in this study area
 — Choices shown on other maps

✈ Airport

Destinations (Including Planned Growth):
 ● Very intense cluster of destinations
 ● Intense cluster of destinations
 ● Cluster of destinations

Environmentally Sensitive Lands:
 ■ Federal and State Lands
 ■ Wetlands
 ■ Water



Connection 8: North Manatee to South Hillsborough

Top Pick:

I-75, long distance rail & managed lanes

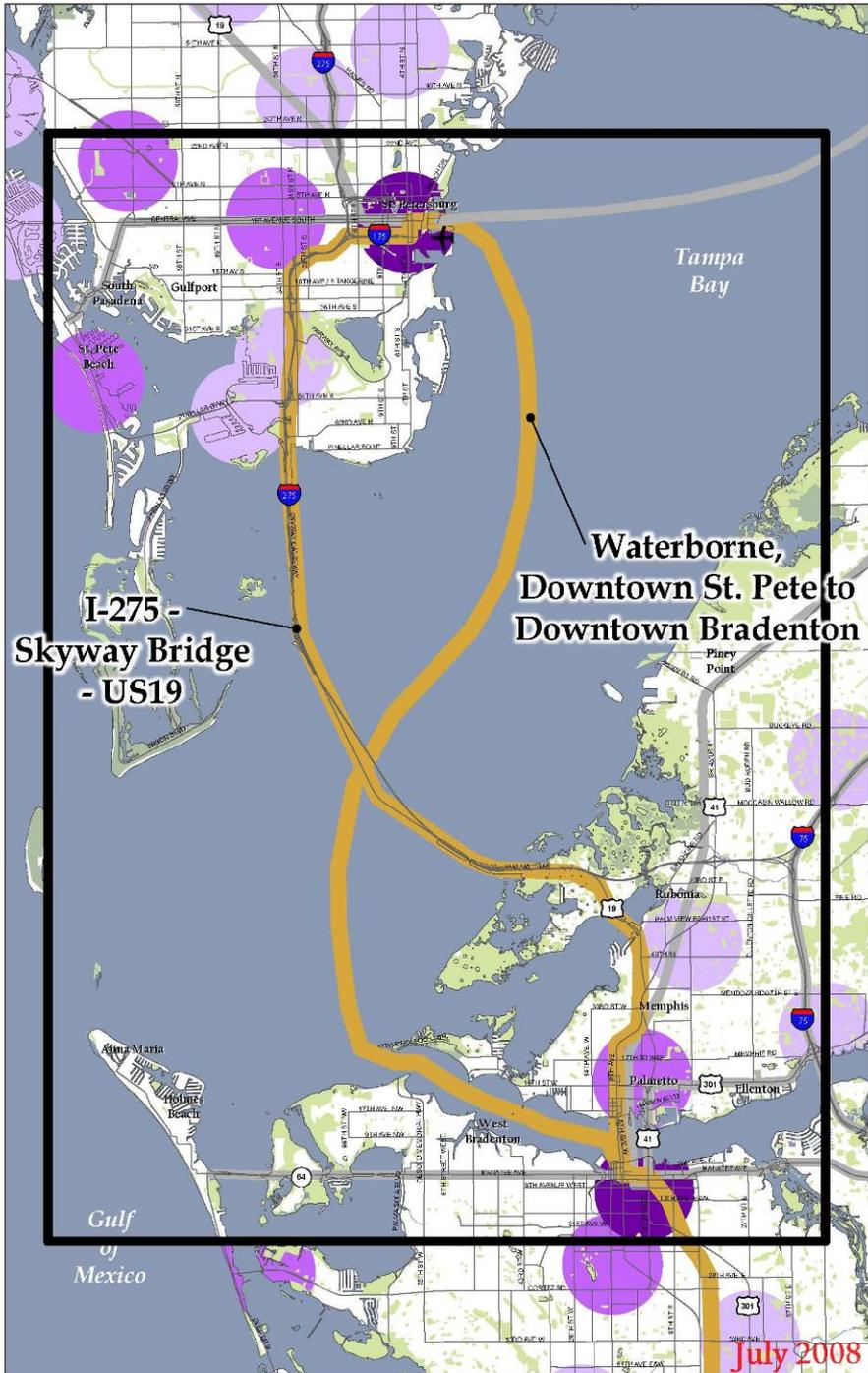
Other Comments:

- Waterset Boulevard (for implementing transportation choices)

July 2008



TBARTA REGIONAL TRANSPORTATION MASTER PLAN CONNECTIONS 'SCREEN 2'



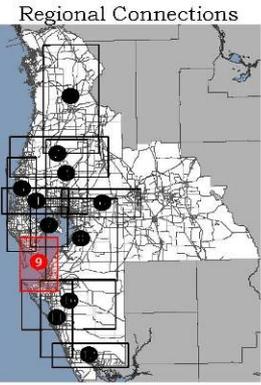
Master Plan Connection Options

Regional Spine:
 — Choices in this study area
 — Choices shown on other maps

✈ Airport

Destinations (including Planned Growth):
 ● Very intense cluster of destinations
 ● Intense cluster of destinations
 ● Cluster of destinations

Environmentally Sensitive Lands:
 ■ Federal and State Lands
 ■ Wetlands
 ■ Water



Connection 9: Bradenton to St. Petersburg

Top Pick:
 I-275, managed lanes with express bus service

Other Comments:

- Interest in waterborne connection

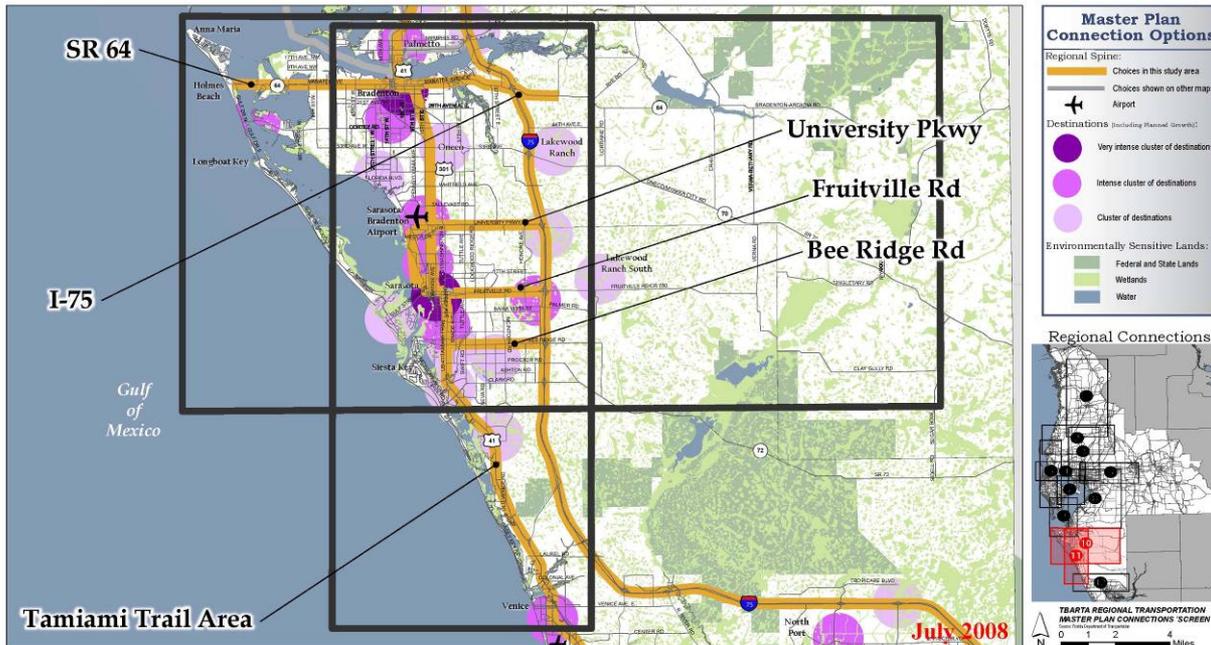
July 2008



Regional Connection Areas

Connections 10 & 11:

Sarasota/Manatee East-West *and* Venice to Bradenton



(C#10) Top Pick:

University Parkway and SR 64, short distance rail

- Second pick is short distance bus (BRT)

(C#11) Top Pick:

I-75, long distance rail & managed lanes

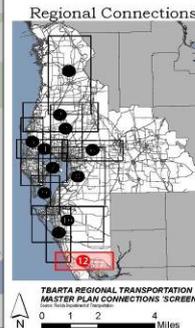
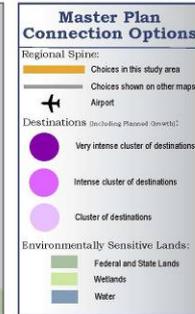
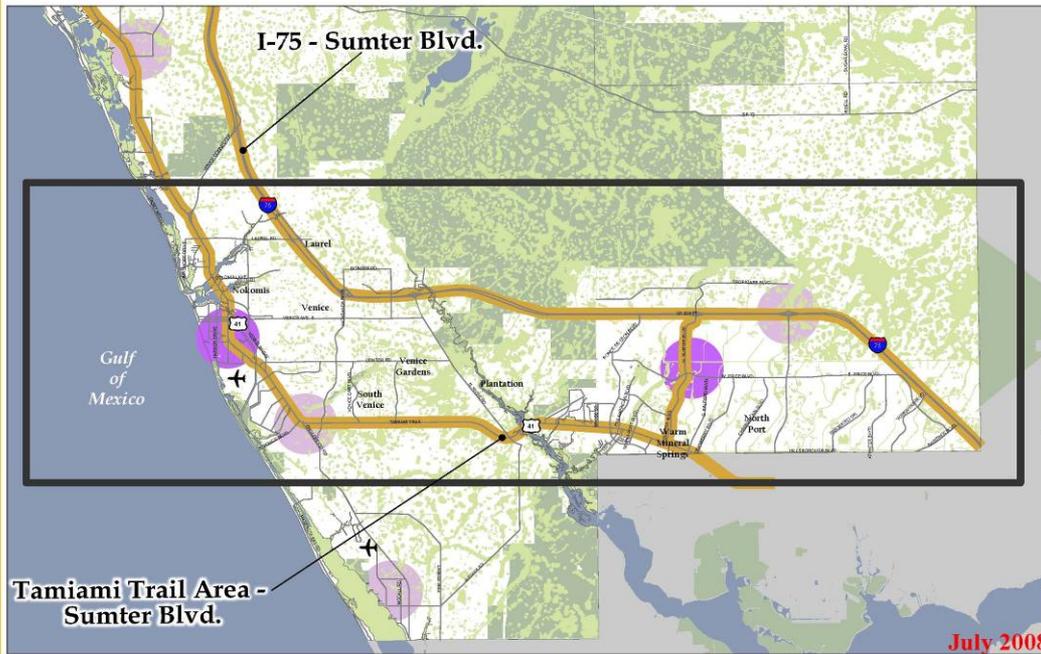
Other Comments:

- Extend University Parkway alternative to SR 70; either make road or light rail
- Rail from southern counties through south Hillsborough to Tampa



Regional Connection Areas

Connection 12: South Sarasota



Top Pick:

I-75, managed lanes

- Second pick is short distance rail on Tamiami Trail



General Comments from Phase Two

Funding Sources

- Keep taxpayer money within same county when funding projects
- Use Federal monies for funding
- Use gas tax for funding
- System should pay for itself
- Provide funding for TBARTA
- Do not provide funding for TBARTA
- Support any tax/fee needed for transit
- Pinellas County needs to reduce the share of the "penny for Pinellas" funds for roads and redirect towards a capital funding program for building light rail and a ferry service terminal



General Comments from Phase Two

Supportive and Complimentary

- Good Luck!
- It looks like everything is going to be covered!
- I am impressed with the completeness of the plan.
- Keep up the good work!!
- I strongly believe in TBARTA... Great job!! We need you guys.
- Let's get everyone involved-the sooner we get a plan together, the better for commuters
- I am so happy to see the FDOT taking this initiative. We will never be able to solve our transportation problems following the current "build more roads" mentality...
- Need more in future than today in Citrus County.
- Make it happen faster. Everything government driven takes too long!
- Just to hope that you think and act fast. The key is to do something and soon. The longer the wait the more it will cost and the harder it will be to implement. You need to really push the life style change to get people out of cars.
- I think the proposed rail lines in each of the counties are great ideas This is the time to start these projects & hopefully some of the ideas will actually happen.



General Comments from Phase Two

Skeptical and Negative

- Unfortunately I believe your plan is doomed to failure & cannot see it succeeding in our area.
- TBARTA does not belong in Citrus - don't need public transit - at least not yet. We will be paying for projects south of us.
- Citrus County does not need bus or rail. Our population density is not sufficient.
- A little late in planning
- In general the plan is being developed very well. The key to moving forward, however, hinges immensely on LEADERSHIP - You need to find a champion for the region - like Denver's John Hickenlooper.
- Lots of talk, lack of progress
- Do not fund this idea of a regional master plan. There is no data to drive any regional transportation other than the "I want this" data of elitist land developers. Ask yourself how many people got here tonight using public transportation. "0"



Phase Two Evaluation

- **Regionalism**

Does the option serve regional trips?

- **Planning**

Does the improvement match the potential demand?

- **Funding & Financing**

Are there engineering or financial constraints?

- **Communication**

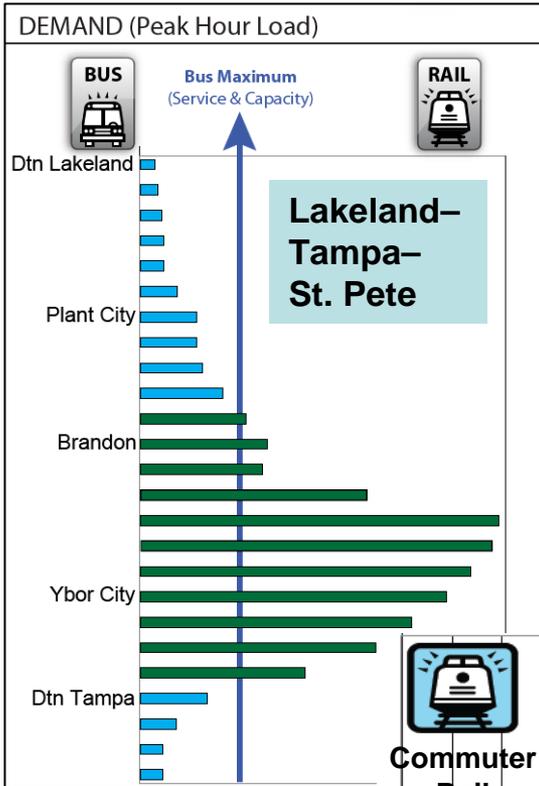
What has the public said about the options?



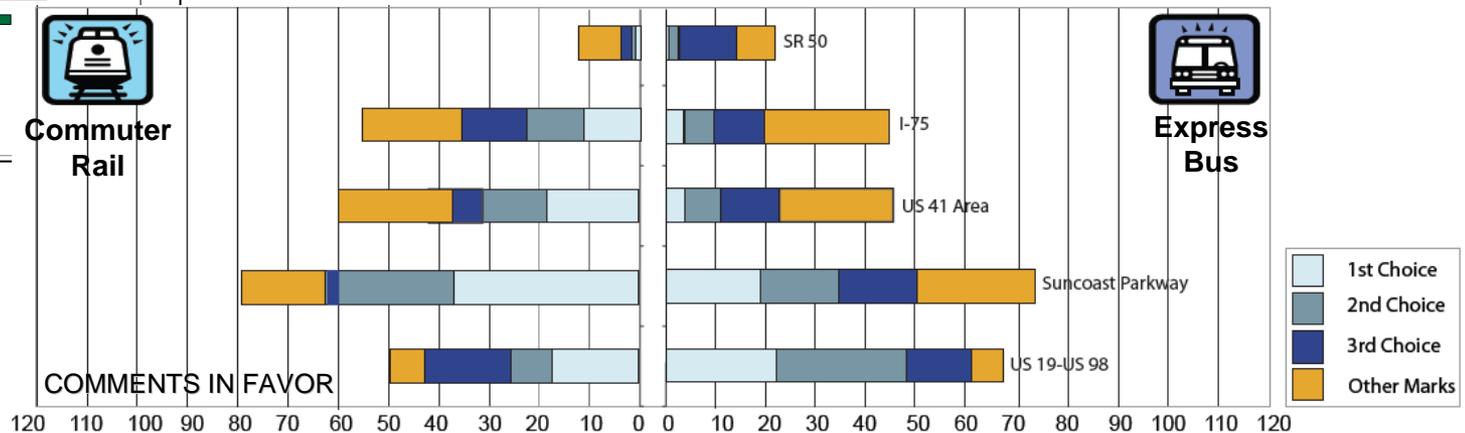


Phase Two Evaluation

- Ridership Forecasts
- Major Cost Factors
- Partnership Opportunities
- Public Comment



Citrus County - Tampa





Phase Two Recommendations

- **Managed Lanes with Express Bus**
 - I-4 and I-75*
 - Suncoast Pkwy*
 - McMullen Booth Rd*
- **Light Rail**
 - St Pete – Tampa – Wesley Chapel*
 - Clearwater – Tampa*
 - Brandon – Tampa*
- **Commuter Rail (*or Busway)**
 - Brooksville – Tampa*
 - Lakeland – Tampa*
 - *Central Pinellas – St Pete & Clearwater*
 - *Sarasota – Bradenton – Tampa*
- **BRT with Traffic Priority**
 - US 41 north of Brooksville*
 - SR 54*
 - US 19 north of Gateway*
 - Central Ave*
 - Lakeland – Brandon*
 - US 41 south of Sarasota*
 - SR 64*
 - Fruitville Rd*
 - Bee Ridge Rd*
- **Supporting Network**
 - SR 52*
 - University Pkwy*
 - Waterborne Transit*

Phase 2 Recommendations

What is the most appropriate type of improvement to serve each route?

- Result = the map at right: a “*menu*” of improvements
- Next step: Pick from the menu, create networks

Master Plan Phase Two Preliminary Recommendations

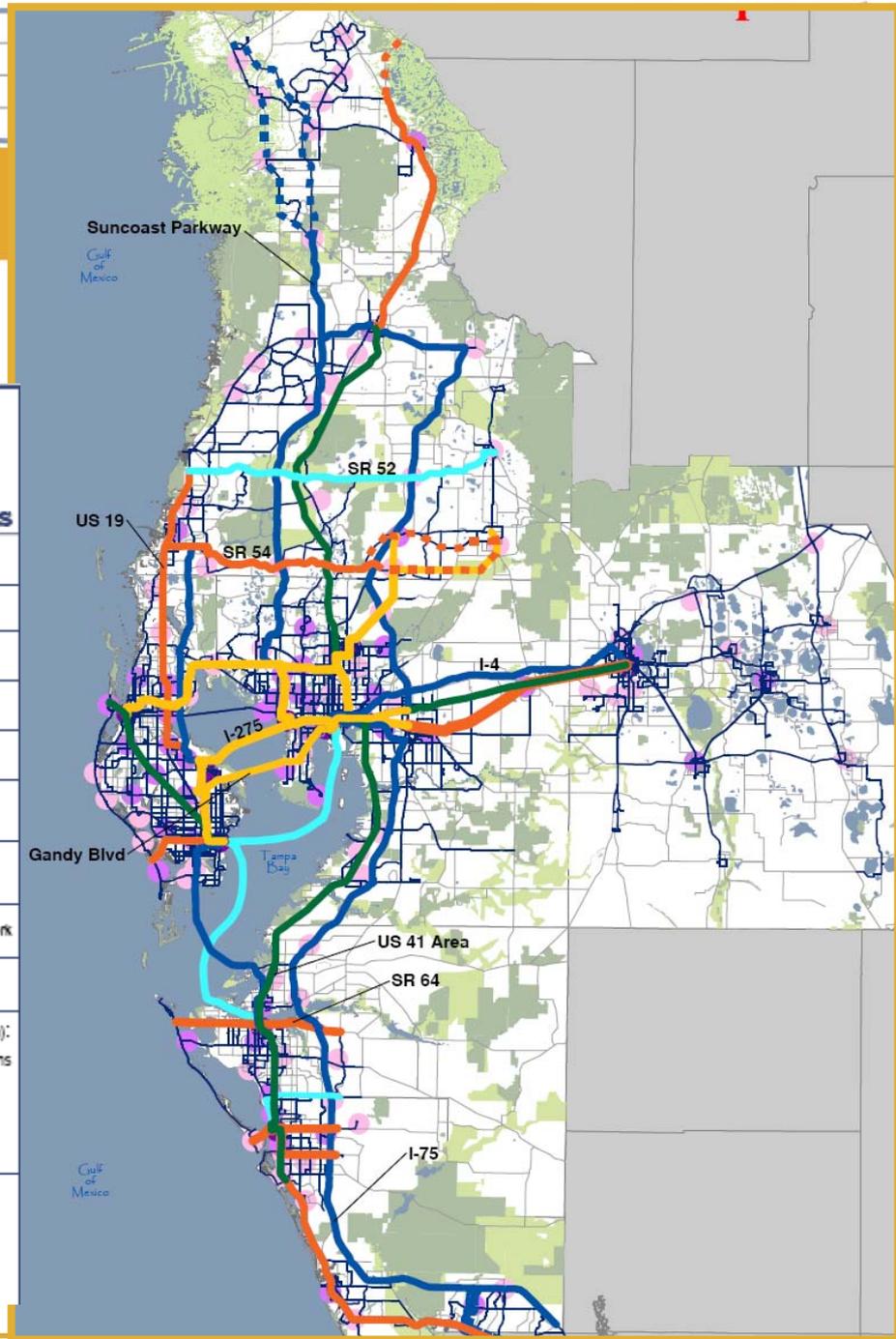
	Bus Rapid Transit with Traffic Priority
	Express Bus
	Light Rail Transit
	Commuter Rail Transit
	Waterborne Transit
	Alternative Extensions
	Other Options
	Add to Supporting Network
	Supporting Network

Destinations (Including Planned Growth):

-  Very intense cluster of destinations (Tier 1)
-  Intense cluster of destinations (Tier 2)
-  Cluster of destinations (Tier 3)

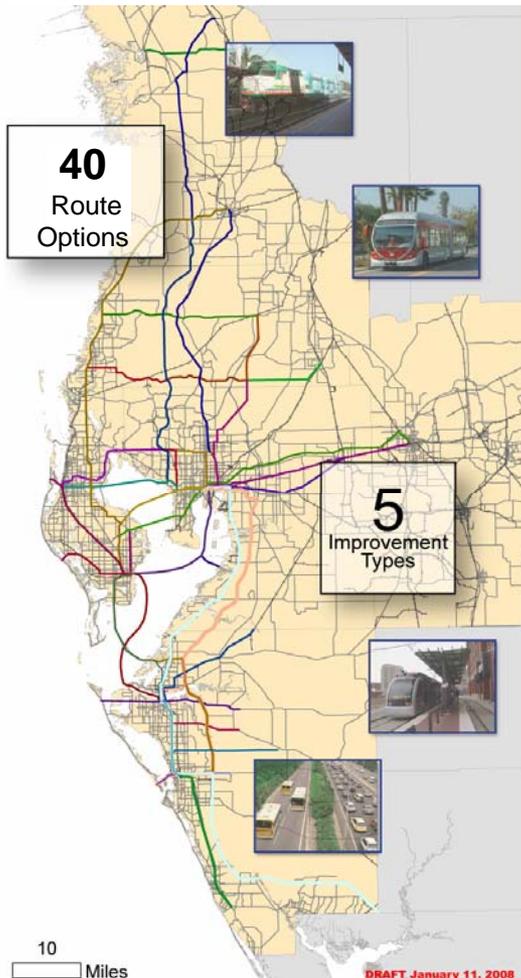
Environmentally Sensitive Lands:

-  Federal and State Lands
-  Wetlands
-  Water





Phase Two to Phase Three



Network Options
Fall 2008

Improvements that are carried forward to Phase 3 may appear in one network, or more than one network.

- Avoid redundancy
- Group technologies for operational efficiency
- Explore guiding principles (best value, best regional connections...)
- No Phase 3 network is perfect

“Blended network” is next step!



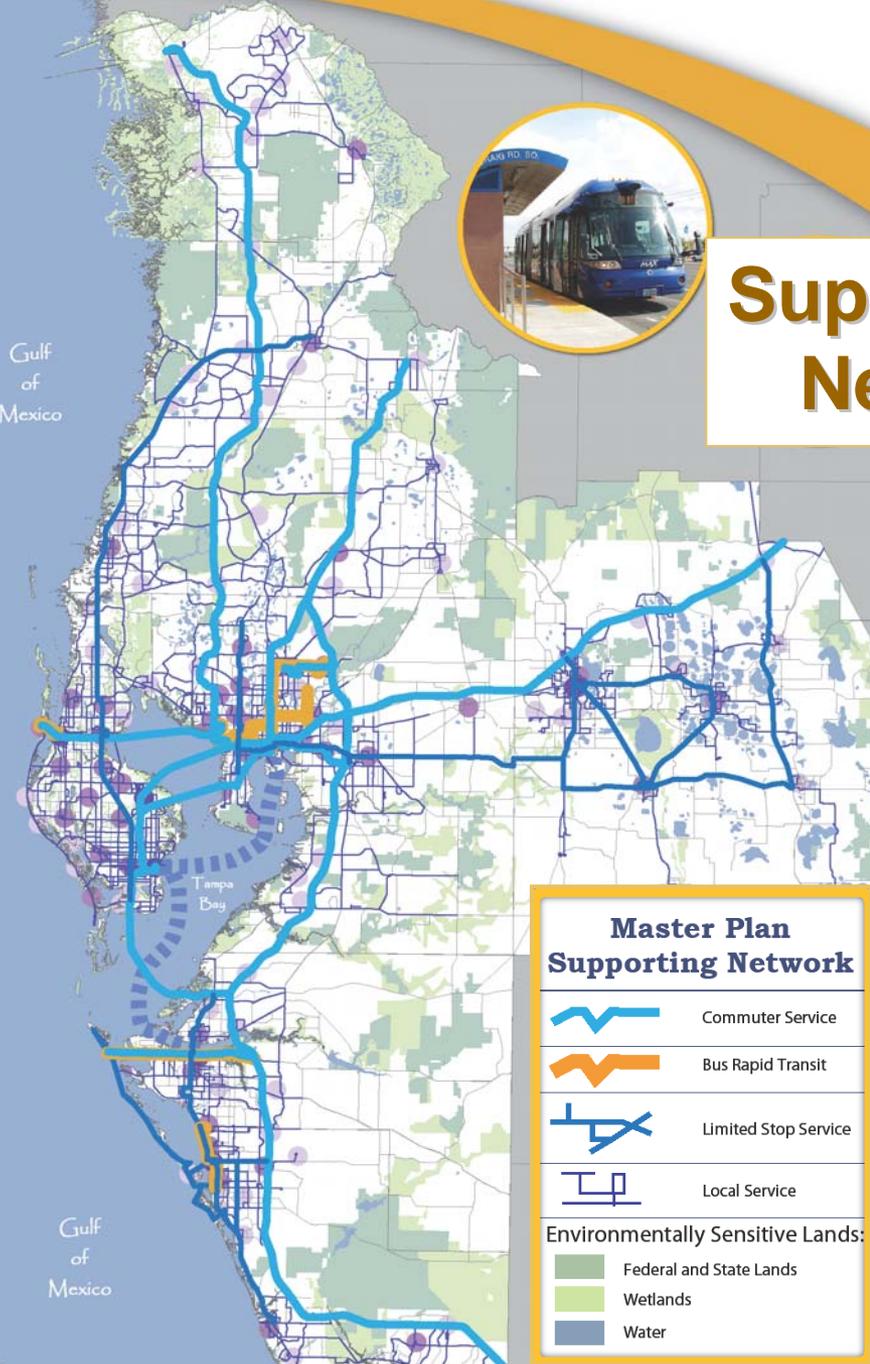
Phase Three

Picking the Options to Carry Forward

- Public input
- Travel demand and ridership
- Cost effectiveness
- Connecting regional destinations
- And more



Supporting Network



Master Plan Supporting Network

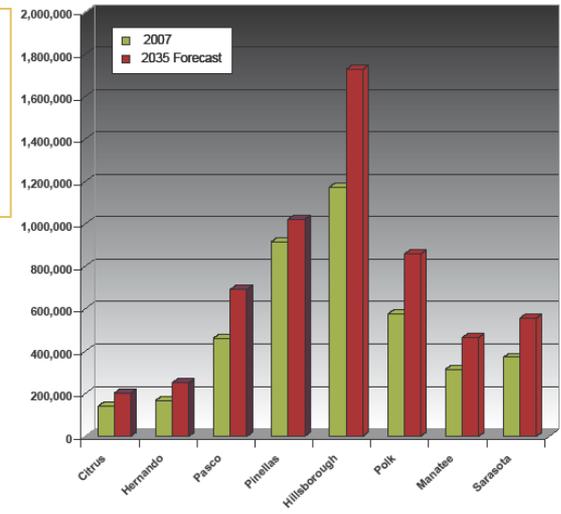
-  Commuter Service
-  Bus Rapid Transit
-  Limited Stop Service
-  Local Service

- Environmentally Sensitive Lands:
-  Federal and State Lands
 -  Wetlands
 -  Water



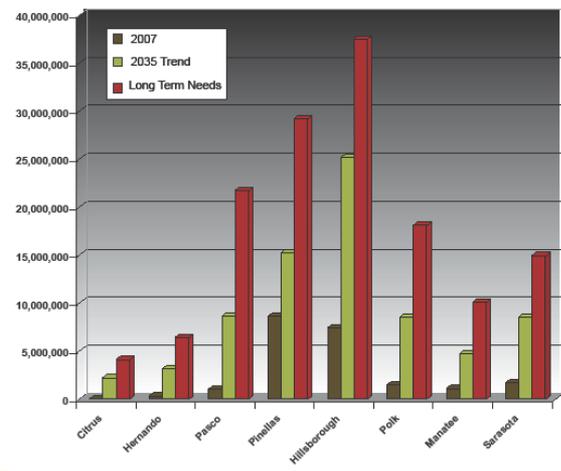
Growing Population

US Census (2007) and Florida Bureau of Economic and Business Research



Growing The Service

Total Annual Revenue Miles





Regionalism Emphasis

*Goal:
Fixed-guideway
connections to
major destinations
around the region.*

Network Summary:

Short Distance Rail	97 Miles
Long Distance Rail	125 Miles
Express Bus	26 Miles
Bus Rapid Transit: Mixed Traffic	180 Miles

Master Plan Phase Three Networks Legend

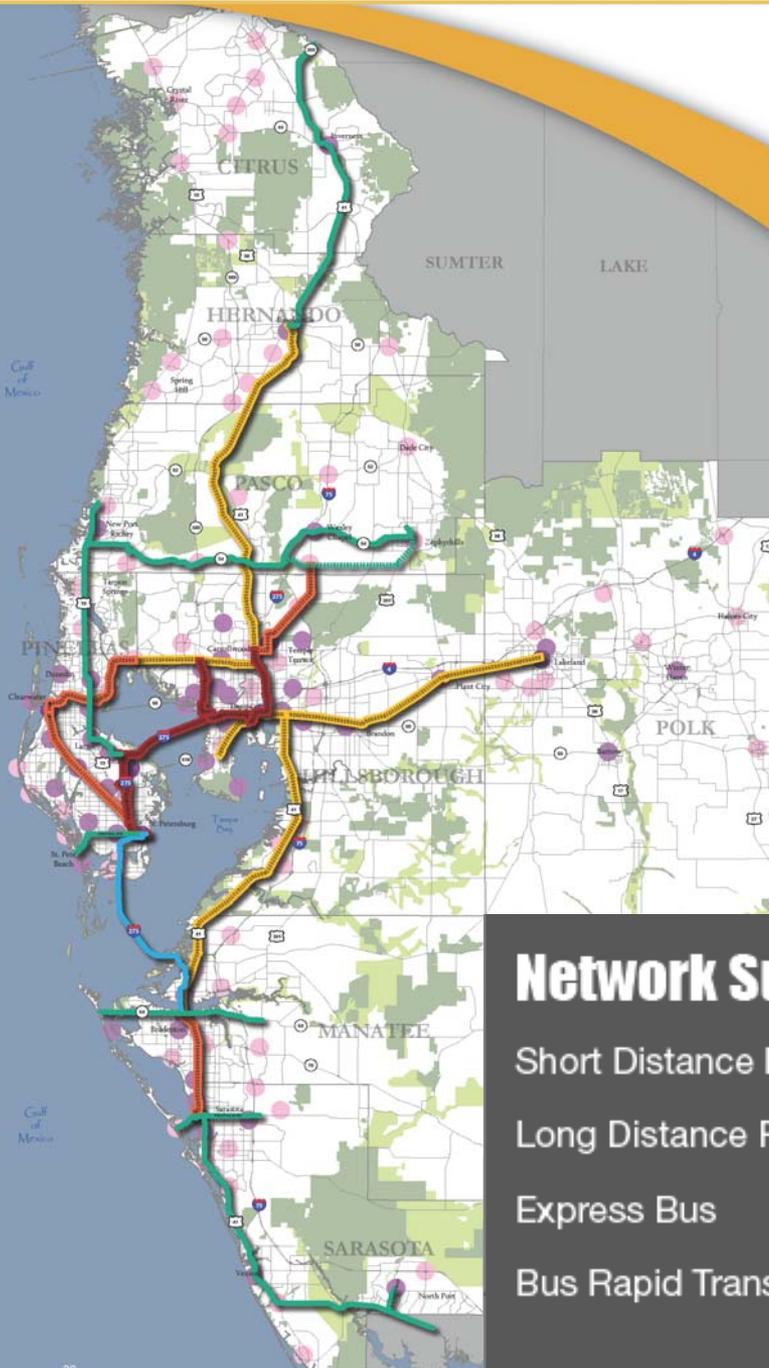
	Frequent, Short Distance Rail (Every 10 Minutes)
	Less Frequent, Short Distance Rail (Every 20 Minutes)
	Peak Hour Focused, Long Distance Rail (Every 20-30 Minutes in Peak Hour)
	Bus Rapid Transit: Exclusive Lane (Every 15-30 Minutes)
	Express Bus: Managed Lane (Every 15-30 Minutes in Peak Hour)
	Express Bus (Every 15-30 Minutes in Peak Hour)
	Alternative Route
	Bus Rapid Transit: Mixed Traffic (Every 15-30 Minutes)
	Alternative Route
	Major Roads

Destinations (Including Planned Growth):

- Very intense cluster of destinations
- Intense cluster of destinations
- Cluster of destinations

Environmentally Sensitive Lands:

- Florida Managed Lands
- Water Management District Lands
- Water





Community Workshops

Drop By 5:30-7:30pm

Pasco County – Tues, Oct. 28

Holy Trinity Lutheran, Lutz

Hernando County – Wed, Oct. 29

Jerome Brown Ctr., Brooksville

Citrus County – Thurs, Oct. 30

East Citrus Commty. Ctr., Inverness

Manatee County – Wed, Nov. 5

Bradenton Auditorium

Sarasota County – Thurs, Nov. 6

North Port City Hall

Pinellas County – Wed, Nov. 12

Clearwater Public Library

Hillsborough County

Bell Shoals Baptist, Brandon – Thurs, Nov. 13

Carrollwood Cultural Ctr. – Mon, Nov. 17



Drop By 11:30am-1:30pm

**USF Sarasota/ Manatee –
Wed, Nov.5**

Selby Auditorium

**Downtown Sarasota –
Wed, Nov. 6**

Bayfront Commty. Ctr.

**Downtown Tampa –
Tues, Nov. 18**

TECO Plaza

**Downtown St. Pete –
Thurs, Nov. 20**

St. Pete Chamber

Online Workshops!

Nov. 13, 11:30am-1:30pm

Nov. 18, 5:30-7:30pm

www.tbarta.com



Current & Upcoming Board Topics

- **New Executive Director**
- **Funding and Financing Committee**
 - Local and regional funding shortfalls
 - Possible funding sources
 - Public-Private Partnerships
 - Legislative actions
- **Land Use Coordination and Effects**
 - Land Use Working Group
 - TOD Scenarios for Phase Three Networks
- **Coordination with other RTAs and Metro Areas Across the State**



Phase Three: Next Steps

November

- Supporting Networks
- Transit Oriented Development Scenarios

December

- Capital & Operating Costs
- Systemwide Ridership
- Traffic & Travel Times

January

- “Blended” Network Draft
- Potential Revenue Sources

February/March

- Prioritize Corridors
- Begin Detailed Corridor Studies





Thank You!

Website: www.TBARTA.com

- **Info Line: 813-217-4048**
- **Meeting Schedule:**

Board – November 14, 9:30am

*FDOT, District 7 Office
11201 N. McKinley Dr.
Tampa, FL 33612*

CAC – November 12, 9:00am

*FDOT, District 7 Office
11201 N. McKinley Dr.
Tampa, FL 33612*

TMC – November 12, 1:30pm

*FDOT, District 7 Office
11201 N. McKinley Dr.
Tampa, FL 33612*



**ATTEND THE NEXT
TBARTA MEETING**



**November Executive Board
Committee Meeting**

WHERE
Florida Department of
Transportation, District
Seven
11201 N McKinley Drive
Tampa, FL 33612

WHEN
11/07/2008 - 10:00am

[CLICK HERE FOR DETAILS](#)

Phase Three Online Survey

**Phase Three Community
Workshops (October 28,
2008 - November 20,
2008)**

**Doing Business with
TBARTA**

Latest TBARTA Newsletter

**List of Public Engagement
Events & Activities, updated
10/10/08**

TBARTA Brochure

Home

**Fall 2008 Workshops – Tell Us What You Think of the
Draft Region-wide Networks!**

We are one step closer to finishing the regional transportation master plan for the seven-county West Central Florida region. The master plan will include transportation options for Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, and Sarasota Counties. You are invited to join the efforts and assist in creating the master plan for a comprehensive and progressive transportation system to serve area residents and businesses into the next century. Fourteen workshops are scheduled at locations around the region between October 28 and November 20 and will be held "open house" style, so that you can conveniently participate. In addition, two of the workshops will be held online.

Take a look at the draft networks and fill out our online survey. The online survey form is a digital version of the survey available at the workshops.

In Phase One of the master plan development, the public provided important comments on where transit service should be located to serve regional transportation needs. In Phase Two, the public told TBARTA what type of transit mode would be best for each of the transportation corridors identified in the first phase. Now, TBARTA is putting the pieces together into region-wide networks to illustrate how the entire system will link our seven county area. You can view and comment on the draft networks during the series of workshops.

If you are unable to attend the workshops in person, TBARTA is also hosting two **online community workshops**. The online workshops are scheduled for

TBARTA PSA



**Watch for us on
Bright House!**



Follow us on Twitter!



Go to
<http://twitter.com/TBARTA>
to find out more.



TOD National Success Stories

Richardson and Plano, TX

- Private investment, Gatalyn Park Station Area: **\$76 million**
- Private investment, 64 existing & planned stations on DART rail lines: **\$4.3 billion**



Gatalyn Park Richardson, Texas

Source: Center for Economic Development and Research, University of North Texas, Nov 2007





TOD National Success Stories

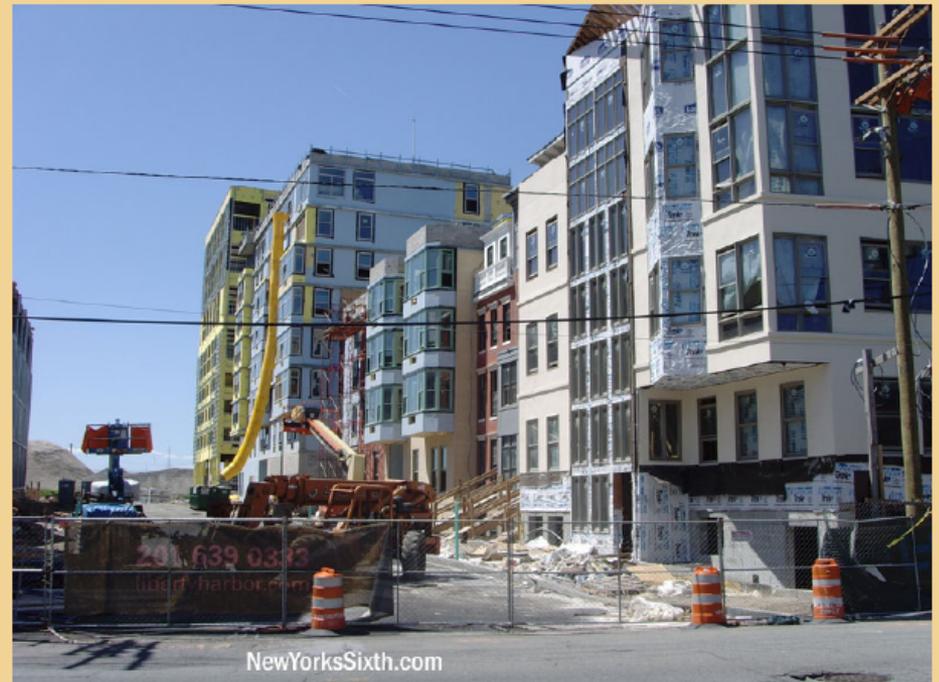
Jersey City, NJ

- Value of station area development along Essex Street Corridor Light Rail: over **\$1 billion**
- New ad valorem revenues helping local communities: **\$4-6 million** each year



Photo © Flickr/jeffrey1

Source: Development impact of the Hudson-Bergen CRT system, Vorhees Transportation Center, April 2006



NewYorksSixth.com



TOD National Success Stories

Santa Clara, CA

- "Being within walking distance of a LRT station in Santa Clara County CA, increased land values on average by over \$4.00 per square foot, or by around 23 percent.
- Within a quarter mile of a CalTrain commuter rail stop, the increase was even larger - over \$25 per square foot, or more than 120 percent above the mean property value."



Source: Transportation Research Board, 81st Annual Meeting presentation January, 2002