TAB 1
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.
Transportation Choices

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.
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.
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?

- 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
Improve mobility and expand multimodal transportation options for passengers and freight throughout the seven-county region.
<table>
<thead>
<tr>
<th>Board Members</th>
<th>Governing Bodies</th>
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<tbody>
<tr>
<td>TBARTA</td>
<td>Governor's Appointees</td>
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<tr>
<td></td>
<td>Mr. Shelton Quarles, Chair</td>
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<td>Mr. Shawn Harrison</td>
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<td>Mr. Hugh E. McGuire, Treasurer</td>
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<td>Mayor Wayne Poston</td>
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<td>Mayor Rick Baker</td>
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<td>Mayor Pam Iorio</td>
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<td>Mayor Frank Hibbard, Vice Chair</td>
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<td></td>
<td>FDOT (District 1 &amp; 7) Non-Voting Member</td>
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<td>Secretary Donald Skelton</td>
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<tr>
<th>Counties</th>
<th>Commissioners</th>
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<tr>
<td>Citrus County</td>
<td>Commissioner John Thrumston</td>
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<td>Hernando County</td>
<td>Commissioner Dave Russell</td>
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<td>Hillsborough County</td>
<td>Commissioner Ken Hagan</td>
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<tr>
<td>Manatee County</td>
<td>Commissioner Donna Hayes</td>
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<tr>
<td>Pasco County</td>
<td>Commissioner Ann Hildebrand, Secretary</td>
</tr>
<tr>
<td>Pinellas County</td>
<td>Commissioner Karen Seel</td>
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<tr>
<td>Sarasota County</td>
<td>Commissioner Nora Patterson</td>
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</tbody>
</table>
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)
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.
Master Plan Schedule

SCREEN 1 (Connections to Corridors)
SCREEN 2 (Mode Options)
SCREEN 3 (Networks)

TRAVELSHED (Where)

SERVICE TYPE (What)

NETWORK (How)

PUBLIC & AGENCY COORDINATION (Speakers Bureau)

Regional Financial Capacity (What)

You are here

Updated 3/12/2009

Legend:
- Public Workshops
- Analysis
- Public Engagement
- Public Meetings
- Financial Analysis

Community Workshops
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
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)
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

![Central Florida Commuter Rail Project Alignment]

Source: Federal Transit Administration New Starts Program
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
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

Sales Tax

- Federal $312,000,000 (50%)
- Local $255,000,000 (25%)

Federal Transit Administration New Starts Program

- Sales tax passed in 2004 referendum, 56% 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 0.04 sales tax
Where Could the Money Come From?

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: $81.5 million per Year
Additional revenue in 2039: $120 million per Year

Incremental Property Tax Revenue Generated (Central)
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