TBARTA

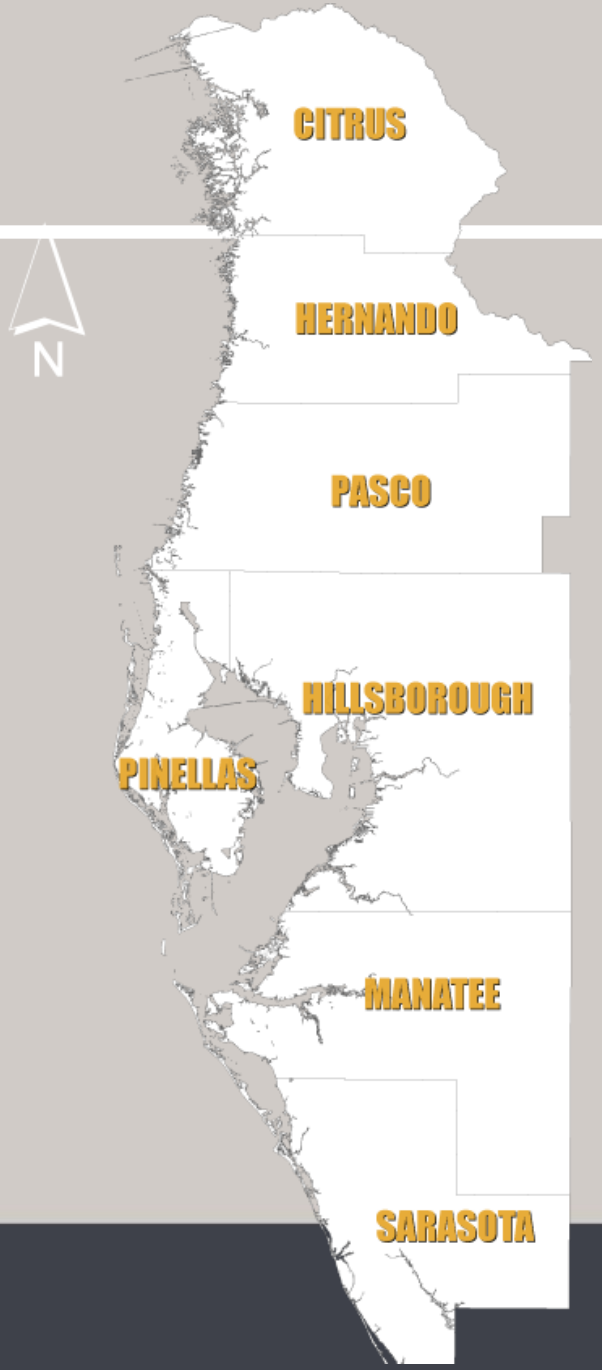
Connecting Our Region, Building Our Future

A Connected Region for Our Future

ONE BAY Working Group

TBARTA 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." - *Adopted December 2008*



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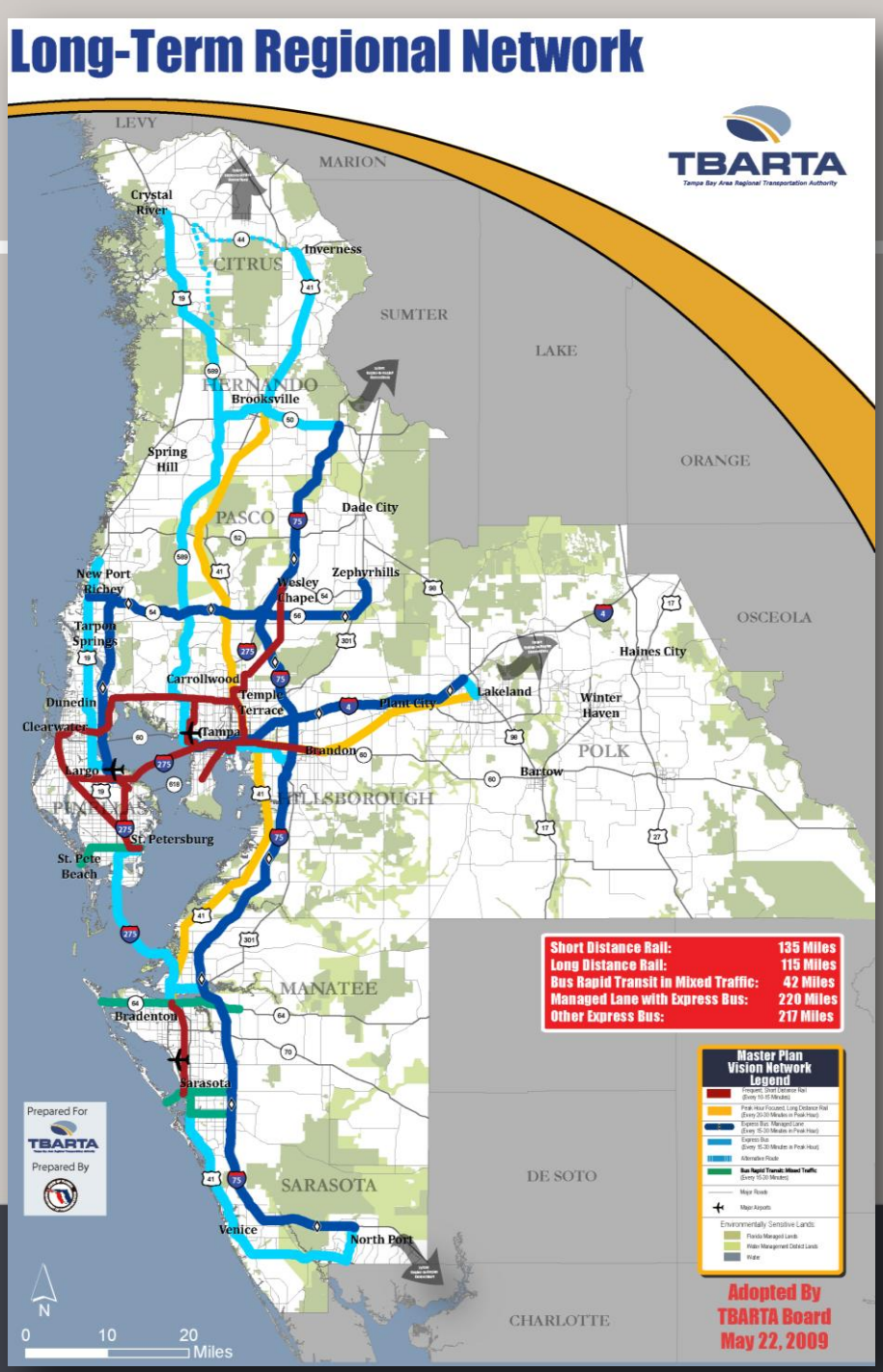
TBARTA Vision in 2009

A Balanced, Multimodal System



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TBARTA Vision for 2009

Technical Process to Develop the Regional Transit Network

- **Focus on Transit**
- Existing transportation plans
- Regional growth trends (socioeconomic data)
- Technical screening process (documented in Tech Memos)
  - Screen 1: Connections needed
  - Screen 2: Modes best for each connection
  - Screen 3: Regional Network Performance
    - Development of Supporting Transit Network
    - Travel Demand Modeling
    - Transit Oriented Development Scenarios
    - Capital, Operating and Maintenance Cost Estimates
    - Economic Benefits Modeling
- Collaboration with planning partners
- Extensive public engagement

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2011 Master Plan Update

Key Elements

- Refined Adopted Transit Network
  - Alternate routes (Trinity Blvd & CR 77) connecting SR 54 and East Lake Rd added ("Potential Connection Area")
  - Managed Lanes removed from US 301 Express Bus in Long-Term
- Public Engagement

Added:

- Regional Freight Network
- Regional Roadway Network
- Regionally-significant Issues
  - Air Quality & Land Use

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2013 Master Plan Update

- Minor revisions only
- Ensure consistency and coordination with plans and projects
- Key Elements
  - Coordinate with stakeholders, partners, and public
  - Update Transit, Freight, and Roadway Networks
  - Update Vision and Technical Memoranda
  - Ensure consistency with new legislation

Focus of the 2013 Update

Progress towards implementation

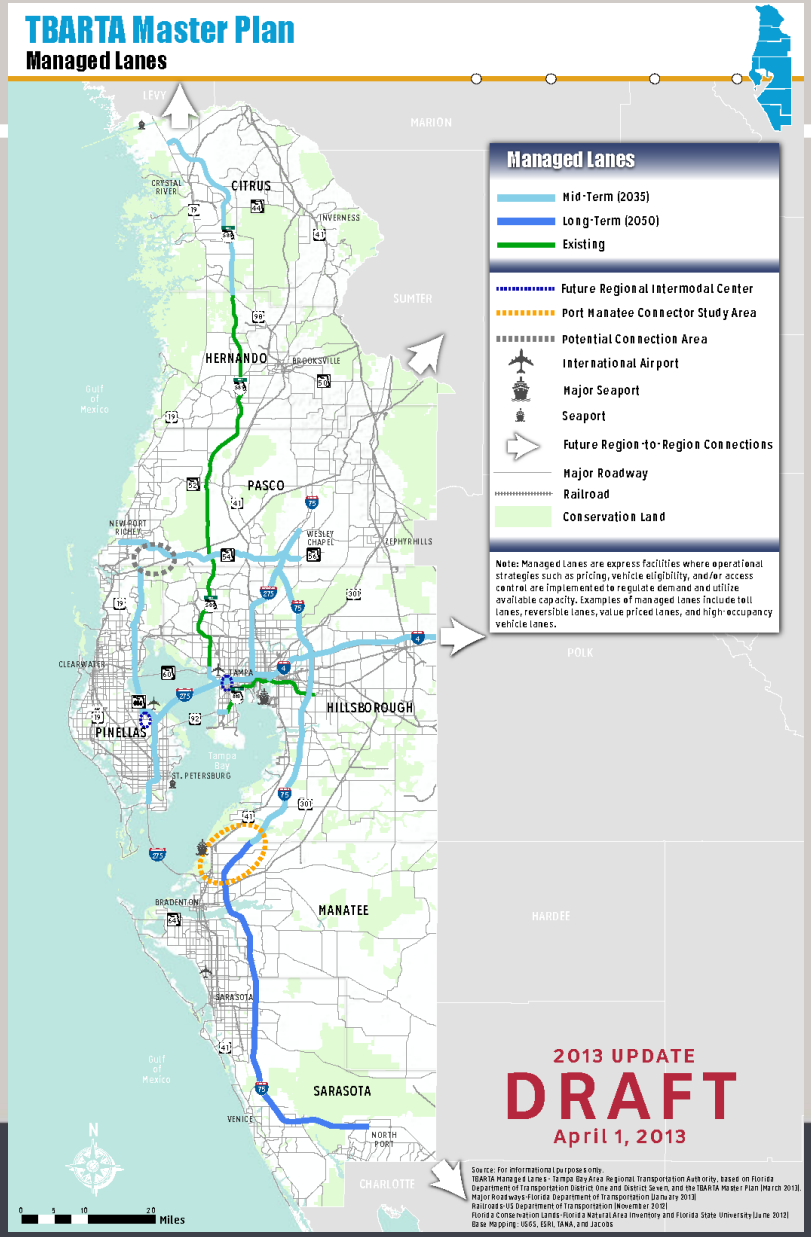
- Regional Priority Projects
- FDOT District Seven Express Lanes Study (Managed Lanes)
- Corridor Studies
- Regionally-significant Local Projects
- Regional Coordination Efforts
  - TBARTA & CCC
  - Hernando & Citrus
  - One Call-One Click

Regional Priority Projects

- Roosevelt Connector in Pinellas County, connecting the Bayside Bridge, St. Pete-Clearwater Airport, Gateway, and I-275
- Extension of the Suncoast Parkway into Hernando and Citrus Counties
- Managed Lanes on SR 54/56 in Pasco County between the Suncoast Parkway and I-75
- Express Lanes on I-275 to bypass the SR 60/Memorial Highway interchange east of Howard Frankland Bridge
- Port Manatee Connector to move freight between Port Manatee and I-75, taking trucks off local roads

Managed Lanes

- TBARTA Managed Lanes include existing toll facilities, and mid-term and long-term network of managed lanes identified by the Master Plan and FDOT
- Important component for implementing the regional transportation vision step-by-step



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Corridor Studies

TBARTA Corridor Studies completed:

- SR 54/56 Transit Corridor Plan (SR 54/56 from US 19 to Bruce B. Downs Boulevard in Pasco County)
- Pinellas Alternatives Analysis (AA) (St. Petersburg to Clearwater through Carillon/Gateway Area)
- SMART Connect (extension of Premium Services from Sarasota to Bradenton and North Port)

Also completed:

- Sarasota County Area Transit (SCAT) Alternatives Analysis connecting Sarasota Bradenton International Airport with Downtown Sarasota and points to the south

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Corridor Studies

TBARTA Studies in progress:

- Howard Frankland Bridge Project Development and Environment (PD&E)
- Westshore Area to Crystal River/Inverness Transit Corridor Evaluation
- USF to Wesley Chapel Regional Transit Corridor Evaluation
- I-75 Wesley Chapel-Bradenton/Manatee Regional Corridor Transportation Use Evaluation
- Short-Term Regional Premium Transportation Enhancements Study

Regionally Significant Local Projects

What We Heard:

- Port Citrus Feasibility Study
- Downtown Brooksville Vision
- Pasco County's Land Use Initiatives and Mobility Plan/Fees
- Tampa International Airport Master Plan
- MetroRapid service in Hillsborough County

Future Improvement to Automated People Mover station at main terminal of Tampa International Airport

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Regionally Significant Local Projects

What We Heard:

- Pinellas AA
- St. Petersburg's bicycle and pedestrian program
- Manatee County's "How Shall We Grow?" land use vision
- University Parkway/I-75 intense activity center
- InVision Tampa

10 miles of new off-road trails added in St. Petersburg through the CityTrails program

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Draft 2013 Transit Network

Importance of Regional Network

- Moving passengers via premium transit, connecting major destinations
- Transit service and alignments are conceptual
- Network developed in 2009 through detailed technical process and public engagement
- Updated in 2011 and 2013 coordinating with local planning partners

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Draft 2013 Transit Network

Updates since 2011

- Service types streamlined
- Managed Lanes
- Corridor Studies applied (SR 54/56 Pinellas AA, SMART Connect, SCAT AA)
- HART AA removed
- Streetcar Loop & MetroRapid added
- TIA People Mover Study Area
- Future Regional Intermodal Center locations

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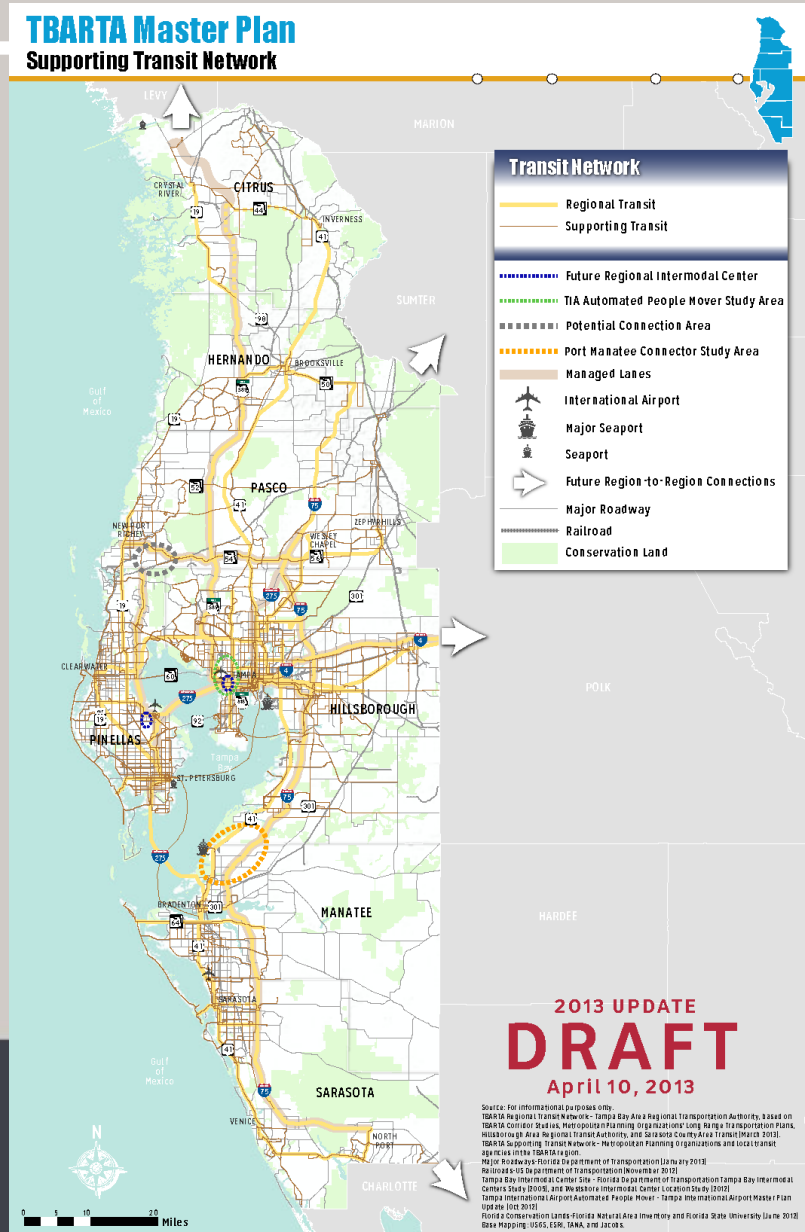
Draft 2013 Transit Network

Supporting Network

- Created for the 2009 Master Plan
- Comprehensive assessment of local transit needs to complement the Regional Network
- Built upon the short- and long-range plans of local transit agencies the MPOs
- Goal to ensure equitable growth in service
- Reviewed by TBARTA Transit Management Committee members



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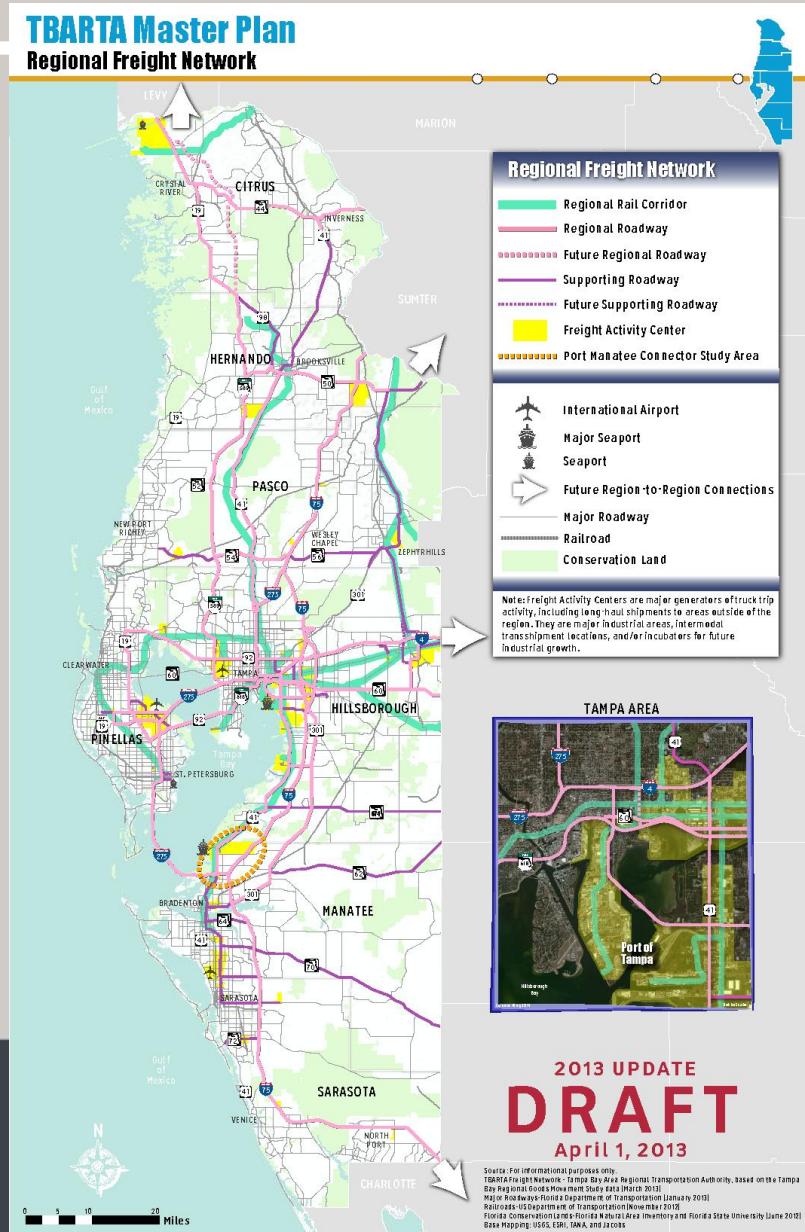
Draft 2013 Freight Network

Importance of Network

- Moving goods to, from, and within our region efficiently via roads, rail lines, and ports
- Investing in freight network to keep prices competitive for our region
- Network includes Strategic Intermodal System and primarily serves regional Freight Activity Centers



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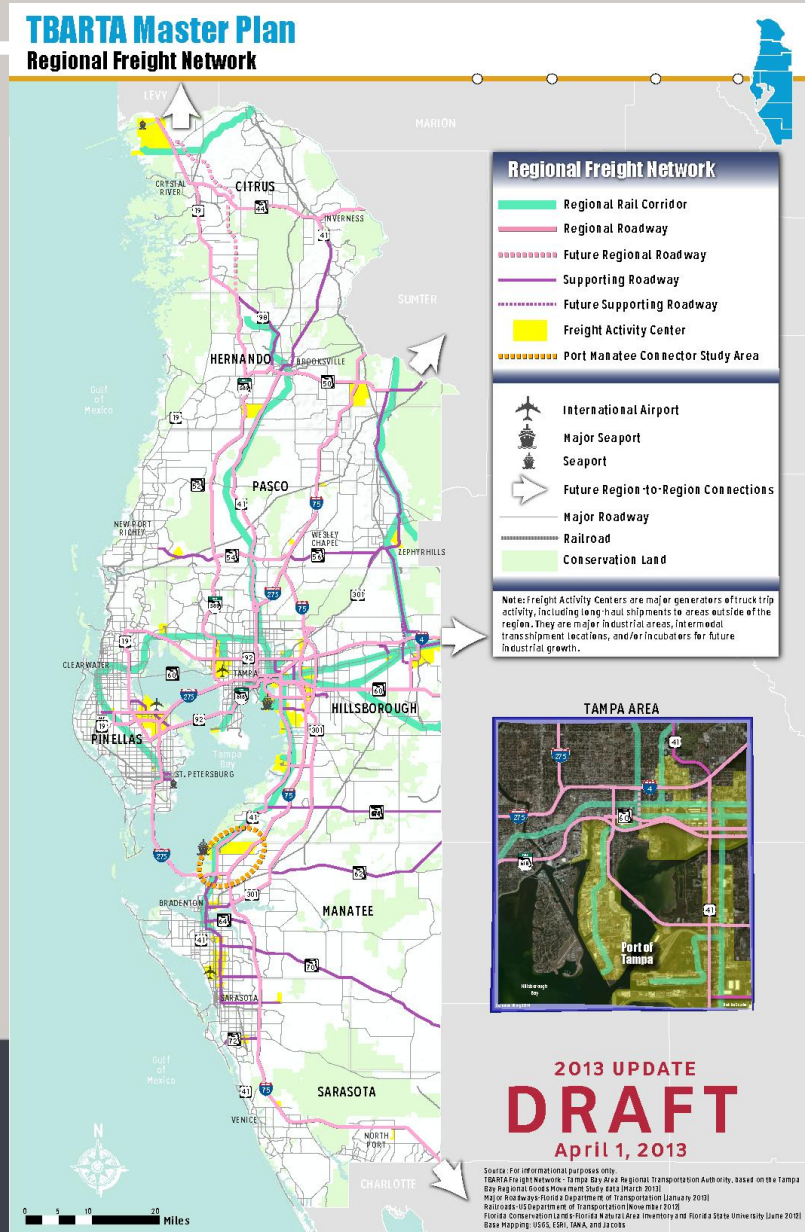
Draft 2013 Freight Network

Updates since 2011

- Tampa Bay Regional Goods Movement Study updated
- Manatee & Sarasota: Supporting Roadways added
- Hillsborough: Future SR 39 in Plant City added
- Seaport locations added
- Freight Activity Centers shown by land area instead of points



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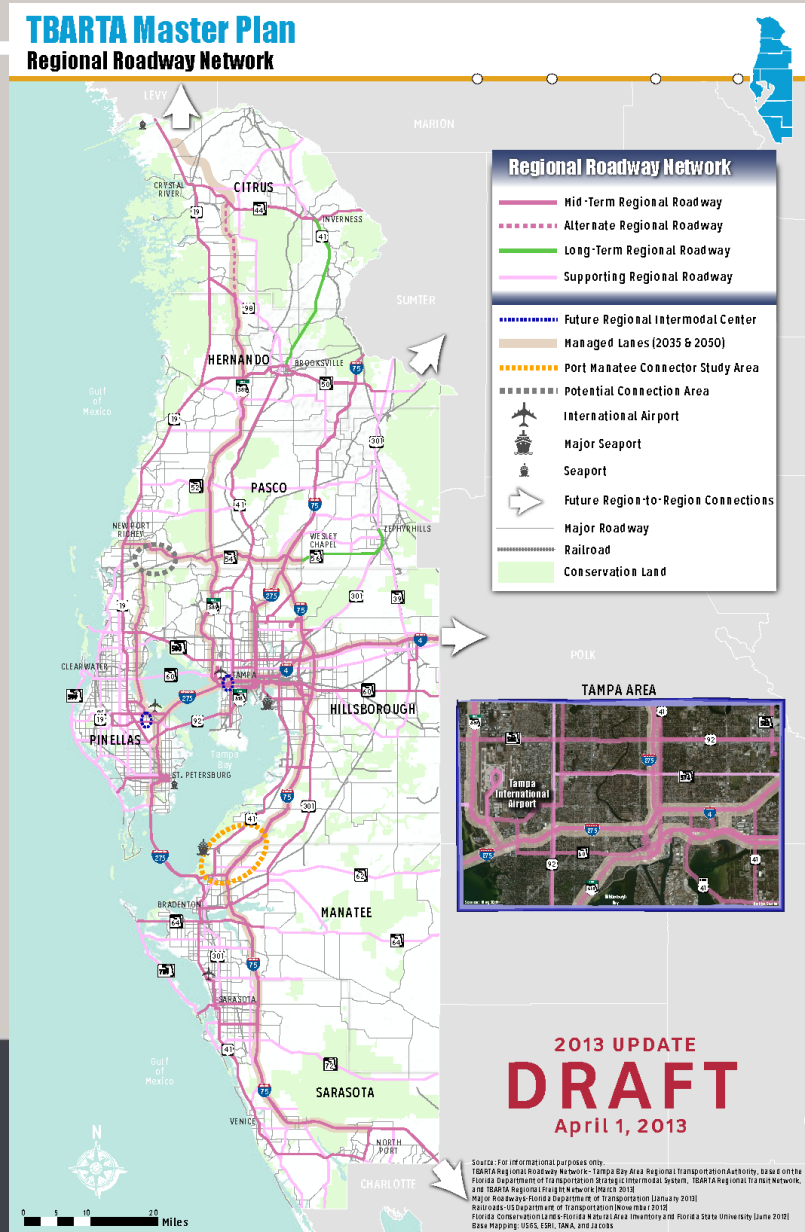
Draft 2013 Roadway Network

Importance of Network

- Critical regional roadways to maintain and expand our economic competitiveness
- Regional roadways on Strategic Intermodal System, linking regional activity centers, designated as regional freight mobility corridors (Freight Network), and planned for regional transit connections (Transit Network)
- Supporting regional roadways identified in the CCC's Regional Long Range Transportation Plan



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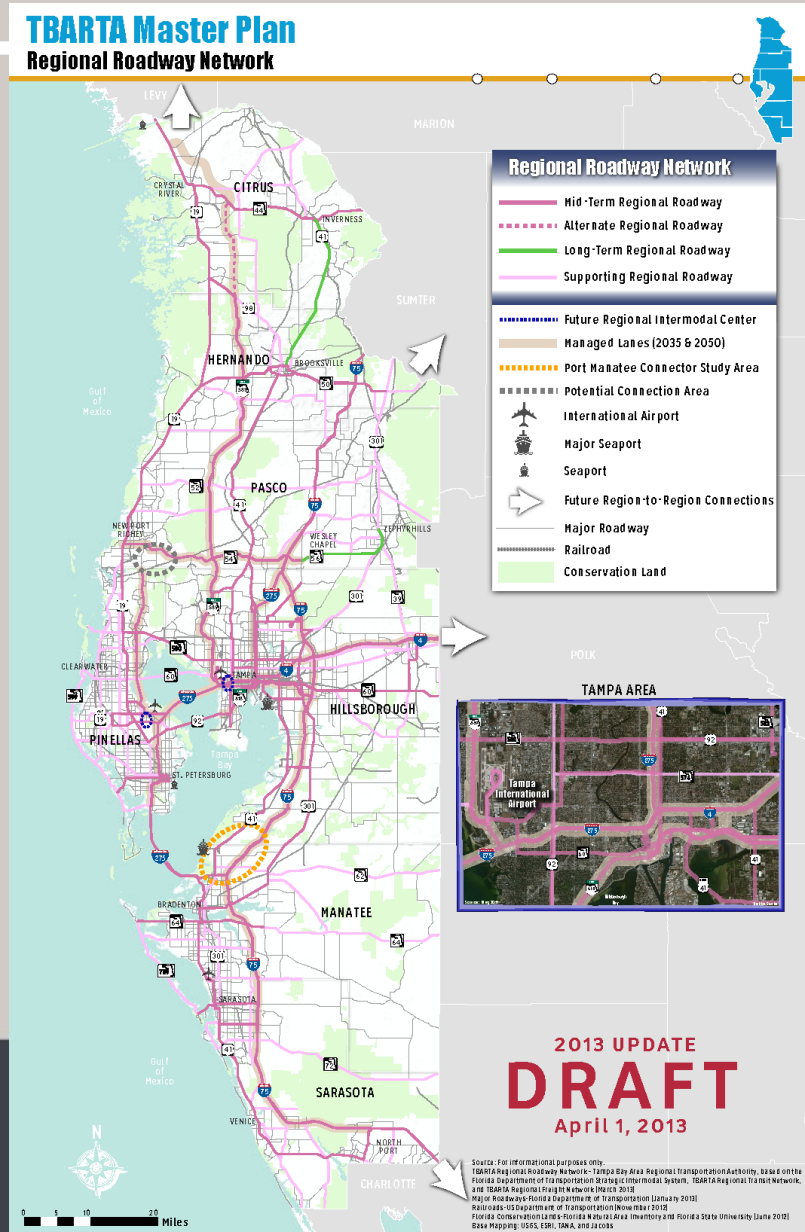
Draft 2013 Roadway Network

Updates since 2011

- Managed Lanes
- SIS Roadways are not shown separately; included in Regional Roadways
- Updates made to the Transit and Freight Networks are reflected



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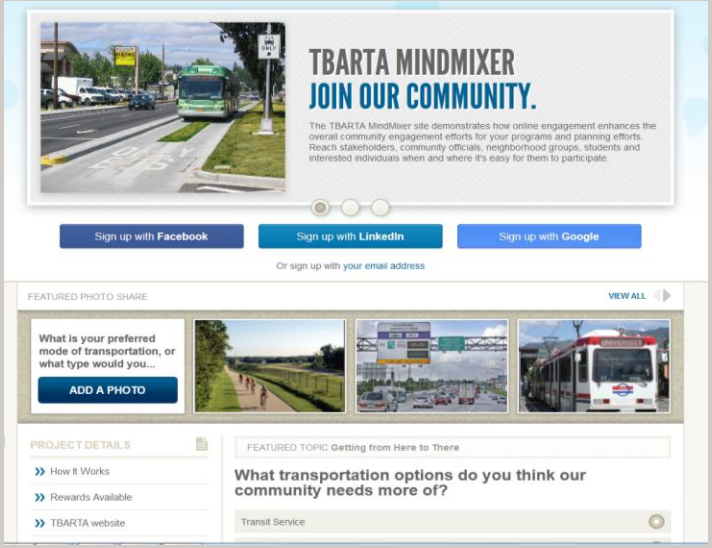
Public Engagement

- www.TellTBARTA.com
  - Online forum launched in March
  - Public commenting available 24/7
  - 4-5 Topics/Questions
  - Links with Social Media



- TBARTA on Facebook

  www.facebook.com/TBARTA.TampaBay

- TBARTA on Twitter

  www.twitter.com/TBARTA

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Telephone TownHall Summary

Total Participants (inbound & outbound call participants)

Grand Total: 39,567 participants
Average: 7,898 participants/evening

Maximum Participants (average "peak" participation)

1,392 people/evening (7:00 to 8:00 p.m.)

Total Live Questions (during the one-hour call)

Grand Total: 116 live questions
Average: 23 live questions/evening

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TownHalls Summary

We Need:

- To improve existing bus service
- Access to Tampa, TIA, sporting events
- County-to-county transit options
- Private funding, partnerships
- Bike lanes, express lanes
- Mobility for the disabled

TBARTA “Right-Now” Solutions

Commuter Services:

- Carpool, Vanpool, School Pool, Telework, ERH

Success by the Numbers:

- > 1 million vehicle trips eliminated each year
- > 20 million vehicle miles eliminated
- Reduction of > 362,000 lbs of carbon dioxide emissions
- > $11 million saved in individual transportation costs
- Brings $2 million in funding to the region annually

Regional Coordination – CCC

- TBARTA providing administrative services
- Working together to enhance regional public participation efforts
- Consolidating public engagement goals & objectives
- Integrating engagement activities for better effectiveness
- Developing joint regional branding and identity

Regional Coordination – One Call/One Click

- Received $1.2 million grant from FTA/VA
- Working with multiple partners throughout seven-county region
- First-ever regional transportation information resource
- Partnership with the Crisis Center of Tampa Bay

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Regional Coordination Challenges

- Funding – declining revenue
- Enhanced focus on regions at state & federal level
- Regional competition from Orlando, Jacksonville, South Florida

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Next Steps – 2013 and Beyond

- Communicate
- Coordinate
- Consolidate
- Privatize
- Incentivize

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