

TAB 1

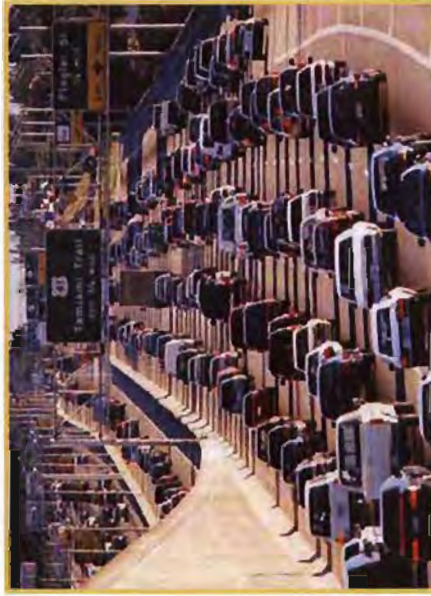
Tampa Bay Area Regional Transportation Authority

Regional Master Plan Update



Transportation Choices

Traffic congestion does not start or stop at county lines.



Neither should our solutions.

Though growth has slowed, we still expect 70,000 residents will move to this region every year.

What will our roads be like in the future?



Traffic Congestion 2050

What could transportation choices do for our region?

- Enhance our quality of life
- Strengthen our economy
- Preserve environment & rural areas
- Provide access to jobs, schools, tourist attractions, sporting events, and affordable housing



Need for Options

What could regional transportation choices mean for me?

- Lower stress, lower cost commute
- Save on gas and car maintenance
- Get to the airport on time, reliably.
- Take the family to a game or a show without the hassle of parking or traffic.
- If I or my loved one can't drive, there's another way to get to medical centers and activities.



Other growing metros are moving ahead.

Transportation was named the
1 issue

affecting the region's economic
competitiveness, in surveys
conducted by the not-for-profit
Tampa Bay Partnership.



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TBARTA
Tampa Bay Area Regional Transportation Authority



2 out of 3 households in the Tampa Bay region believe that TBARTA is a good idea.
63% support a multi-county, integrated solution.

What is TBARTA?



TBARTA

Tampa Bay Area Regional Transportation Authority

- *Regional agency created by state legislation on July 1, 2007*
- *Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, and Sarasota Counties*
- *Capabilities: plan, develop, finance, construct, own, purchase, operate, maintain, relocate, equip, repair, and manage multimodal transportation systems*

Purpose

Improve mobility and expand multimodal transportation options for passengers and freight throughout the seven-county region.





TBARTA Board Members

- **Governor's Appointees**
- Mr. Shelton Quarles, Chair
- Mr. Michael Bullerdick
- Mr. Shawn Harrison
- Mr. Hugh E. McGuire, Treasurer
- **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, Vice Chair
- **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 Donna Hayes
- **Pasco County**
- Commissioner Ann Hildebrand, Secretary
- **Pinellas County**
- Commissioner Karen Seel
- **Sarasota County**
- Commissioner Nora Patterson

TBARTA Partners

- Transit Management Committee
- Citizens Advisory Committee
- Land Use Working Group



Long Range Planning

West Central Florida
Metropolitan Planning Organization (MPO)
Chairs Coordinating Committee (CCC)

Citrus County

Hernando County MPO

Hillsborough County MPO

Pasco County MPO

Pinellas County MPO

Polk County Transportation Planning
Organization (TPO)

Sarasota/Manatee MPO



Local Transit

Bay Area Commuter Services (BACS)

Citrus County Transit

District One Commuter Services

Hillsborough Area Regional
Transit (HART)

Manatee County Area Transit
(MCAT)

Pasco County Public
Transportation (PCPT)

Pinellas Suncoast Transit
Authority (PSTA)

Sarasota County Area Transit
(SCAT)

The Hernando Express
(THE Bus)



Planning

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

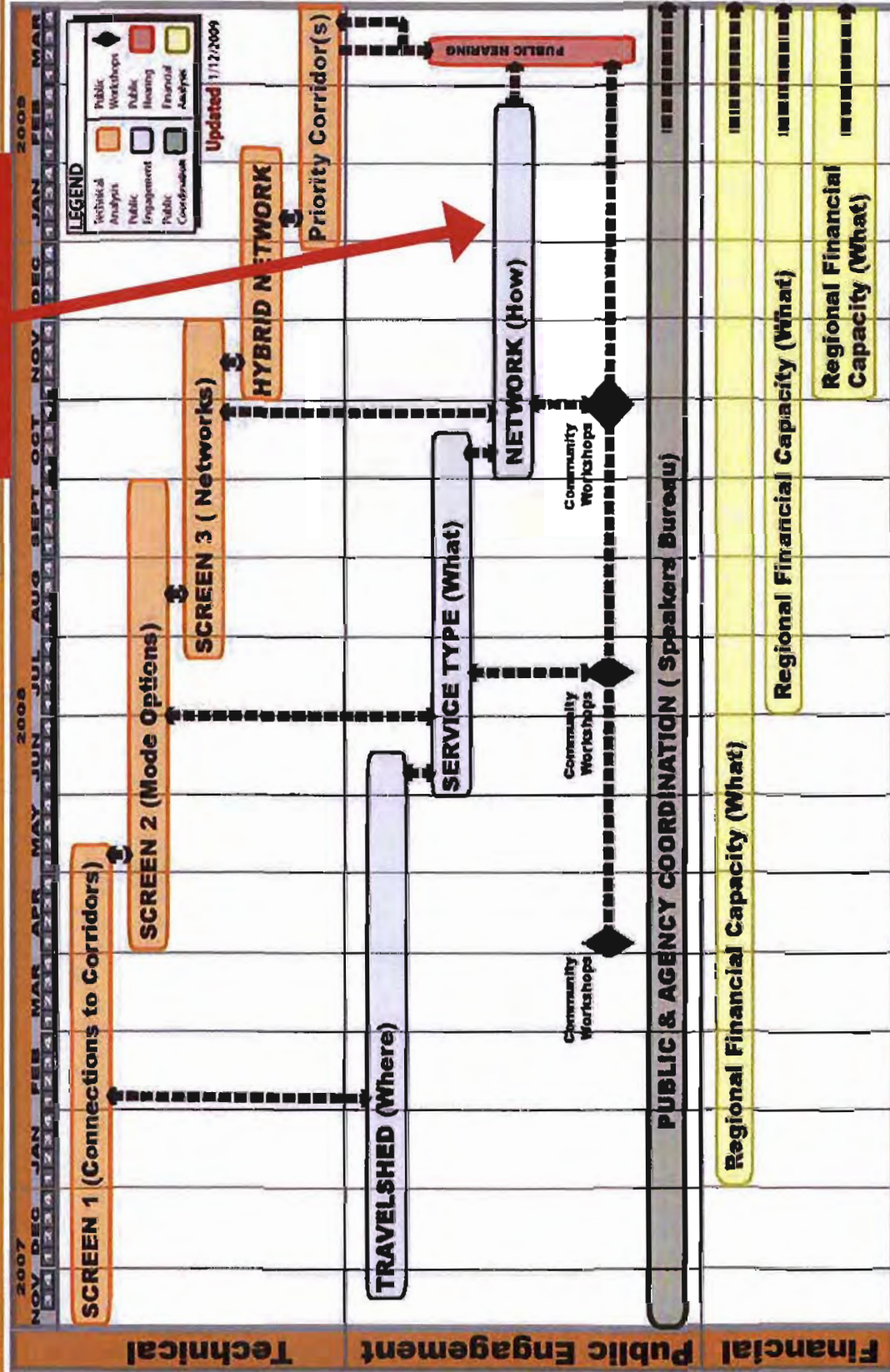
Providing transportation options that address
all of our regional needs
is essential to the *right* road map.





**YOU ARE
HERE**

Master Plan Schedule

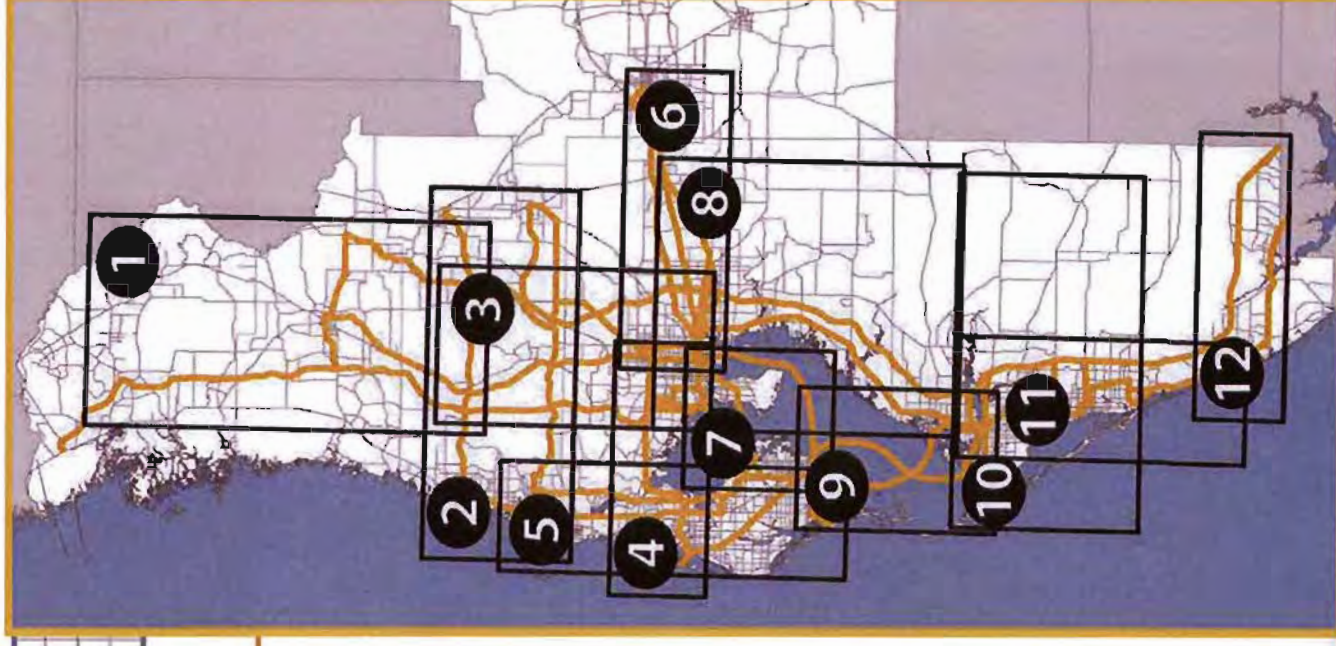


Master Plan Phase One

Phase One Recommendations

– Regional Connections Study Areas

- Where are you going to and from?
- Which routes make the best connections for regional travel?
- Are there any routes not shown that should be considered?



Phase Two Recommendations

- Best **type of improvement** for each route option
- Note: some routes serve the same or similar markets



- Shorter Distance Bus
- Longer Distance Bus
- Shorter Distance Rail
- Longer Distance Rail
- Waterborne Transit
- Managed Lanes

Phase Two Evaluation

What did we consider when looking at regional needs?

- Employment Centers
- Population Centers
- Tourist Attractions
- Airports
- Regional Shopping
- Colleges/Universities
- Culture/Entertainment
- Major New Development
- Areas Incentivized for Redevelopment by State & Local Governments



- "Very Intense Cluster of Destinations"
- "Intense Cluster of Destinations"
- "Cluster of Destinations"



Phase 2 Recommendations

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

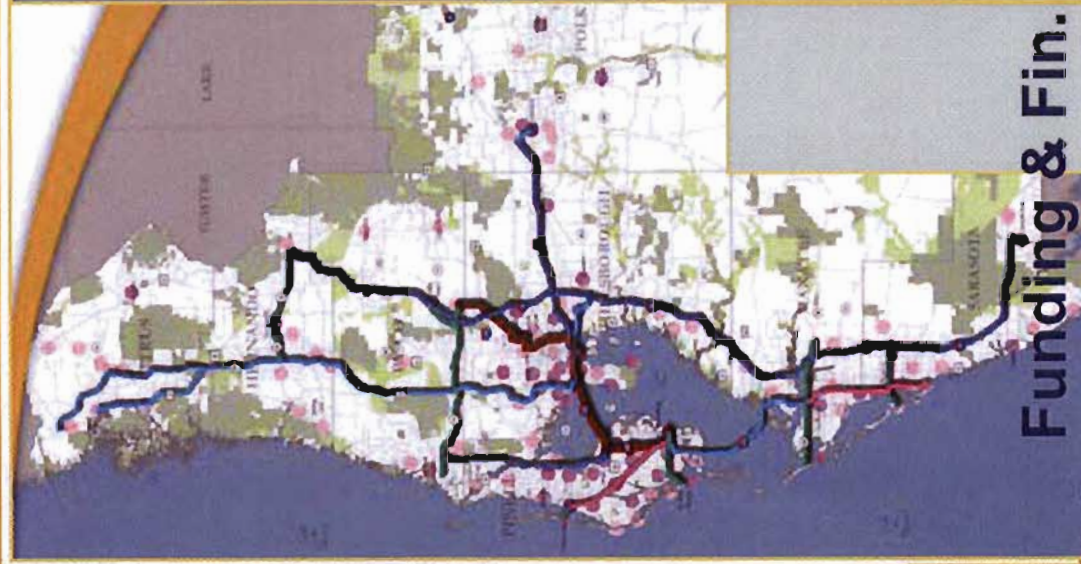
- Result = the map at right: a **"menu"** of improvements
- Next step: Pick from the menu, create networks

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 in
	Supporting Network
Destinations (including Planned Growth):	
	Very intense clusters of destinations (see 1)
	Intense clusters of destinations (see 2)
	Cluster of destinations (see 3)
Environmentally Sensitive Lands:	
	Federal and State Lands
	Wetlands
	Volatile

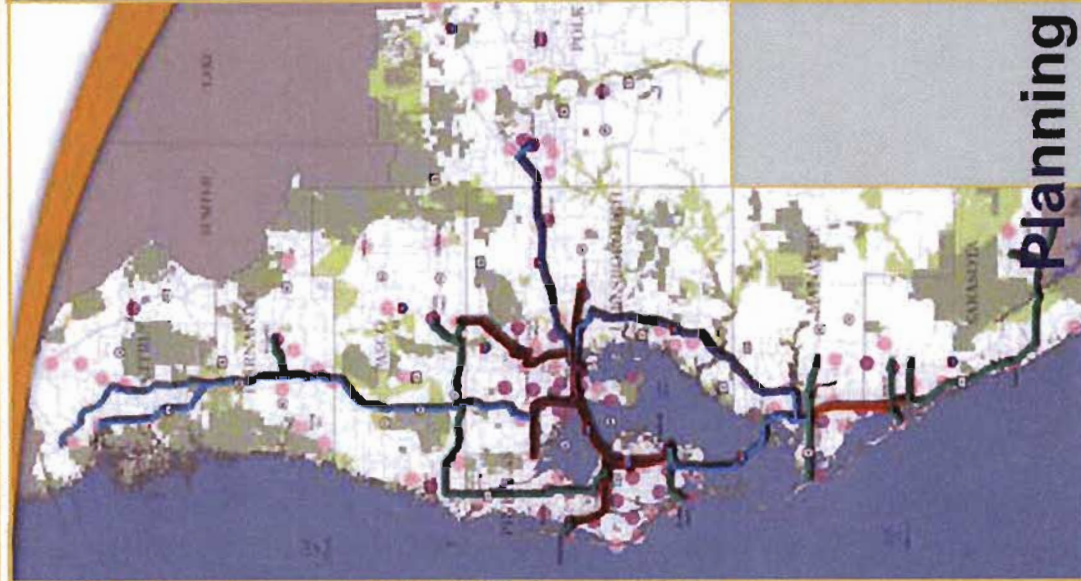




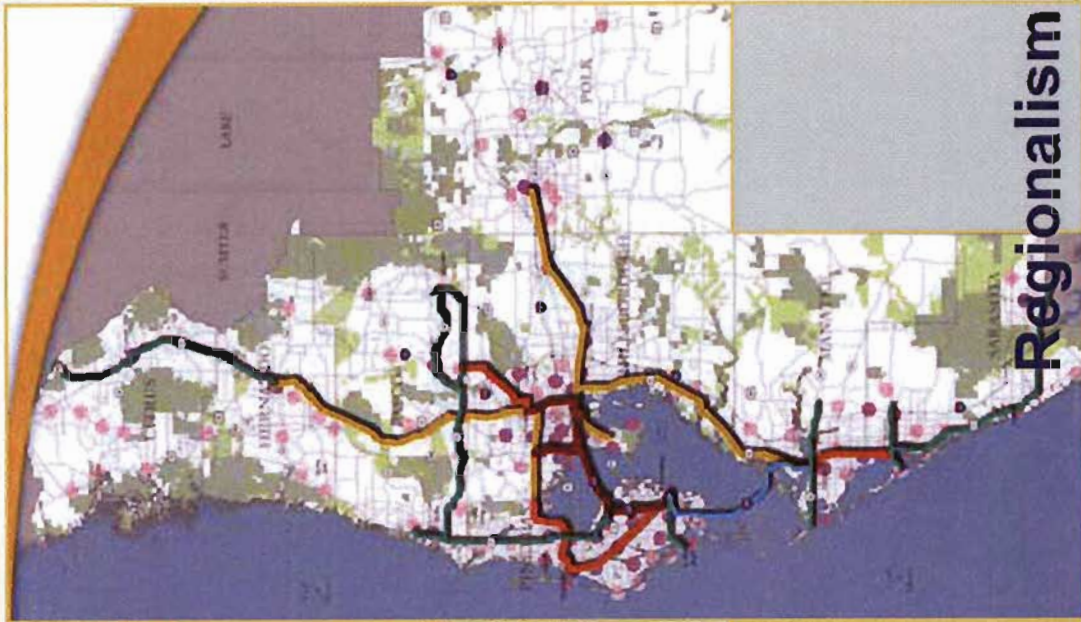
Phase Three Region Wide Networks



Funding & Fin.



Planning



Regionalism

Hybrid Networks

Preliminary Long Term Vision

Network Summary

Short Distance Rail: 135 Miles
Long Distance Rail: 107 Miles
Bus Rapid Transit in Mixed Traffic: 42 Miles
Managed Lane with Express Bus: 216 Miles
Other Express Bus: 191 Miles

DRAFT
JANUARY 20, 2009

Master Plan Phase Three Networks Legend

	Frequent, Short Distance Rail (Every 10-15 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





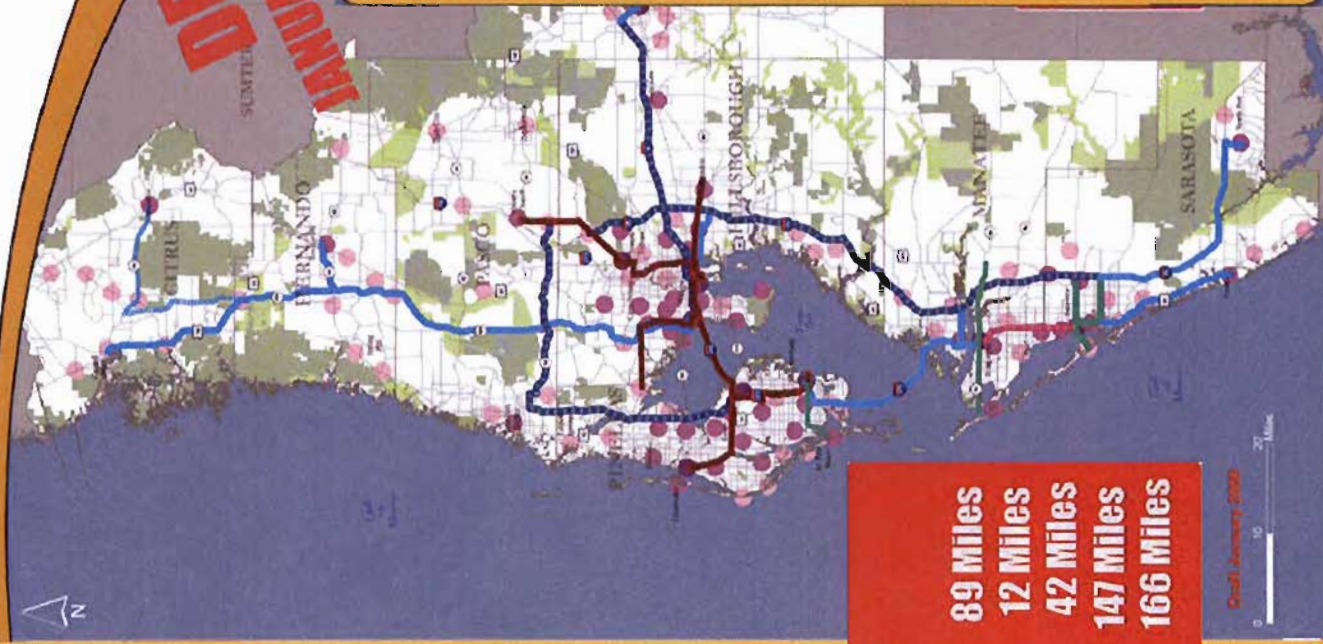
Hybrid Networks

Preliminary Mid Term Vision

Network Summary

Short Distance Rail:
Bus Rapid Transit in Exclusive Lane:
Bus Rapid Transit in Mixed Traffic:
Managed Lane with Express Bus:
Other Express Bus:

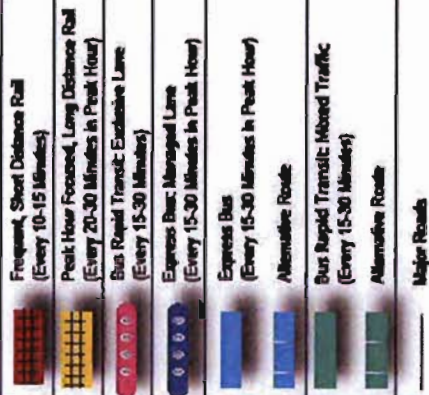
89 Miles
12 Miles
42 Miles
147 Miles
166 Miles



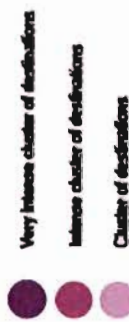
TBARTA
Tampa Bay Area Rapid Transit Authority

DRAFT JANUARY 20, 2009

Master Plan Phase Three Networks Legend



Destinations (Including Planned Growth)



Environmentally Sensitive Lands:

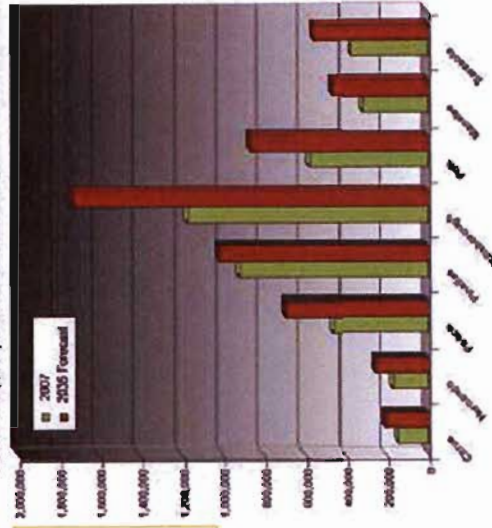




Supporting Network

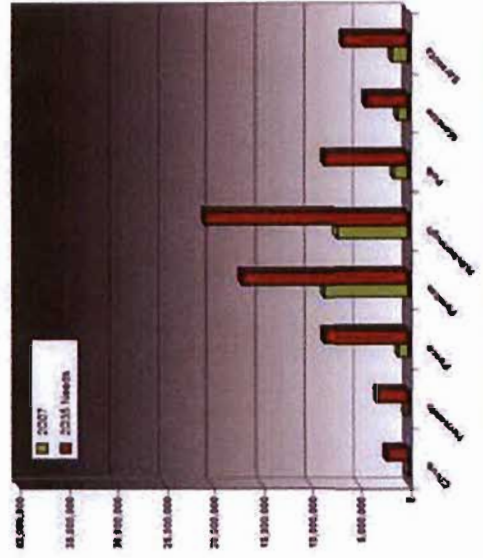
Growing Population

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



Growing The Service

Total Annual Revenue Miles



2008 Public Engagement

- **270+ TBARTA Events**
 - Speakers Bureau Presentations
 - Community and Online Workshops
 - Special Events and Displays
- **10,400 Total Attendees**
- **360+ Total TBARTA Related Articles Published**
- **23,875 Total TBARTA Web Site Visits (~ 65 visits per day)**



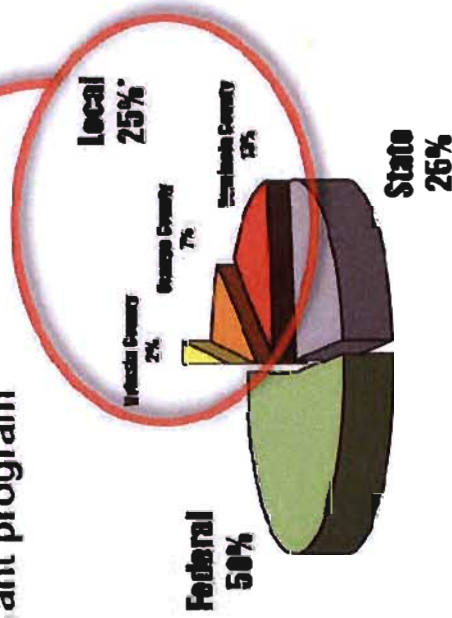


Where Could the Money Come From?

COUNTY FUNDS MATCHED BY FEDERAL & STATE GRANTS

Example: Central Florida Commuter Rail

- Length of Track: 61 Miles
- Capital Cost: \$615 Million
- Funding: Counties split the cost of the local share of the New Starts Transit Grant program



Metropolitan Orlando

Source: Federal Transit Administration New Starts Program



Central Florida Commuter Rail Project Alignment
Source: Metropolitan Orlando

Where Could the Money Come From?

TOLLS

Example: South Florida "I-95 Express"

- Allows cars to pay to use carpool lanes
- Incorporates Variable Toll/Congestion Pricing:
The toll goes up or down depending on how much traffic is using the Managed Lanes at that moment
- Tolls are likely to be between \$0.25 and \$2.65
- Some of the toll revenue helps pay for transit services



Variable Toll Message Boards
Source: Florida Department of Transportation



I-95 Express System Map
Source: Florida Department of Transportation



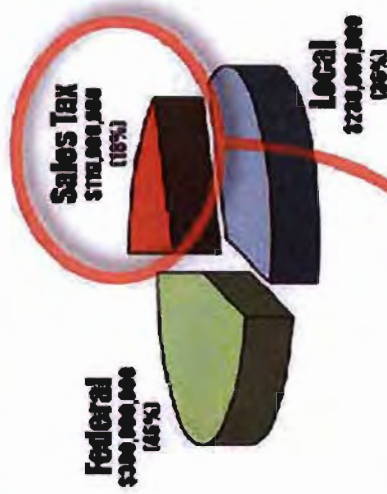
Cities That Are Introducing High Occupancy Toll (HOT) Lanes
Source: Florida Department of Transportation

Where Could the Money Come From?

REGIONAL SALES TAX

Example: Denver "West Corridor" Light Rail

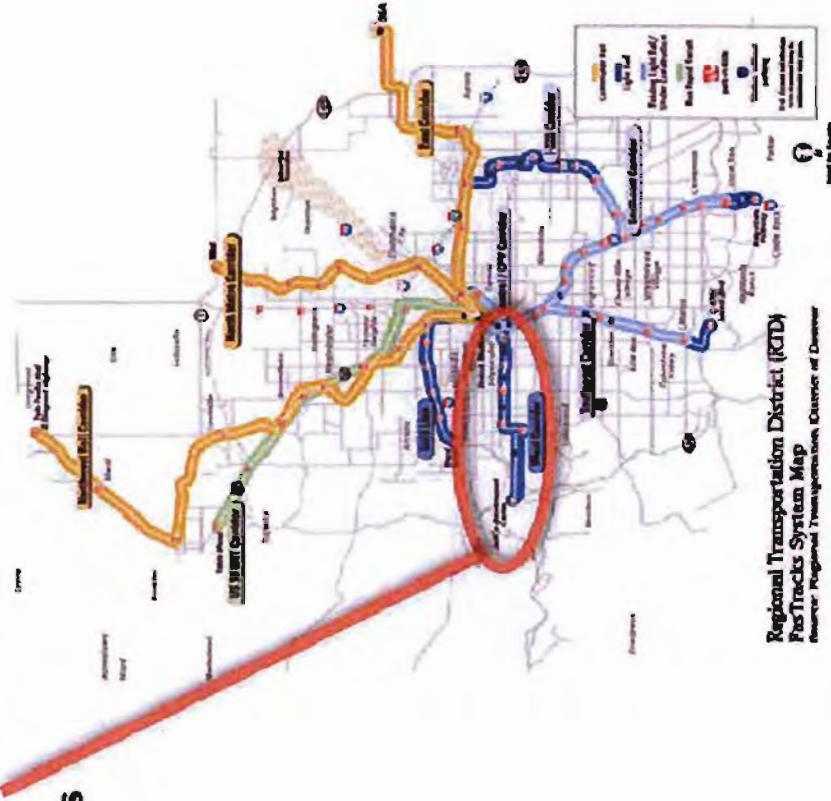
- Length of "West Corridor" Track: 12 miles
- Total Project Cost: \$655 Million



Source: Federal Transit Administration New Starts Program

FAST TRACKS

- Sales tax passed in 2004 referendum, 58% voter approved
- 0.4% sales tax (\$0.04 on every \$10.00 purchase) was added to the preexisting 0.6% sales tax, for a total of 0.01 sales tax

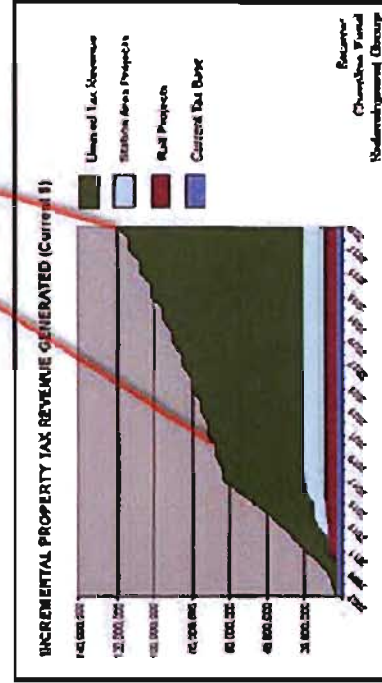


Where Could the Money Come From?

STATION AREA DEVELOPMENT

Example: Charlotte "North Corridor" Commuter Rail

- Transit generates new tax revenue through:
 - Increased development around transit stations
 - Higher property values in station areas
- Additional tax revenue can be used to help pay for transit services
 - Additional revenue in 2019 - \$61.5 million per Year
 - Additional revenue in 2039 - \$120 million per Year





Thank You!

Website: www.TBARTA.com

• Info Line: 813-217-4048

• Meeting Schedule:

Board – February 27, 9:30am

Location: TBD

TMC – February 18, 10:00am

PSTA

3201 Scherer Drive

St. Petersburg, FL 33716

CAC – February 18, 1:30pm

University Connect Building
Board Room

USF, 3802 Spectrum Blvd

Tampa, FL 33612



TBARTA
Tampa Bay Area Regional Transportation Authority

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Home

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."

TBARTA REACHES 10,000 PEOPLE!
TBARTA has achieved an impressive public outreach milestone. As of November 2008, TBARTA has reached over 10,000 people in the region about the Authority's mission to improve mobility and expand multimodal transportation options for passengers and freight throughout the seven-county region, and specifically about the Regional Transportation Master Plan. And the numbers keep growing!

Public engagement and education is a priority for TBARTA and key to its success. As part of the Authority's four Guiding Principles, communication with honesty and integrity has been a fundamental goal of the TBARTA Board since its first official meeting. Since then, TBARTA has engaged the public in the discussion of regional transportation through Speakers Bureau presentations, Community Workshops, and attendance at local events. Over 10,000 people have heard first-hand about TBARTA and have had the opportunity to share their thoughts on what transportation in this region should look like in the future. Additionally, the TBARTA website has been a significant source of information to the public, with over 22,800 hits to the website in the last year. Of that number, almost half were new visitors! Plus over 350 articles referencing TBARTA have been published in

ATTEND THE NEXT TBARTA MEETING
January TBARTA Board Meeting
WHERE
University Connect Building,
Oak View Room
University of South Florida,
3802 Spectrum Blvd.
Tampa, FL 33612
WHEN
01/23/2009 - 9:30am
CLICK HERE FOR DETAILS

Latest TBARTA Newsletter
List of Public Engagement Events & Activities, updated 12/12/08
TBARTA Brochure
Send a Comment
Add Me to the Mailing List
Request a Presentation From Us

FOR THE LATEST

TBARTA PSA
As Seen On
Bright House Networks
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to find out more.