Presentation

2015 LAW DAY POSTER EXHIBITION & CONTEST

Sponsored by:
The Clearwater Bar Association

THEME: **Brown vs. Board of Education: Equality For All**

CATEGORIES: 3rd Grade & 4th Grade

Every year the Clearwater Bar Association celebrates Law Day with numerous educational activities for students from first through twelfth grade in north Pinellas County. Third and fourth graders participate in the Poster Exhibition and Contest. This year's theme is "Brown vs. Board of Education: Equality For All." The Clearwater Bar Association received approximately four hundred (400) posters from six (6) elementary schools; Belcher Elementary School; Curtis Fundamental Elementary School; Dunedin Elementary School; Highland Lakes Elementary School; Sunset Hills Elementary School; and Westlake Christian School. The students were required to make posters that incorporated the theme of "Brown vs. Board of Education: Equality For All." All of the students' posters were on display in the courthouse lobby from late May through the second week of June.

This year's winners are as follows:

3rd Grade:

1st Place: Olivia Marilyn Agalla
Belcher Elementary School
Teacher: Mr. Trapano

2nd Place: Katie Kreidler
Curtis Fundamental Elementary School
Teacher: Mrs. Johnson

3rd Place: Liana Dimovski
Curtis Fundamental Elementary School
Teacher: Mrs. Johnson

4th Grade:

1st Place: Hailey Black
Highland Lakes Elementary School
Teacher: Mrs. Siemon

2nd Place: Rolan Rakaj
Dunedin Elementary School
Teacher: Ms. Roush

3rd Place: Hannah Hipolito
Curtis Fundamental Elementary School
Teacher: Mrs. Arose

I would like to call Father Bob Swick, JFK Chapter 1963 of the Military Order of the Purple Heart, Chapter members Marc Brill, Chapter's Vice Commander and Vietnam Vet, SFC Steve Surface, US Army and Mal Clingan, Vietnam Vet to join me at the podium.

The Purple Heart is the oldest military decoration still in present use and was initially created by George Washington in 1782, as the 'Badge of Military Merit'.

The Purple Heart was the first American Service Award made available to the common soldier, and is awarded to any member of the United States Armed Services wounded or killed in combat with a declared enemy of the United States.

There have been many Pinellas County residents who made the ultimate sacrifice in giving their lives in the cause of freedom, and there are numerous combat-wounded veterans who currently reside in the county, and as Purple Heart awardees contribute to their community in countless ways.

Pinellas County is honored to have two Purple Heart Cities, Dunedin and Oldsmar; and this year the City of Dunedin is celebrating Purple Heart Day on August 7th in Purple Heart Park, located in downtown Dunedin, at 6:30pm.

Now, therefore, be it proclaimed by the Pinellas County Board of County Commissioners that August 7, 2015 be recognized as Purple Heart Day.

2015 TBARTA Master Plan Update

August 4, 2015

TBARTA

Tampa Bay Area Regional Transportation Authority

TBARTA- By the Numbers

One Region
One Plan
One Voice

2 FDOT Districts (1 & 7)

2 Toll Authorities

2 RPCs

5 MPOs

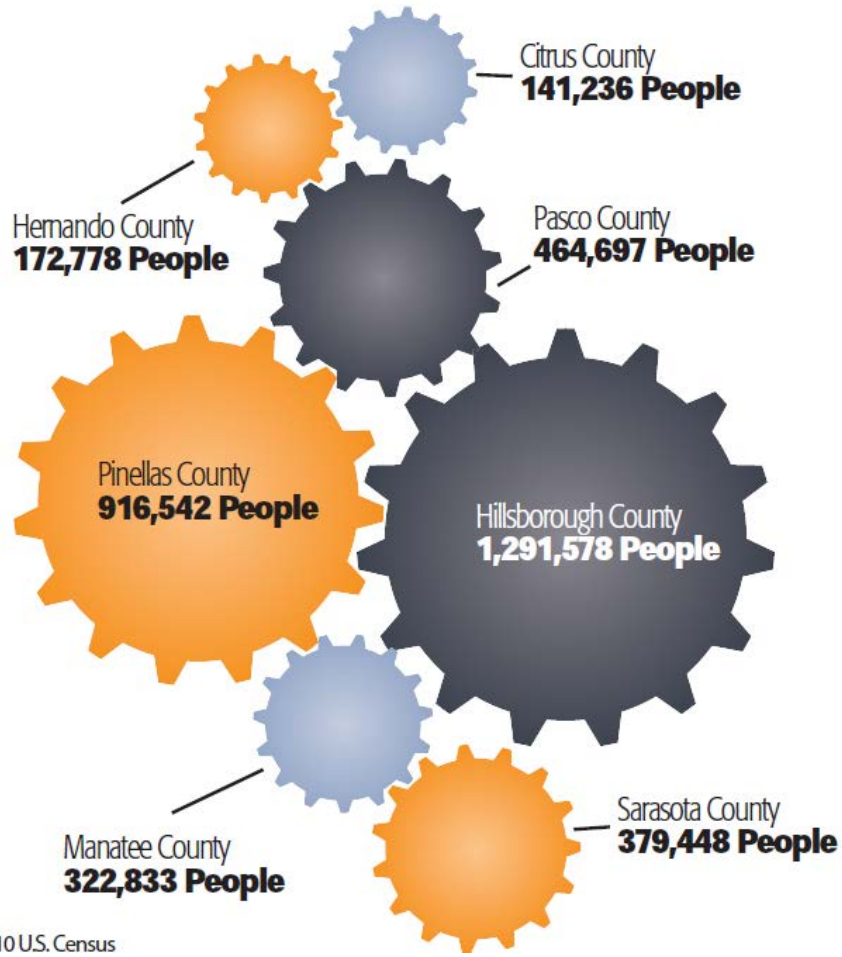
3 Seaports

3 Commercial Airports

7 Counties

7 Transit Providers

46 Cities



*Source: 2010 U.S. Census

TBARTA

Overview of 2015 Master Plan

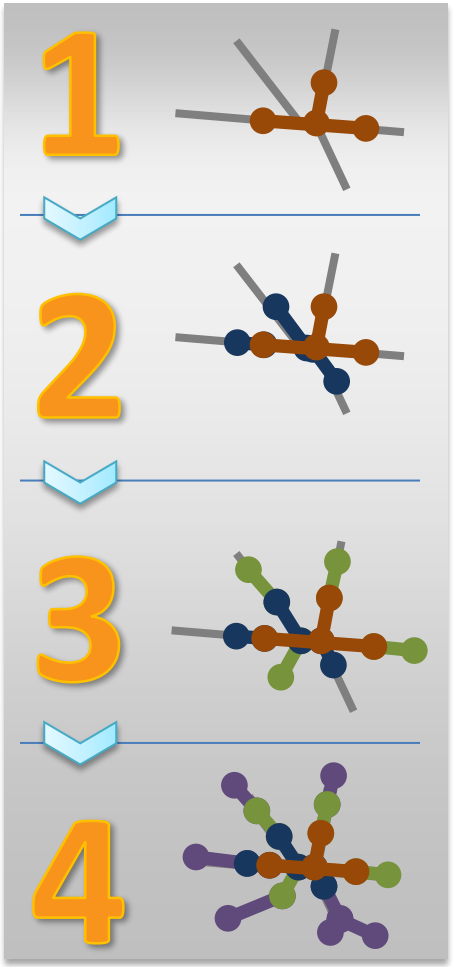
One Region
One Plan
One Voice

Priorities

Future Priorities
CCC & TMA Priorities, 10-year SIS Plan

2040 Regional Projects (Investments)
LRTP Cost Feasible Projects

Longer Range Needs (Investments)
LRTP Needs and Stakeholder Comments



Master Plan: **TBARTA Priorities**

One Region
One Plan
One Voice

Project Descriptions

Priority projects are selected annually based on factors such as project advancement, funding, modal connections, and other opportunities.

Unfunded Priorities

MI — **I-275/SR 60/Memorial Interchange**
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 Tampa International Airport (TIA) People Mover Connection/Westshore Intermodal Center

CI — **SR 54/56 Corridor Improvements**
Corridor improvements in Pasco County with premium transit connecting the Suncoast Parkway, I-75, and Bruce B. Downs Boulevard

Funded or Partially Funded Priorities

GE — **Gateway Expressway**
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

HFB — **Howard Frankland Bridge**
Replacement of the northbound Howard Frankland Bridge connecting Hillsborough and Pinellas Counties, with potential for express lanes and premium transit

SP2 — **Suncoast Parkway 2 (SR 589)**
SIS toll highway to connect Hernando and Citrus Counties, as well as potential future connection between Northwest Florida with and the Tampa Bay region

TBX — **Tampa Bay Express (Starter Projects)**
Express lanes to support roadway and premium transit connecting the Greater Gateway area in Pinellas County to Westshore, Tampa, and USF area in Hillsborough County

TIA — **TIA People Mover Connection/Westshore Intermodal Center**
Connection of the TIA People Mover to the future Consolidated Rental Car Facility and future connection to Westshore Intermodal Center

UP — **University Parkway/I-75 Interchange Area**
Interchange area improvements at University Parkway and I-75 to support this growing economic center in Manatee and Sarasota Counties

TBARTA Priorities

Adopted at February 2015 Board Meeting

TBARTA

Master Plan: **TBARTA Future Priorities**

One Region
One Plan
One Voice

Future Priority Descriptions and Legend

15th — 15th Street East
Multimodal improvements including widening (three lanes with center turn lane) from Tallevast Road to US 41 in Manatee County

50 — SR 50 Improvements
Corridor improvements to enhance freight movement and mobility between the TBARTA region and Central Florida

BE — Beach Express
New regional express bus service connecting downtown Tampa, Tampa International Airport, and Clearwater Beach

BRT — Central Avenue Bus Rapid Transit (Central Ave. BRT)
Bus Rapid Transit connecting downtown St. Petersburg to Pinellas County beaches

FII — Florida Interstate Improvement
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.

FFC — Florida Future Corridors Initiative
Improved inter-regional connectivity from the Tampa Bay region to Northeast Florida

II — Interchange Improvements I-75/I-4
Interchange improvements to facilitate future express lanes and improved access

MM — US 41 Multimodal Emphasis Corridor
Multimodal and pedestrian improvements from Palmetto in Manatee County to North Port in Sarasota County

RR — River Road
Widen to four lanes from US 41 to I-75 in Sarasota County

TBX — Tampa Bay Express (Ultimate)
Ultimate configuration of express lanes to support roadway and premium transit including improvements to the I-275/I-4 interchange

TFG — Tampa Fixed Guideway
Fixed guideway connecting Ybor City and Downtown Tampa (with future expansion potential)

VXB — Veterans Expressway Express Bus
New express bus service and stations connecting Hillsborough, Pasco, Hernando, and Citrus Counties

Florida Coast-to-Coast Trail Gap
Suncoast Trail/Good Neighbor Trail (Hernando County)
Tri County Trail (a.k.a Starkey Gap) from SR 54 to Pinellas Trail (Pasco and Pinellas Counties)

T Regional Multi-Use Trails and Greenways
Suncoast II from Hernando County to US 19 in Citrus County (Citrus County)
Withlacoochee State Trail – Dunnellon Trail Connector (Citrus County)
Withlacoochee State Park Extension from existing Trilby/Lacoochee Trailhead (Pasco County)
Bi-County Trail (Pasco County)
Anclote Coastal Trail (Pasco County)
Duke Energy Trail (Pinellas County)
Courtney Campbell Causeway Trail Overpass (Pinellas County)
South Tampa Greenway (Hillsborough County)
Bypass Canal Trail (Hillsborough County)
Willow to Ellenton "Rails with Trails" Project (Manatee County)
Perico Island Preserve Multi-Use Trails (Manatee County)
Legacy Trail, Osprey Junction Trailhead (Sarasota County)
Coon Key Bridge Bike/Pedestrian Improvements (Sarasota County)
Tenoroc Trail Phase I, Upper Peace Legacy Trail Phase IV, Haines City Rail/Trail Phase II, and West Lake Hunter Trail (Polk County)

Hillsborough County Community Transportation Plan
Coordination with Hillsborough County (no projects identified to date nor shown on map)

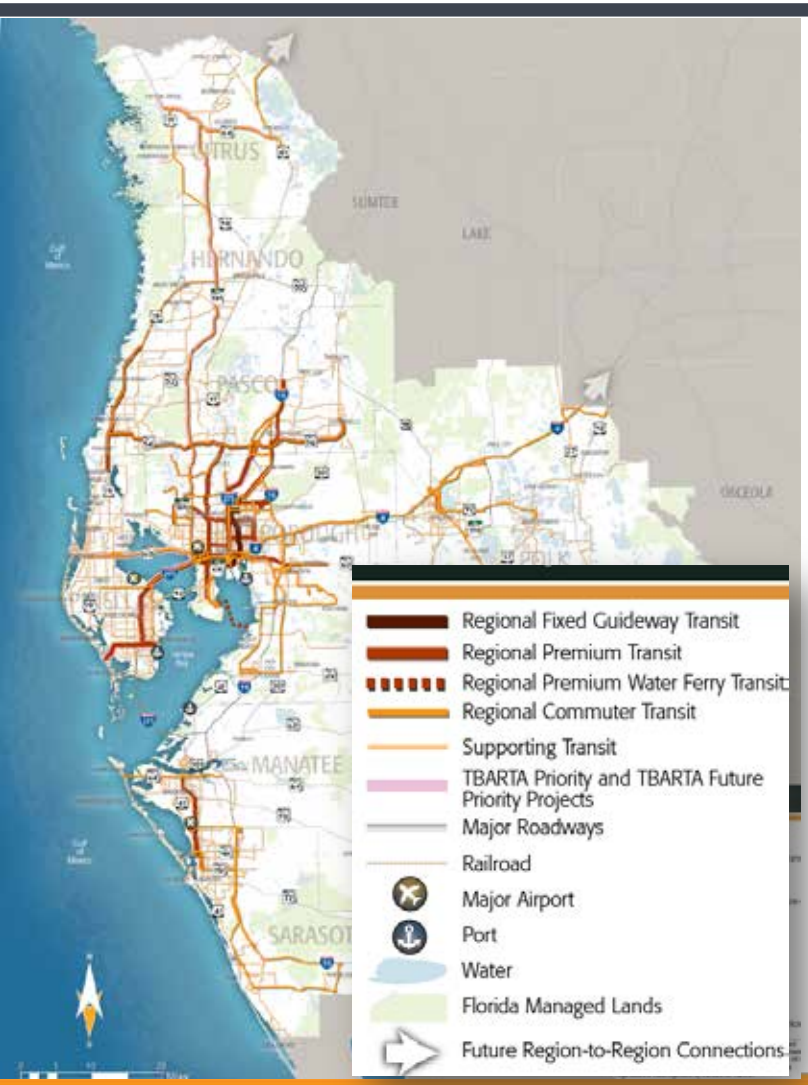
Future Priorities

- Board Input
- Executive Committee Input
- CCC & TMA Priorities, 10-year SIS Plan (second 5 years)
- Stakeholder Input

TBARTA

Master Plan: **2040 Regional Projects**

One Region
One Plan
One Voice



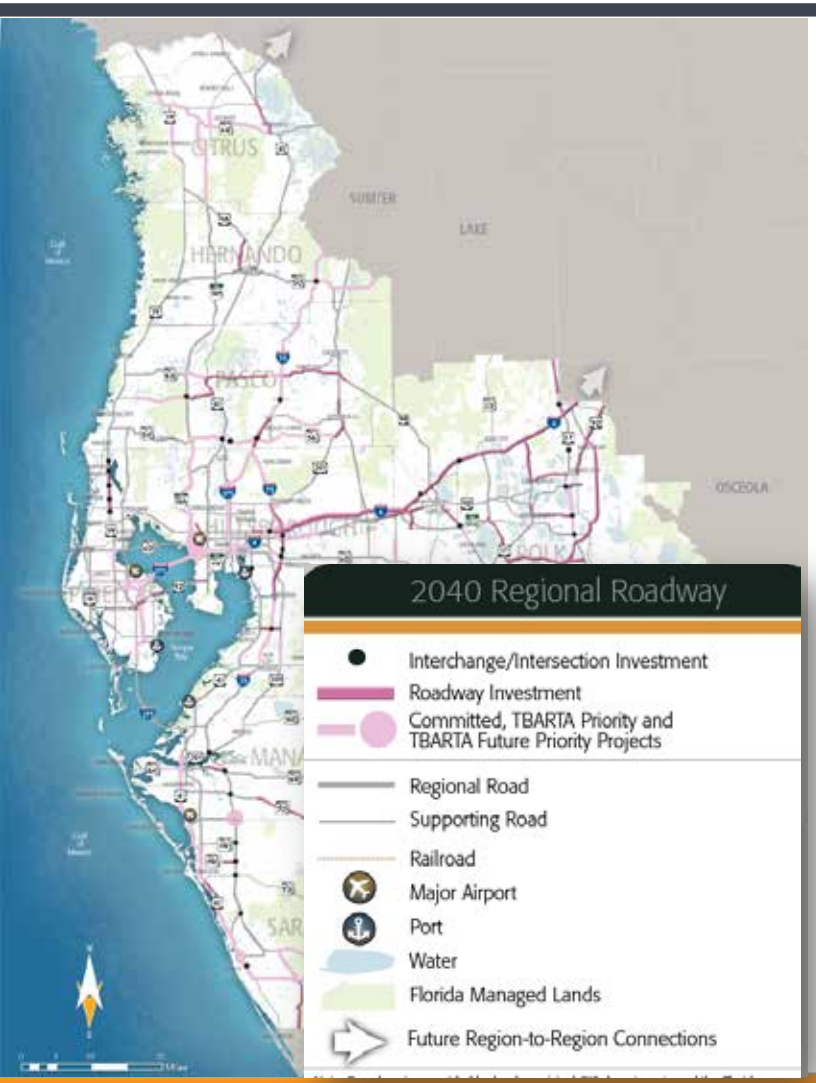
2040 Regional Transit

Cost Feasible Projects

- **Regional Fixed Guideway**
  Rail or dedicated transit lane
- **Regional Premium Transit**
  BRT or express bus in express lanes, water ferry
- **Regional Commuter Transit**
  Express or commuter bus
- **Supporting Transit**
  Local transit service

Master Plan: **2040 Regional Projects**

One Region
One Plan
One Voice



2040 Regional Roadway

Cost Feasible Projects

- **Regional Roads**
  State Strategic Intermodal System (SIS)
  National Highway System
- **Supporting Regional Roads**
  State Roads

Master Plan: **2040 Regional Projects**

One Region
One Plan
One Voice

2040 Regional Freight

Cost Feasible Projects

- **Regional Roads**
  State Strategic Intermodal System (SIS)
  National Highway System
- **Supporting Regional Roads**
  State Roads
- **FDOT Goods Movement Plan**

Master Plan: **2040 Regional Projects**

One Region
One Plan
One Voice

2040 Regional Trails

Cost Feasible Projects

- **2040 Regional Trail Project**
  CCC Multi-use Trails Committee
- **Longer Range Trail Needs**
  MPO Needs

Master Plan: **2040 Longer Range Needs**

One Region
One Plan
One Voice

Longer Range Regional **Transit, Roadway,** and **Freight**

MPO Cost Needs Projects

Stakeholder Input

Commuter Services

One Region
One Plan
One Voice

- Vanpool Program
  - 7.7 million vehicle miles saved last year
  - 308,431 gallons of fuel saved, worth $845,000
  - 167,696 parking spaces saved
- Carpool Ridematching
  - 1.9 million vehicle miles saved last year
  - 78,380 gallons of fuel saved
  - 92,678 parking spaces saved
- School Commute Program
- Emergency Ride Home

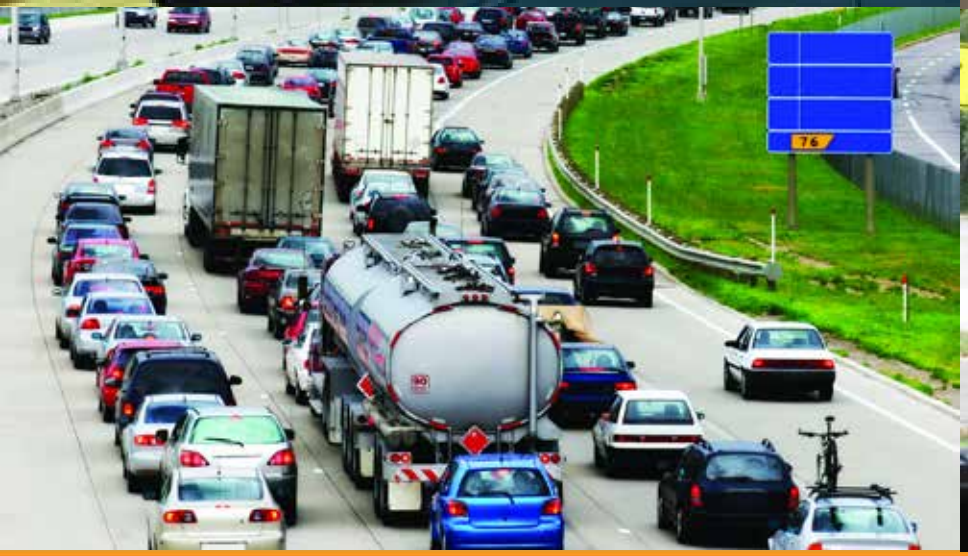
Regional Transit Projects

One Region
One Plan
One Voice

- Regional Fare Payment System
  - Led by HART, includes 8 transit operators
  - TBARTA committed $300,000
- OneBusAway expansion
  - Currently in Hillsborough, soon Pinellas
  - CUTR to study needs for expanding regionally

Questions?

One Region
One Plan
One Voice

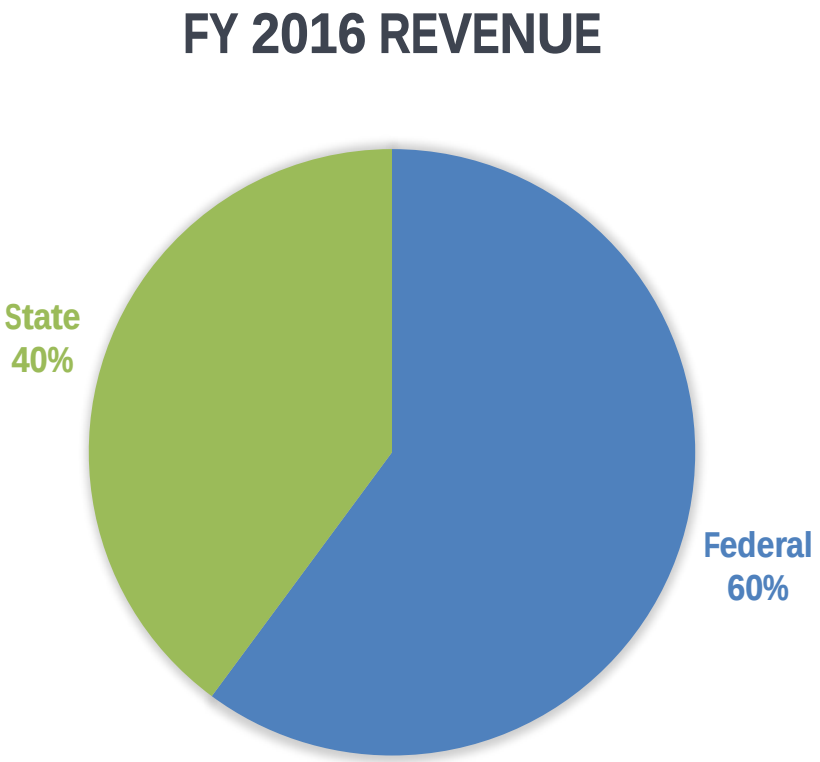


TBARTA

FY 2016 Revenue

One Region
One Plan
One Voice

Federal	$1,844,503
State	$1,223,035
Revenue Total	$3,067,538



Pinellas County

How does TBARTA help Pinellas County?

LOCAL PRIORITIES

- Howard Frankland Bridge Replacement – FUNDED
  - Cost: $490 million
- Gateway Express Lanes – FUNDED
  - Cost: $454.3 million

LOCAL FUTURE PRIORITIES

- Central Avenue Bus Rapid Transit (BRT)
- Beach Express bus (Clearwater to TIA)
- I-275 improvements (Gandy to 54th Ave. S)

Commuter Services

- Vanpool
  - 9 vans @ $400/mo subsidy = $43,200/yr
  - By reporting to the NTD, TBARTA raises $0.42/mile for continued operations; FY13 stats netted $650,000
- Carpool
  - 72 carpools
- School Commute
  - 13 Pinellas County schools with 695 participants

Regional Efforts

- myRIDE transportation provider database – public, private, paratransit, disabled, medicare, ambulatory, veterans
- Regional fare card – single payment system across all seven counties – TBARTA committed $300,000

Regular Regional Coordination

- Transit Management Committee – transit operators from across the region + PSTA

TBARTA 2015
Regional Priority Projects

TBARTA
Connecting Our Region, Building Our Future

TBARTA, in coordination with the Florida Department of Transportation (FDOT) and local Metropolitan Planning Organizations (MPOs), identified top regional priority projects for the first time in 2013. Priority projects are regionally significant, offer immediate solutions, and can be implemented incrementally. These projects are stepping stones to implementing the TBARTA Master Plan Vision of a world-class transportation network. As the regional conversation continues, the priority projects are identified through regional coordination and collaboration. Several of the priority projects received full or significant funding after being identified last year, as 2014 priority projects.

Gateway Connector and 118th Ave. Express (Gateway Express)

The Connection: In Pinellas County, connecting the Bayside Bridge (CR611), St. Petersburg Clearwater International Airport, the Greater Gateway area, and Interstate 275 (I-275). Also connects US 19 to I-275.

The Project: The Gateway Connector is a future Florida Strategic Intermodal System (SIS) toll 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 front of the St. Petersburg-Clearwater International Airport (across from SR 688/Ulmerton Road), south to CR 296/118th Avenue. The existing Roosevelt Boulevard from CR 611 to SR 688 would serve as east-west frontage road.

Next Steps: Six segments of the project are in various stages of design and right-of-way. Project is advancing as Design Build with funding from FHWA, Pinellas County and FDOT. Construction will begin in Fall 2016.

Estimated Cost: ✓ **Funded**—$454.3 million. Federal, State and Pinellas County funds—approximately $394 million provided by the state of Florida.

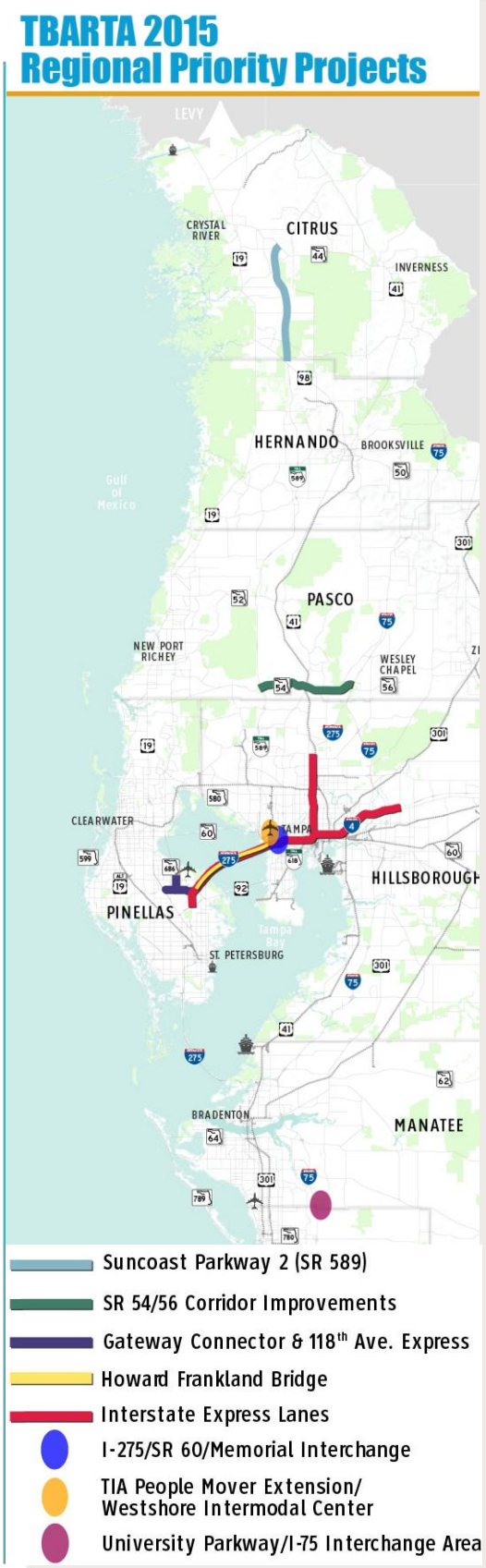
Howard Frankland Bridge

The Connection: Crossing the bay, connecting Hillsborough and Pinellas Counties. The two largest employment centers are located on either side of the bridge with approximately 92,000 jobs in the Gateway area and St. Petersburg in Pinellas County, and approximately 143,000 in Westshore area and downtown Tampa in Hillsborough County.

The Project: The northbound span of the Howard Frankland Bridge is nearing the end of its life span. 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 Master Plan.

Next Steps: FDOT conducted public hearings in Hillsborough and Pinellas Counties in Fall 2013. A recommended alternative was identified that has four 12' lanes. Design Build funded in FY18/19.

Estimated Cost: ✓ **Funded**—$490 million to construct the northbound span with four lanes as well as strengthening the bridge substructure to support the potential for light rail technology.



Priority Projects

TIA People Mover Extension/Westshore Intermodal Center

The Connection: The Tampa International Airport (TIA) main terminal to the future Consolidated Rental Car Facility (ConRAC) in the South Development Area of the airport property, to the future Westshore Intermodal Center.

The Project: As part of the TIA Master Plan update, the airport identified incremental improvements to connect its regional destination with the regional transportation networks. The Master Plan includes construction of an automated people mover with stops at the main terminal and the ConRAC, as well as a transit stop at the ConRAC, road improvements and other support projects. TIA, FDOT and TBARTA are also working together to identify people mover alignments from the ConRAC to a future Westshore Intermodal Center. This entire project is important to providing enhanced regional connectivity to the airport.

Next Steps: Project is advancing with funding from FDOT and TIA. Construction of the Automated People Mover extension and ConRAC facility will begin in 2014 and be completed in 2017.

Estimated Cost: ✓ **Funded**—$943 million. $194 million from the State of Florida and $749 million invested by TIA.

I-275/SR 60/Memorial Interchange

The Connection: In Hillsborough County from the Howard Frankland Bridge to S. of Lois Avenue to SR 60/Memorial Highway.

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 Intermodal 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.

Next Steps: $55 million funded for ROW FDOT Work Program in FY15/16 and FY16/17.

Estimated Cost: $515 million.

TBARTA Request: Secure funding for construction.

Interstate Express Lanes

The Connection: Connects Pinellas and Hillsborough Counties from Gateway to Westshore to downtown Tampa.

The Project: FDOT District Seven is studying managed lanes, or "express lanes", on the local interstate system, including I-275, I-75, and I-4. Interstate Express Lanes extending from the Gateway Area, across the Howard Frankland Bridge, and from Westshore Boulevard and downtown Tampa is a priority project. Variable-priced managed lanes will provide options for cars and transit, and produce a sustainable funding source with toll revenue. Project supports the implementation of express bus service to operate between Pinellas and Hillsborough Counties with future extensions to Pasco County.

Next Steps: Portions of Interstate Express Lanes are included in the interim projects. FDOT held public hearings for the Tampa Bay Express in January 2015.

Estimated Cost: $3.3 billion for Starter Project and $6 billion for Master Plan Project.

TBARTA Request: Move project forward with Design Build or Public-Private Partnership.

Priority projects will be selected annually based on factors such as project advancement, funding opportunities, modal connections, and other opportunities.

Critical Core Projects

Building a transportation system throughout our region requires starting with a strong core. Our region's **"Critical Core Projects"** are all connected in the center of the Tampa Bay region and are essential to building a transportation spine. Critical Core Projects include: **the Gateway Express, Howard Frankland Bridge, TIA People Mover/Westshore Intermodal Center, I-275/SR 60/Memorial Interchange, and Interstate Express Lanes**. The completion of these projects will also support other important efforts to connect the region such as the Tampa Bay Express (TBX), Veterans Expressway widening and much, much more!

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), follow us on Twitter, or interact with us on Facebook.

Suncoast Parkway 2

The Connection: Connects Hernando and Citrus Counties from US 98 to US 19, extending the existing Suncoast Parkway/Veterans Expressway to the south to link the northern counties to the urbanized core of Tampa Bay, the Tampa International Airport, and potential Westshore Intermodal Center. Also serves as a region-to-region connection between the Tampa Bay area and northern Florida.

The Project: The Suncoast Parkway 2 is a future SIS toll facility. The extension is approximately 27 miles north through Hernando and Citrus Counties. Design plans for the extension are 60% complete and the Project Development and Environment (PD&E) Study is complete and approved. The entire Suncoast Parkway/Veterans Corridor (SR 589) is included in the TBARTA Master Plan and is currently being considered as part of a transit corridor evaluation by TBARTA and FDOT from Westshore to Crystal River/ Inverness. The existing Suncoast Parkway is also a designated SIS facility.

Next Steps: The Florida Turnpike Enterprise (FTE) funded $44 million for ROW acquisition in FY16 and FY17 for Suncoast Parkway 2/SR 589 from the US 98 to SR 44.

Estimated Cost: $203 million.

TBARTA Request: $156 million for construction.

SR 54/56 Corridor Improvements

The Connection: The northern loop of the Tampa Bay Beltway, connecting the Suncoast Parkway to I-75 and intersecting with other north/south regional roadways including US 41/Dale Mabry Highway. The portion of the corridor between I-75 to US 41 is a designated SIS facility.

The Project: SR 54/56 corridor has undergone study over the past several years to evaluate existing and future travel demands and determine feasible alternatives to help address demands. As a prioritized corridor study from the TBARTA Master Plan, a Multimodal Transit and Managed Lanes Feasibility Evaluation was conducted from US 19 to Bruce B. Downs. The study identified four grade-separated lanes located in the median of the existing six-lane divided facility. Pasco County with participation from FDOT completed a follow-up toll-analysis study based on the elevated lanes concept in 2014. FDOT received an unsolicited bid from a private consortium for the construction of managed lanes. However, the bid was rejected by FDOT due to financial issues in 2014.

Next Steps: FDOT is continuing to work on projects that will impact the corridor, specifically the SIS segment. The Pasco County MPO recently adopted their Long Range Transportation Plan – Mobility 2040 that committed to further evaluation of improvements in FY 2015/16 that includes 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 interchange modification (SR 56/I-75) and implementation of new interchanges (SR 54/US 41) with a focus on the SIS portion of the SR 54/56 corridor (I-75 to US 41). In addition, support the MPO's reevaluation initiative to determine ultimate corridor improvements through 2040.

University Parkway/I-75 Interchange Area

The Connection: Manatee and Sarasota Counties at University Parkway and I-75. .

The Project: As growth and regional activity centers develop in Manatee and Sarasota Counties, intersection improvements will be needed to ensure seamless connectivity along 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.

Next Steps: 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.

Estimated Cost: ✓ **Funded**—$83 million in advanced funding from the State of Florida for ROW and construction.

FOR MORE INFORMATION

TBARTA
4350 West Cypress Street, Suite 700
Tampa, Florida 33607
(813) 282-8200
www.tbarta.com

Tampa Bay Area Regional Transportation Authority

Commuter Services Fact Sheet

March 2015

Commuter Services

Online Ridematching

- Commuters can register and use TBARTA's **free online ridematching** program to connect with each other and share the ride and costs to and from work. The online ridematching program is interactive and allows commuters to alter their commute parameters to increase potential matches.
- TBARTA pays approximately $33,000 annually for hosting and maintenance of the ridematching database. The collection of active registered commuters dates back to 1993 from Bay Area Commuter Services (BACS), making it more likely for commuters to find viable matches.

Carpool

- Carpoolers can choose to ride with their carpool 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. After signing up for the rideshare program, commuters will receive a personalized match list of people who live and work near them. They can save money on gas, tolls and parking by sharing a ride with one or more people.
- Approximately **7,300 people are in the database, and 460+ carpool on a regular basis**.

my COMMUTE
Commuting Options for Tampa Bay

Vanpool

- A vanpool is a group of 5 to 15 commuters who voluntarily participate in a ridesharing arrangement to and from work. The monthly vanpool rate is determined by the total commute miles the van travels during the month. The group shares the cost of the monthly rate plus sales tax (where applicable), fuel, tolls, and any other commute related expenses incurred.
- One vanpooler is designated as the Primary Driver and makes arrangements to have the vehicle serviced as required. The remaining vanpoolers can be qualified as alternate drivers.
- TBARTA provides a **$400 per month subsidy to each van** from the National Transit Database (NTD). The subsidy from TBARTA was previously underwritten by grants or State Commuter Service Operating funds. If offered by their employer, vanpoolers can receive the Federal Commuter Tax Benefit, currently up to $130 per month.
- TBARTA Commuter Vanpools have been most successful with federal employers such as Veterans Hospitals and MacDill Air Force Base.
- **97 Vanpools** currently on the road across the Tampa Bay Region, with great potential for continued growth.
- Origination summary: 63 vans in Hillsborough (41 stay in county, 20 to Pinellas, 1 to Sumter, and 1 to Sarasota); 9 vans in Pinellas (6 to Hillsborough, 3 stay in county); 12 vans in Pasco (10 to Hillsborough, 1 to Pinellas, and 1 to Sumter); 6 vans in Hernando (5 to Hillsborough, 1 to Sumter); 4 vans in Manatee (all to Pinellas); 1 van in Citrus (to Sumter), 1 van in Polk (to Hillsborough), and 1 van in Orange (to Hillsborough).
- Destination summary: 64 vans come to Hillsborough; 28 vans come to Pinellas; 4 vans go to Sumter, and 1 van goes to Sarasota.

Bike Buddy

- The online ridematching program Bike Buddy feature matches bicycle commuters with one another. New cyclists can share a ride with an experienced cyclist to learn what it takes to ride safely on urban and suburban streets. Experienced cyclists can

share their expertise and ride in a larger group, increasing safety.

Emergency Ride Home (ERH) Program

- Qualified commuters who use a commute option (carpool, vanpool, ride the bus, bike, walk) to get to and from work or college at least two days a week, and are registered in the program, are eligible to receive an Emergency Ride Home via taxi in case of an unexpected emergency such as personal illness (no pre scheduled medical appointments), family emergency (sick child, spouse, etc), or unscheduled overtime (not pre scheduled).
- Registered commuters may use the ERH program up to four (4) times per enrollment year. Unused trips do not carry over to the next enrollment period. Up to $100 of the trip fare is paid. If the fare exceeds $100, the commuter is billed for the excess; tips are the responsibility of the rider. Participants are required to re-enroll annually on their anniversary date. Vouchers are used for the rides and the taxi companies invoice TBARTA for the vouchers collected.
- **$15,000 in taxi vouchers** have been used to date.

Regional School Commute Program

- TBARTA's School Program uses our online ridematching service to connect parents of students at participating schools with other parents at those schools, so they can arrange a carpool (aka schoolpool), walking school bus, and/or bike train.
- The program saves time with fewer trips to and from schools, saves money on gas and wear and tear on personal vehicle, provides safety for children by arriving in a group, reduces traffic congestion, and improves air quality around schools.
- TBARTA works with the School District's Director of Transportation, or another appointed transportation official, to implement the School Program. The School District may find its most suitable to appoint separate District Level Coordinators for Magnet and Charter schools within that district. The District Level Coordinators will facilitate the program by appointing a School Program Coordinator at each participating school to interface with the parents. TBARTA created an implementation guide with step-by-step instructions that can be customized to fit each school district or school.
- This program requires minimal financial and administrative support from the school district and schools. Staff time comprises the majority of associated costs. TBARTA provides a separate database for online registration and materials for promotion and evaluation through federal Safe Routes to School funding.
- **47 Schools** currently participate in Hillsborough and Pinellas Counties, and can be expanded to other counties.

Employer Services

Employee Commute Assistance (ECA) Program

- TBARTA Commuter Services also works with businesses to implement such strategies as variable work hours, flex time, compressed work hours, parking issues and more.
- One successful approach is the concept of a "Commute Community": a group of companies/employers that are geographically close, have a common interest in reducing traffic congestion during peak travel times, and want to assist their employees in reducing costs associated with their commute to and from work.

Telework

- Telework Tampa Bay offers assistance, at no charge, to employers, both public and private sector, for implementing a telework program. Telework is an effective way for companies to maximize their bottom line while adapting to the evolving lifestyles and needs of workers.

Safe and Convenient School Commuting

Environmentally Friendly Ride, Walk, Bike Matching Options for Students in Grades K-10

Keep the Earth Beautiful

Riding your bike or walking to schools means less pollution in the environment.

Riding in a carpool saves gas because parents are sharing the driving responsibilities.

Carpooling and riding your bike with others is FUN! You can plan activities, talk about assignments, or find out what your friends did over the weekend.

Ask your parents to help keep the earth clean and green by joining TBARTA's School Commute Program.

Good Reasons to Share the Commute to School

- Provides options for parents
- Reduces car lines and traffic congestion around school
- Saves money on gas and automobile wear and tear
- Promotes safety for students by arriving in a group
- Helps keep the earth clean and beautiful
- Helps you make new friends

TBARTA
Tampa Bay Area Regional Transportation Authority
TBARTA.com

TBARTA
Tampa Bay Area Regional Transportation Authority
TBARTA.com

800-998-RIDE (7433)
bitly.com/tbarta-school-program

SafeRoutes
Florida Safe Routes to School
www.srtsfl.org

FDOT

201507

TBARTA
Regional School Commute Program

Does your family live within two miles of school where busing is not available or in an area with limited or no busing?

Is your student enrolled in a magnet school and taking multiple or very early bus rides to get to school on time?

Is saving money on gas, wear and tear on your automobile, and waiting in long drop-off, pick-up lines important to you?

TBARTA'S REGIONAL SCHOOL COMMUTE PROGRAM CAN HELP.

TBARTA's Regional School Commute Program is a partnership between participating schools, their Parent Teacher Student Associations (PTSAs) and TBARTA.

Support for the Regional School Commute Program is provided through the Florida Department of Transportation's Safe Routes to School Program, a national initiative that supports improvements for getting children to and from school.

Available across the Tampa Bay region, the program provides free online matching for parents and students for:

- **School Carpooling** – a group of children and parents, or responsible adult over 18, who ride to school together;
- **Walking School Bus** – a group of children walking to school with one or more adults; and
- **Bike Train** – a group of children and parents who ride bicycles to school together with other families.

To Register: The School Commute Program webpage: bitly.com/tbarta-school-program is the portal for online registration, program information, and updates.

Registration is open any time and must be redone at the beginning of each school year so information remains current. *All program options require that the responsible parent or adult must be over 18.*

Matching: Once registered, immediate match results are provided to parents based on their home location and school commute. Parents are matched with other parents at their school and can check matches at their convenience, as well as printing or emailing results.

Matches increase as more families enroll, and this is key to a successful program.

All information is confidential. TBARTA and your school provide the tools, parents make the arrangements regarding student pick-up times and scheduling after school activities.

Successful Programs: If you are reading this brochure, you are on the way to contributing to a successful program at your school. School commuter programs need motivated parents and families needing transportation options and having an interest in a well-structured program. Familiarity with carpooling is helpful but not required.

At all program phases, TBARTA will provide helpful information. Contact us or your School Program Coordinator with questions.

Promoting the Program

Successful programs need a commitment of support from school administrators and the School District program office, along with active parent participation through your PTA.

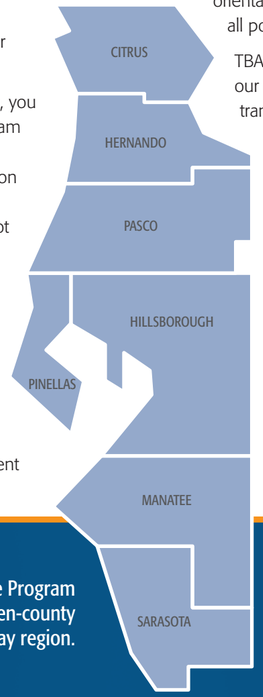
Parents and the school community can promote the School Commuter Program by using the communication networks that already exist in the school. Special meetings, back to school orientations, PTSA meetings, newsletters, and websites are all potential promotion outlets.

TBARTA will also help promote the program through our community outreach to school boards and school transportation planning committees, Metropolitan Planning Organizations and their respective committees, and on our School Commute Program webpage.

Let's Get Moving

The TBARTA Regional School Commute Program has operated successfully in Hillsborough and Pinellas Counties since 2004. We are pleased to expand this program to the entire Tampa Bay region and look forward to serving you.

Visit our School Commute Program webpage
bitly.com/tbarta-school-program
to sign up or get a program started at your school today!



TBARTA's School Commute Program serves the seven-county Tampa Bay region.

"There is no better way to encourage students and their families to engage in a lifetime of healthy activities than giving them the experience of walking and biking to school."

– Lauren Marchetti, Director of the National Center for Safe Routes to School

Remove bookmark along perforation

TBARTA
Regional School Commute Program

Tampa Bay Area Regional Transportation Authority

Fact Sheet
March 2015

Established: July 1, 2007 by the Florida Legislature (Senate Bill 506)

Purpose: Improve mobility and transportation options for passengers and freight throughout the seven-county region.

Region: 7 Tampa Bay Area counties: Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, and Sarasota

- 46 cities
- 6,000 square miles
- 3,600,000 residents
- 3 Regional Planning Councils (RPCs)
- 5 Metropolitan Planning Organizations (MPOs)
- 7 Transit Service Providers

Executive Director: Ray Chiaramonte, AICP

Board Members (16): Seven County Commission & four gubernatorial appointees; largest city served by HART; largest city served by PSTA; largest city in Manatee & Sarasota; West Central MPOs Florida Chair's Coordinating Committee (CCC) appointee; Florida Department of Transportation (non-voting member).

Committees: Executive, Transit Management, Citizens Advisory, Land Use Working Group (now known as the ONE BAY Livable Communities Working Group)

Mergers: Bay Area Commuter Services (BACS), 2010; Staffing to CCC (2011-present)

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."

Guiding Principles: Regionalism, Planning, Funding & Financing, Communicating

Partners: FDOT, MPOs, Community and Business Leaders, Transit Agencies, State and Local Government

Funding: FY15 $3 million budget comprised of various federal grants, state. No standing local funding at this time.

Products: Regional Transportation Master Plan, Reg'l LRTP, TOD Resource Guide, Corridor Studies, Reg'l Priority Projects List

Activities: Corridor Studies, Commuter Services, myRIDE Regional Transportation Information Center, New Freedoms Initiative, CCC

Commuter Services:

- **460 Active Carpoolers**, 7,300 matchable in database
- **97 Vanpools** in region
- **49 participating schools** in Regional School Commute Program
- **Emergency Ride Home**, "Commuter Insurance", $15,000 in taxi vouchers provided to commuters

One Call One Click: FTA/VA grant for regional transportation resource center (**myRIDE; 250 resources available**). Partnering with Crisis Center of Tampa Bay.

New Freedoms Initiative: Study on merger of Citrus & Hernando Counties' transit & planning activities.

Staff Services: TBARTA provides staff services to the West Central Florida Chairs Coordinating Committee (CCC).

2015 Regional Priorities:

- Gateway Express (**Funded** FY16)
- Howard Frankland Bridge (**Funded** FY19)
- TIA People Mover Extension (**Funded** FY15)
- I-275/SR 60/Memorial Interchange
- Interstate Express Lanes
- Suncoast Parkway 2 (**Funded** Pending State Budget Approval)
- SR 54/56 Corridor Improvements
- University Parkway/I-75 Interchange (**Funded** FY15)

Contributions:

- **$2.2 million** added to regional National Transit Database (NTD) fiscal year allocation from fed. gov't, by reporting Vanpool stats
- **$300,000 to Unified Regional Fare Project**, using OCOC funds (led by Hillsborough Area Regional Transit Authority)

Digital: tbarta.com (2,100 subscribers), Twitter (@TBARTA; 3,600 followers), Facebook (1,150 likes), Instagram (@tbarta_tampabay), YouTube

Public Outreach: Speakers Bureau Program, Telephone TownHall Meetings, Community Events

TBARTA 2015
Regional Transportation Master Plan Fact Sheets

TBARTA

Tampa Bay Area Regional Transportation Authority (TBARTA)

2015 Regional Transportation Master Plan Fact Sheets

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).

TBARTA 2015
Regional Transportation Master Plan

ONE REGION. ONE PLAN. ONE VOICE.

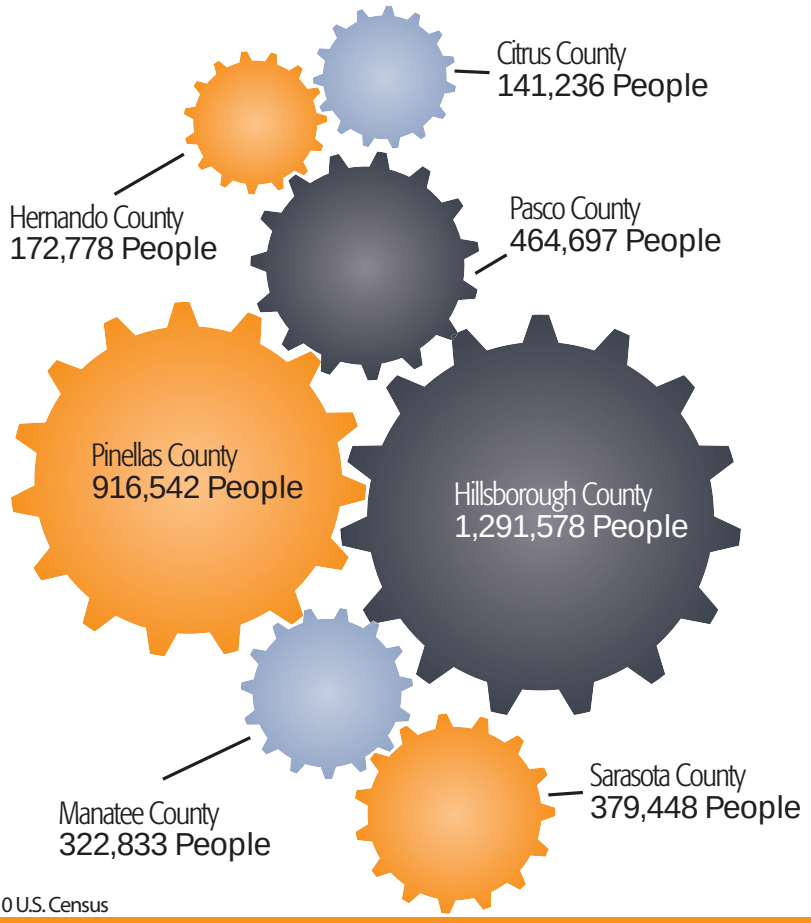
Established by the Florida State Legislature in July 2007, the Tampa Bay Area Regional Transportation Authority (TBARTA) serves the seven counties of Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, and Sarasota.

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 right are several facts about the Tampa Bay region.



*Source: 2010 U.S. Census

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

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

31% or 19,497 Hernando County commuters travel to a job in another county
- 14% to Pasco
- 5% to Pasco, Hillsborough, or Pinellas
- 2% to Citrus

47% or 83,140 Pasco County commuters travel to a job in another county
- 29% to Hillsborough
- 16% 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
- 2% 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

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 it's 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 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 Priority Project
- **SR 54/56 Corridor Improvements:** Identified project as priority
- **Tampa Bay Transportation Management Area (TMA) 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 Priority Project
- **Howard Frankland Bridge:** Funded or partially funded Priority Project
- **Tampa Bay Express (Starter Projects):** Funded or partially funded Priority Project

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'S ACCOMPLISHMENTS BY COUNTY

Pinellas County (Continued)

- **Tampa Bay Transportation Management Area (TMA) 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

Hillsborough County

- **Howard Frankland Bridge:** Funded Priority Project
- **TIA People Mover Connection/Westshore Intermodal Center:** Funded or partially funded Priority Project
- **Tampa Bay Express (Starter Projects):** Funded or partially funded Priority Project
- **I-275/SR 60/Memorial Interchange:** Identified as priority
- **Tampa Bay Transportation Management Area (TMA) 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 Intermodal Center PD&E:** Facility study collaboration

Manatee and Sarasota Counties

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

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

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
- **Commuter Services**: Operates Commuter Services in five of the TBARTA counties and collaborates for state grants, as well as federal National Transit Database dollars previously not available to region
- **Regional Clearinghouse for Transportation Information**: Leads public engagement and a user-friendly website providing more information on transportation and services
- **The Short-Term Regional Enhancements Study**: Led and directed study
- **Regional Transportation Interagency Exchange (R/TIEs) Group**: Coordination regarding ongoing projects and process for developing Regional Transportation Development Plans (TDPs)
- **One Region. One Plan. One Voice**: Merged CCC Regional Long Range Transportation Plan with TBARTA Master Plan, creating one regional plan

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 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 Priority Projects have been either fully or partially funded (right). The 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

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 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

Description of projects provided on the following pages

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 Intermodal 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

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 Intermodal 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 Intermodal Center and a people mover connection from the center to the ConRAC facility.

TBARTA 2015
Regional Priorities

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.

FUTURE REGIONAL PRIORITY PROJECTS

First introduced in 2015, TBARTA's Future Priority Projects are also regionally significant solutions that require some additional evaluation to become the next series of priorities. Future Priority Projects are regional, can be implemented, and have support. Future 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 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 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
Regional Priorities

TBARTA 2015
Future Priorities

FUTURE REGIONAL PRIORITY PROJECTS

50 SR 50 Improvements

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 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

TBARTA 2015
Future Priorities

FUTURE REGIONAL PRIORITY PROJECTS

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 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 is 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 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.

TBARTA 2015
Future Priorities

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.

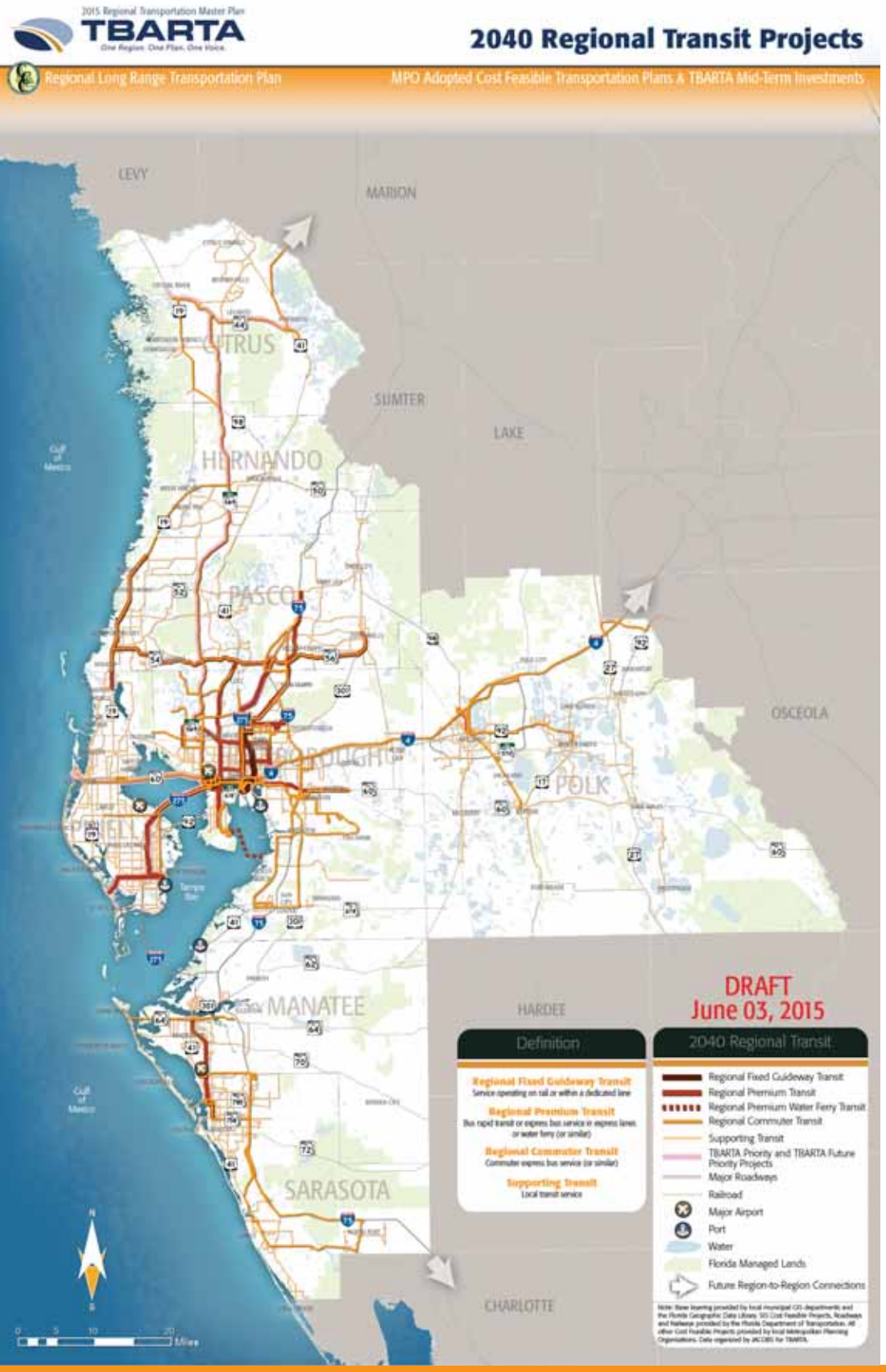
Regional Multiuse Trails and Greenways

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 Priorities



The vision for a regional transit system in the year 2040 is shown to the left. This vision is built upon collaboration with each local MPO as well as with the West Central Florida MPOs Chairs Coordinating Committee.

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, Pasco, Pinellas, and Hillsborough Counties alone

The vision for a regional road system in the year 2040 is shown to the left. This vision is built upon collaboration with each local MPO as well as with the West Central Florida MPOs Chairs Coordinating Committee.

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

Removing over **310,000** kilograms of carbon dioxide emissions from our air daily

By reducing the total number of hours drivers spend in congestion per day by over **510,000** hours

The vision for a regional freight system in 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 West Central Florida MPOs Chairs Coordinating Committee.

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

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 West Central Florida MPOs Chairs Coordinating Committee.

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, Pasco, Pinellas, and Hillsborough Counties alone

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 West Central Florida MPOs Chairs Coordinating Committee.

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:

To an additional **65** miles of new interstate lanes

To an additional **817** miles of new arterial roadway lanes

Removing an additional **51,000** kilograms of carbon dioxide emissions from our air daily

By reducing the total number of hours drivers spend in congestion per day by an additional **150,000** hours

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 West Central Florida MPOs Chairs Coordinating Committee.

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:

To an additional **65** miles of new interstate lanes

To 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 left. This vision is built upon collaboration with each local MPO as well as with the West Central Florida MPO Chairs Coordinating Committee.

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:

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

TBARTA 2015
Regional Transportation Master Plan Factsheet

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), 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

TBARTA

Why is TBARTA Important to the Region?

TRANSPORTATION MASTER PLAN

Every two years, TBARTA updates its Regional Transportation Master Plan for the seven-county Tampa Bay region. TBARTA is working closely with the MPO Staff Directors of each county to consolidate planning tasks, reduce duplication, ensure consistency in planning between counties, and partake in the most efficient use of limited funding.

In the 2015 Master Plan Update, TBARTA and the West Central Florida MPOs Chairs Coordinating Committee are eliminating the duplication of efforts for the Master Plan and Regional LRTP Updates by making them one in the same. Condensing these activities will reduce the cost for each entity and present a clear planning process to the public.

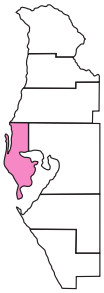
Planning studies and projects are born from the Master Plan. Defining a Vision for the region provides a road map, so we make the necessary decisions to see fruition.

REGIONAL PRIORITY PROJECTS

Before distributing substantial federal and state funding, FDOT and 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.

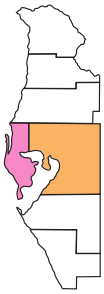
These priorities highlight projects from Citrus to Sarasota Counties that the region believes are crucial to improving transportation, economic competitiveness, and quality of life for residents and tourists.

This consensus has a significant impact on securing funding, and the rate at which funding is allocated, for major transportation projects. Other groups such as the Tampa Bay Transportation Management Area (TMA) Leadership Group have subsequently prioritized many of these projects.



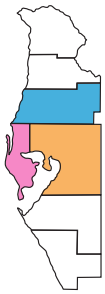
Since Being identified as a Regional Priority Project by TBARTA...

The **Gateway Express** is planned for construction in the FDOT Work Program beginning in Fall 2016. FDOT and Pinellas County funded ROW and construction costs totaling $454.3 million.



Following the PD&E Study, TBARTA identified the need to replace the **Howard Frankland Bridge** while providing support to the substructure necessary to anticipate future transit service across the bay. FDOT funded the replacement of the northbound span of the bridge for $490 million in 2019 including $25 million to strengthen the bridge substructure to support potential premium fixed-route transit technology.

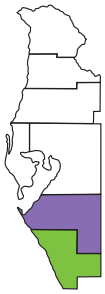
Construction of the **Automated People Mover extension** and Consolidated Rental Car Facility (CONRAC) on TIA property began in 2014 and will be completed by 2017. This is funded for $943 million with $194 million from the State of Florida and $749 million invested by TIA. FDOT, TBARTA, and the MPO studied the preferred sites for the **Westshore Regional Multimodal Center (WRMC)** to lead to acquisition of a preferred site.



Portions of **Interstate Express Lanes** are included in the FDOT interim projects. Construction of the Interstate Express Lanes Master Plan along I-275, I-75 and I-4 is not funded. Study also continues regarding the implementation of express bus service on express lanes between Wesley Chapel and St. Petersburg.

The **I-275/SR 60/Memorial Interchange** was identified as a "Bottleneck". Improvements to this interchange are critical to success of other projects such as the Interstate Express Lanes. ROW is funded in the FDOT Work Program for FY15-17; construction is not yet funded.

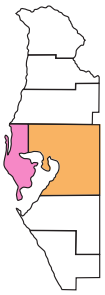
FDOT did not accept an unsolicited bid for the construction of **Managed Lanes on SR 54/56** from the Suncoast Parkway to I-75 but continues to work toward possible improvements. Additional coordination with Pasco County is required regarding land use and development throughout the corridor.



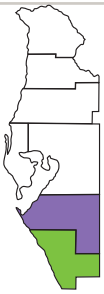
The **University Parkway/I-75 Interchange** is funded for construction beginning in summer of 2015. The diverging diamond interchange, the first in Florida, is expected to be completed in 2017.

Florida's Turnpike Enterprise programmed funding for ROW acquisition for **Suncoast Parkway 2** from US 98 to SR 44. Funding for construction of this portion is expected in the FTE 5-year Work Program.

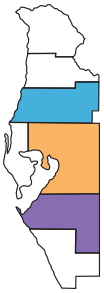
MASTER PLAN CORRIDOR STUDIES



The **Howard Frankland Bridge Project Development & Environment (PD&E) Study** identified a 4-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)

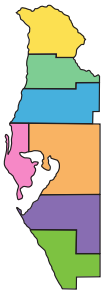


The **Sarasota Manatee Area Regional Transit (SMART) Connect Study** identified premium transit services opportunities between Sarasota County, Bradenton, and North Port. These services would connect major activity centers, redevelopment areas and employment centers, and provide resources to local decision makers to develop and implement future multimodal improvements. (Study Partners: FDOT, TBARTA, Sarasota-Manatee MPO, MCAT, SCAT)



The **I-75 Wesley Chapel-Bradenton/Manatee Transportation Corridor Evaluation** will identify opportunities for premium transit along the I-75 corridor with connections at SR 54 in Pasco County, SR 64 in Manatee County, downtown Tampa, Brandon and Bradenton. (Study Partners: FDOT, TBARTA)

The **Short Term Regional Enhancements Study** identified opportunities to implement immediate transportation improvements that will decrease congestion and improve

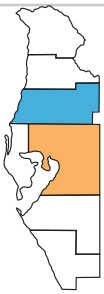


mobility throughout the region, with a focus on technology. (Study Partners: FDOT, TBARTA)

In August 2012, Tampa Bay hosted the Republican National Convention (RNC). TBARTA implemented a **regional transportation information website** (tampabaytraffic.com) to disseminate transportation information and supply visitors and residents with one source for transportation information during the RNC. The website provided real-time information on road closures, detours and parking, current traffic conditions, area transit routes, and transportation related links. The success of tampabaytraffic.com provided momentum as TBARTA broadens its reach as the main source for transportation information in the region.

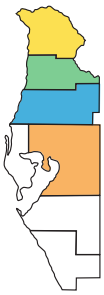
Another short-term opportunity identified is automated vehicles, as Florida is on the forefront of **automated vehicle testing**. Four of TBARTA's vanpools participated in testing automated technology, including the MobileEye, to gather data for FDOT's pilot project.

The **SR 54/56 Transit Corridor Plan** examined alternatives along the congested corridor stretching from US 19 to Bruce B Downs Blvd. The study identified express bus service in (4) elevated managed lanes as a potential concept. An unsolicited bid from a private consortium for the construction of managed lanes was rejected by FDOT. Due to planned growth on the SR 54/56 corridor, TBARTA identified the **SR 54/56 Corridor Improvements** as a regional priority project. Additional coorination with FDOT, Pasco County, the MPO and the public is required to identify improvements to the growing corridor. (Study Partners: FDOT, TBARTA)



The **USF to Wesley Chapel Regional Transportation Corridor Evaluation** examines the potential for premium transit along Bruce B. Downs Blvd. between the two regional activity centers. The study provided an analysis of light rail and bus rapid transit technology with express bus as an interim solution. Results were shared with the MPOs and transit agencies. HART is working to implement express bus service and local flex service in this corridor to serve the demand. (Study Partners: FDOT, TBARTA)

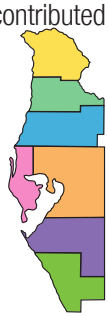
The **Westshore to Crystal River Transportation Corridor Evaluation** is identifying potential transit options from the Westshore area to Crystal River/ Inverness in Citrus County. Staff is evaluating alignments, technology and potential station locations. Next steps include a phasing and implementation plan, operating plan and cost, travel times, and fare structure and costs. The study will inform local agencies of the costs and operations of incremental service.



(Study Partners: FDOT, TBARTA)

REGIONAL FARE COLLECTION

The regional transit agencies are coordinating transit interoperability throughout the region 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 "back office" utility to allow passengers to manage their fare accounts, including loading/reloading fare media. Through coordination in the TBARTA Transit Management Committee, this project also includes TBARTA member counties from FDOT District One. TBARTA is also looking to incorporate the real-time transit application, OneBusAway.

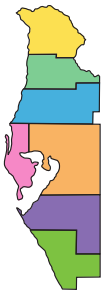


NEW FREEDOM INITIATIVE

TBARTA provided transportation planning assistance to Citrus and Hernando Counties **to coordinate transit services** for the transportation dependent population and local transit services through a **New Freedom** grant. Next steps include focusing on doable projects that manage mobility service within the counties.

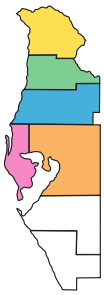
TOD RESOURCE GUIDE

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 Transit Oriented Development (TOD). **The TOD Guiding Principles and Resource Guide** are available to the entire region. Many communities have already incorporated the TOD Guiding Principals into their Comprehensive Plans.



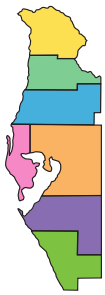
COMMUTER SERVICES

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**.



REGIONAL INFORMATION SOURCE

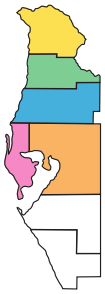
TBARTA is the **Regional Clearinghouse for Transportation Information**. Our award winning public engagement set the standard as the first in the region to utilize Telephone TownHalls meetings. Along with a robust speakers bureau program throughout the counties and a user-friendly website providing more information on transportation and services, TBARTA is leading the way in providing more to the public and agency partners. Our daily Transportation News is distributed throughout the region. This is a greater, and more coordinated engagement on a regional basis than ever done before.



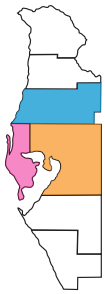
CITRUS TPO REDESIGNATION

TBARTA provided staff services to the **Citrus County TPO** and assisted in the consultative designation process to merge with the Hernando MPO. The regional attention and assistance aided in the creation of the joint MPO. TBARTA continues to assist the newly merged **Hernando/Citrus MPO** as needed.

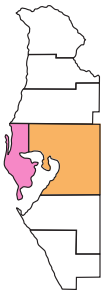
TRANSPORTATION PLANNING ASSET



TBARTA participates in the **Regional Transportation Interagency Exchange (RTIEs) Group**, established to coordinate ongoing projects, establish a process for Regional Transportation Development Plans (TDPs) and to develop a prioritization process for transit projects. RTIEs recommendations and activities funnel up to the TBARTA TMC for multi-level staff coordination.



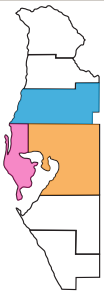
The **Tampa Bay Transportation Management Area (TMA) Leadership Group** was established to guide the regional discussion and prioritization of projects between the urbanized TMA counties consisting of Hillsborough, Pasco and Pinellas County. TBARTA serves as an advisor to the Group.



TBARTA is responsible for considering regional transportation efficiency. At the request of the Florida legislature, TBARTA led the **HART/ PSTA Financial Analysis Study** into the efficiencies of consolidated transit operations. TBARTA examined their business and administrative functions to identify cost savings associated with further collaboration and consolidation of the organizations. The regional leadership and perspective was able to provide a recommendation emphasizing the cost effectiveness of further coordination over formal consolidation of agencies.

The location of the **Westshore Regional Multimodal Center** has been studied for several years. TBARTA participated in the study project management team to analyze locations for the WRMC, and the analysis of feasible alignments from the TIA CONRAC facility to the WRMC.

Following the TBARTA identification of the WRMC as a regional priority, regional partners united to support this project. Commissioner Mark Sharpe led a **Tampa Bay Partnership Transportation Task Force** subcommittee. TBARTA staff facilitated the technical analysis and existing/future conditions while developing the WRMC Vision. FDOT plans to advance this project by purchasing property for the WRMC.



The Tampa Bay Partnership requested TBARTA, in conjunction with FDOT, create the **Tampa Bay Transit: Connecting A Regional Spine** document to compare regional transit options for Tampa Bay. It outlined long-term transit options for the "Critical Core" projects from TBARTA's corridor studies and regional priority projects.

Since TBARTA's inception, West Central Florida is coming together to advance our transportation networks like never before. The benefits go far beyond the development of transportation projects, and contribute to more livable communities for a better quality of life, economic development and sustainability for our region. Investing in our transportation projects and programs makes our region a more attractive place to live and work.

The additional dollars our regional presence brings to peer agencies and projects throughout the seven counties is expansive. **TBARTA's regional support can be linked to over a billion dollars towards assisting other agencies, furthering planning studies and implementing projects.** The counties provided an initial investment of $150,000 combined, making the return on investment immeasurable.

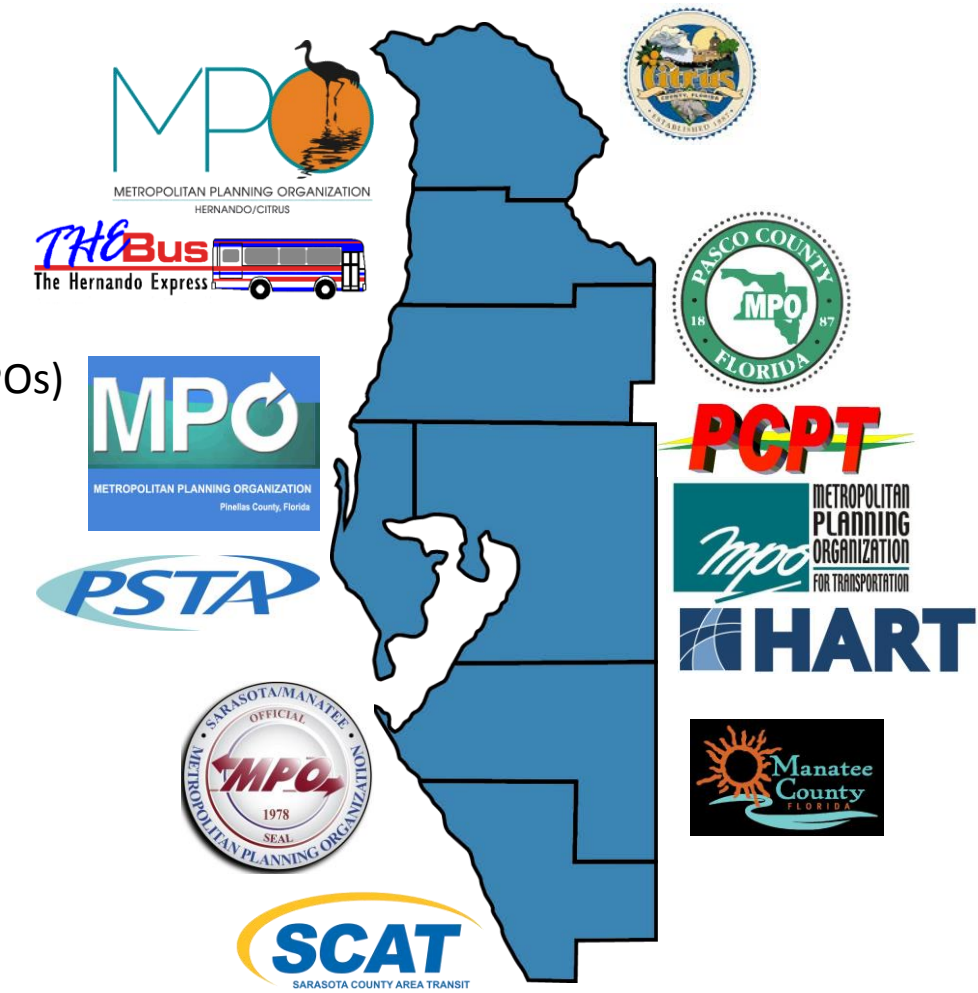
Tampa Bay Area Regional Profile

May 2015

TBARTA

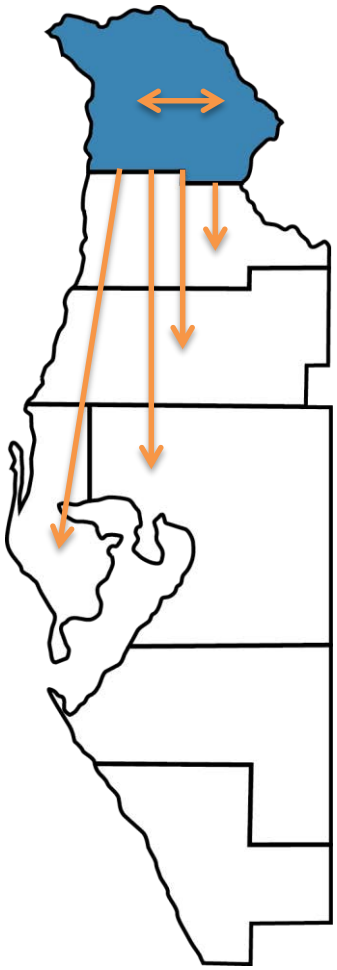
TBARTA Region

- 7 Counties
- 3,626,760 people
- 4,393.94 square miles
- 7 Transit Service Providers
- 5 Metropolitan Planning Organizations (MPOs)
- 2 FDOT Districts (1 & 7)
- 46 Cities
- 3 Commercial Service Airports
- 3 Seaports
- 2 Highway Toll Authorities (THEA, FTE)
- 3 Regional Planning Councils

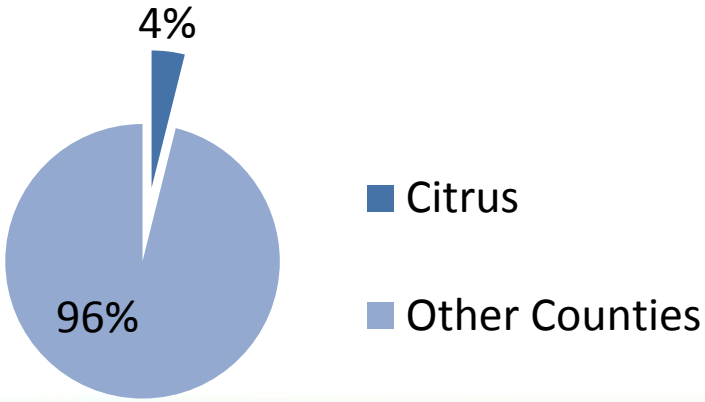


Citrus County

- Population: 139,271
  - **34.5% of persons are 65 years and over (highest in region)**
  - 12.8% persons between 18-34 years old, "Millennials"
  - Median age: **56 (oldest in region)**
- Size: 581.70 sq. miles
- Median household income: **$38,782 (lowest in region)**
  - 16.8% below poverty level **(tied with Hillsborough)**



Percentage of TBARTA Population



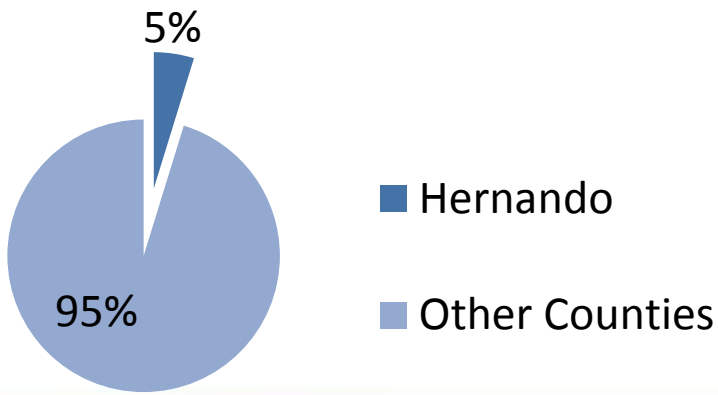
Workplace	# of Commuters
TOTAL	45,131
Citrus	34,716 (91%)
Hernando	1,614
Hillsborough	895
Pasco	432
Pinellas	331
Other (Out of TBARTA Region)	7,143

Source: American Community Survey, 2013

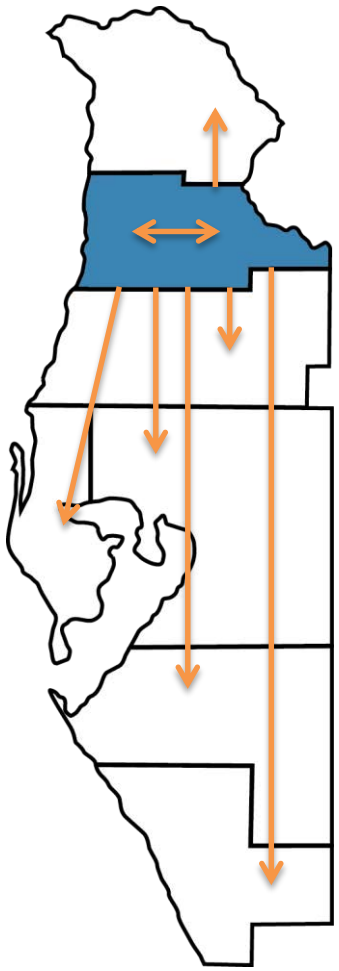
Hernando County

- Population: 172,778
  - 27.2% of persons are 65 years and over
  - 15.7% of persons between 18-34 years old, “Millennials”
  - Median age: 48
- Size: 472.54 sq. miles
- Median household income: $39,769
  - 15.4% below poverty level

Percentage of TBARTA Population



Workplace	# of Commuters
TOTAL	59,510
Hernando	37,145 (69%)
Pasco	8,298
Hillsborough	6,839
Pinellas	3,038
Citrus	1,217
Manatee	91
Sarasota	14
Other (Out of TBARTA Region)	2,868

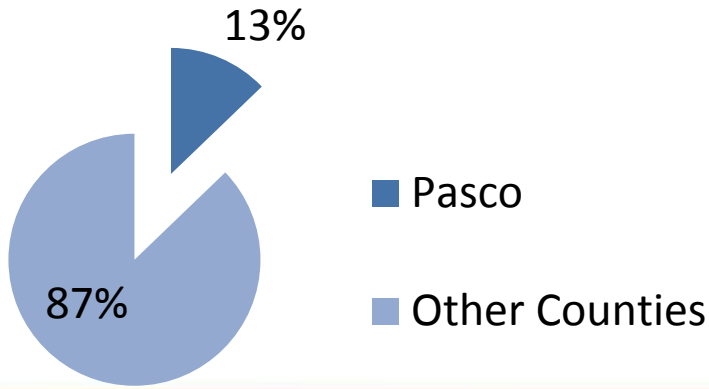


Source: American Community Survey, 2013

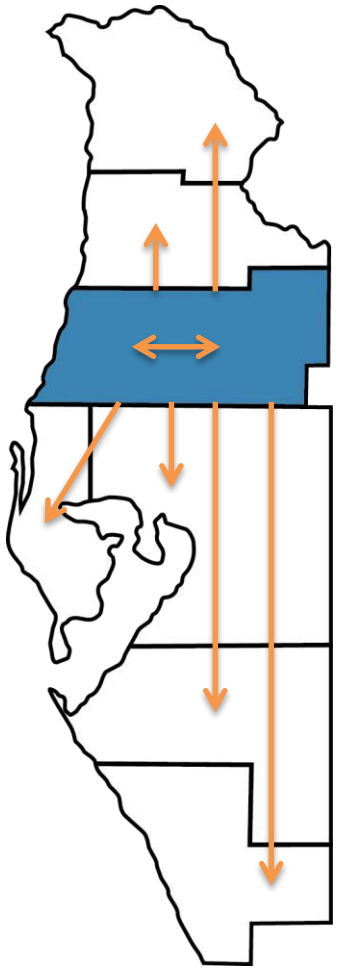
Pasco County

- Population: 475,502
  - 22.2% of persons are 65 years and over
  - 17.7% of persons between 18-34 years old, “Millennials”
  - Median age: 44
- Size: 746.89 sq. miles
- Median household income: $43,293
  - 13.9% below poverty level

Percentage of TBARTA Population



Workplace	# of Commuters
TOTAL	183,726
Pasco	93,004 (53%)
Hillsborough	50,413
Pinellas	27,618
Hernando	4,493
Manatee	216
Sarasota	204
Citrus	196
Other (Out of TBARTA Region)	7,582

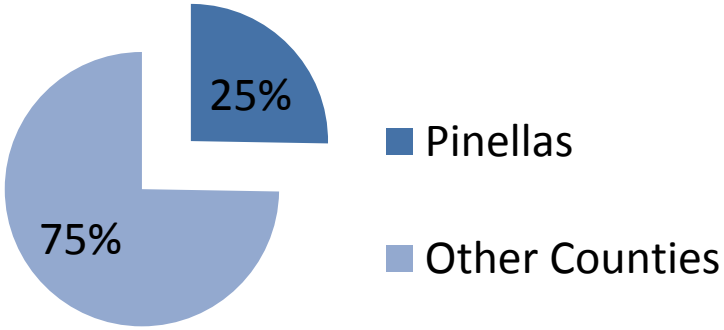


Source: American Community Survey, 2013

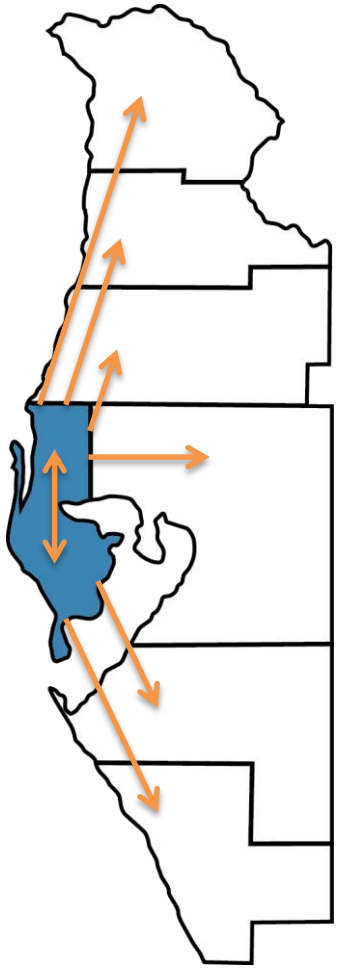
Pinellas County

- Population: 929,048
  - 22.6% of persons are 65 years and over
  - 18.3% of persons between 18-34 years old, “Millennials”
  - Median age: 47
- Size: 273.80 sq. miles; **3,347.5 persons per sq. mi.** **(highest in region)**
- Median household income: $44,726
  - 14.1% below poverty level

Percentage of TBARTA Population



Workplace	# of Commuters
TOTAL	418,343
Pinellas	360,776 (88%)
Hillsborough	41,509
Pasco	5,551
Manatee	1,960
Sarasota	993
Hernando	469
Citrus	80
Other (Out of TBARTA Region)	7,005

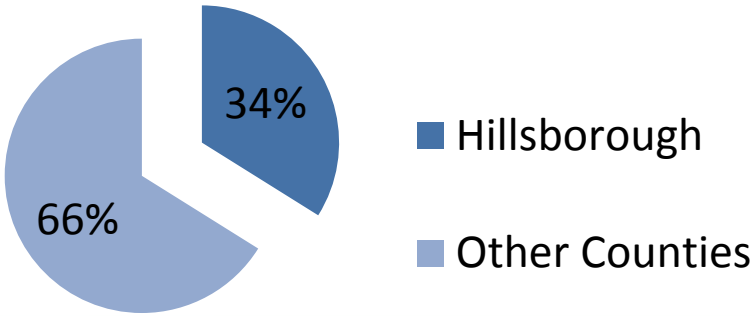


Source: American Community Survey, 2013

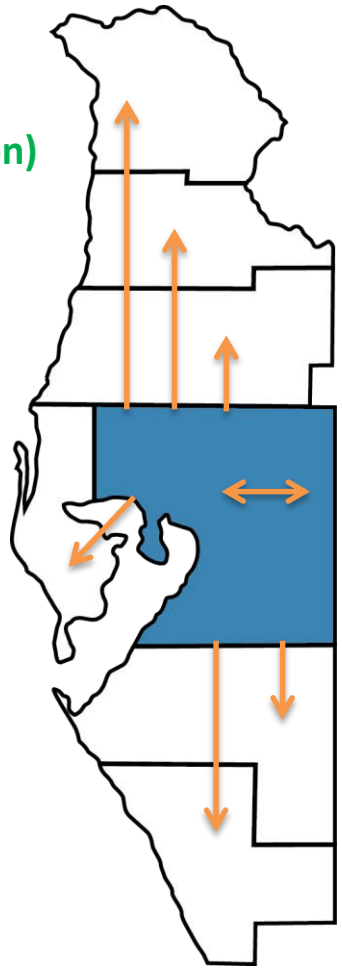
Hillsborough County

- Population: **1,291,578** **(highest in region)**
  - 12.8% of persons are 65 years and over
  - **24.6% of persons between 18-34 years old, "Millennials"** **(highest in region)**
  - Median age: **37** **(youngest in region)**
- Size: 1,020.21 sq. miles
- Median household income: $48,360
  - 16.8% below poverty level **(tied with Citrus)**

Percentage of TBARTA Population



Workplace	# of Commuters
TOTAL	569,595
Hillsborough	504,959 (92%)
Pinellas	29,548
Pasco	8,233
Manatee	3,760
Sarasota	1,468
Hernando	661
Citrus	71
Other (Out of TBARTA Region)	20,895

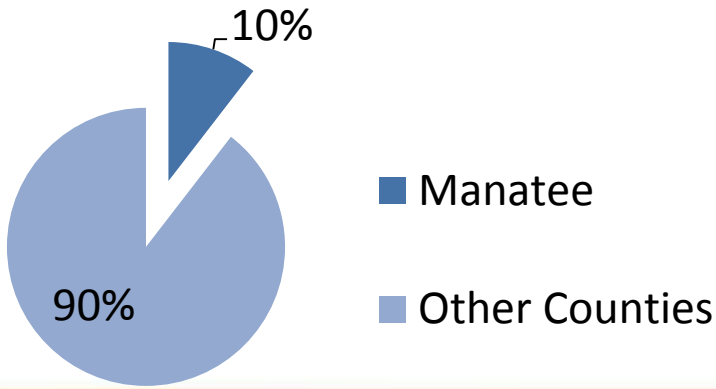


Source: American Community Survey, 2013

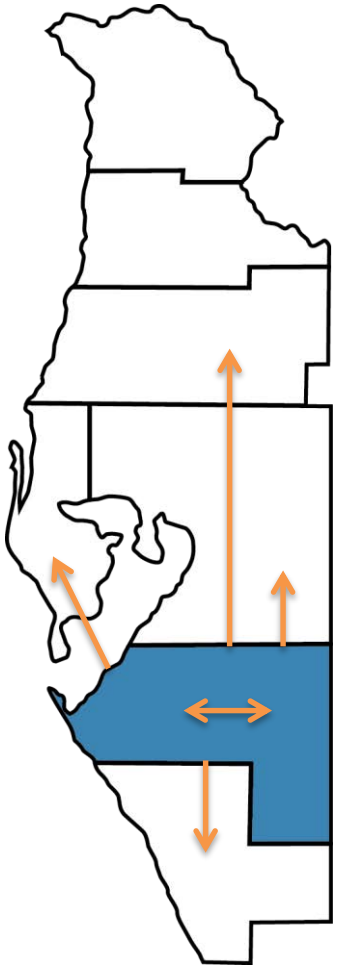
Manatee County

- Population: 342,106
  - 25.0% of persons are 65 years and over
  - 14.2% of persons between 18-34 years old, “Millennials”
  - Median age: 46
- Size: 742.93 sq. miles
- Median household income: $47,072
  - 15.1% below poverty level

Percentage of TBARTA Population



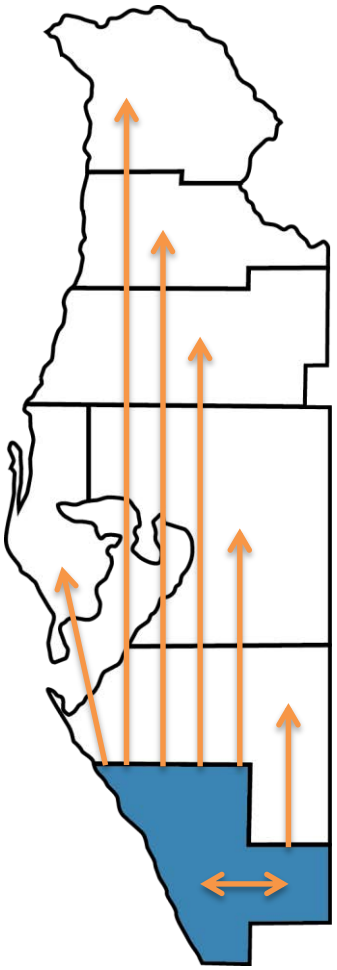
Workplace	# of Commuters
TOTAL	132,191
Manatee	95,351 (74%)
Sarasota	26,239
Pinellas	3,808
Hillsborough	3,090
Pasco	27
Hernando	43
Citrus	12
Other (Out of TBARTA Region)	3,621



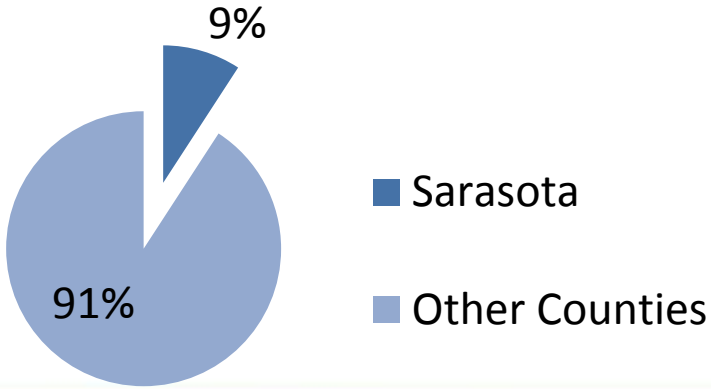
Source: American Community Survey, 2013

Sarasota County

- Population: 390,426
  - **33.3% of persons are 65 years and over (2nd highest after Citrus)**
  - 17.3% of persons between 18-34 years old, "Millennials"
  - Median age: 54
- Size: 555.87 sq. miles
- Median household income: **$48,704 (highest in region)**
  - **12.2% below poverty level (lowest in region)**



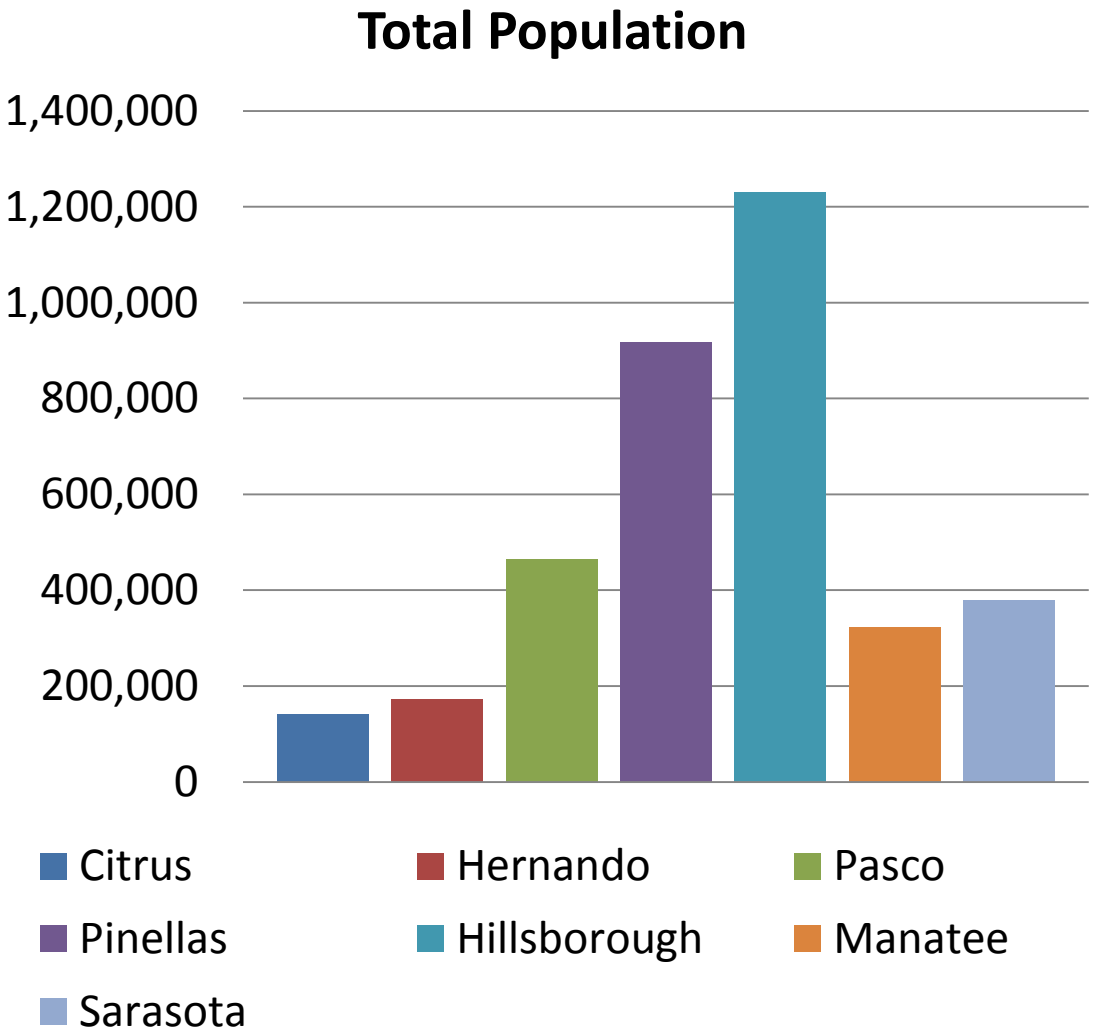
Percentage of TBARTA Population

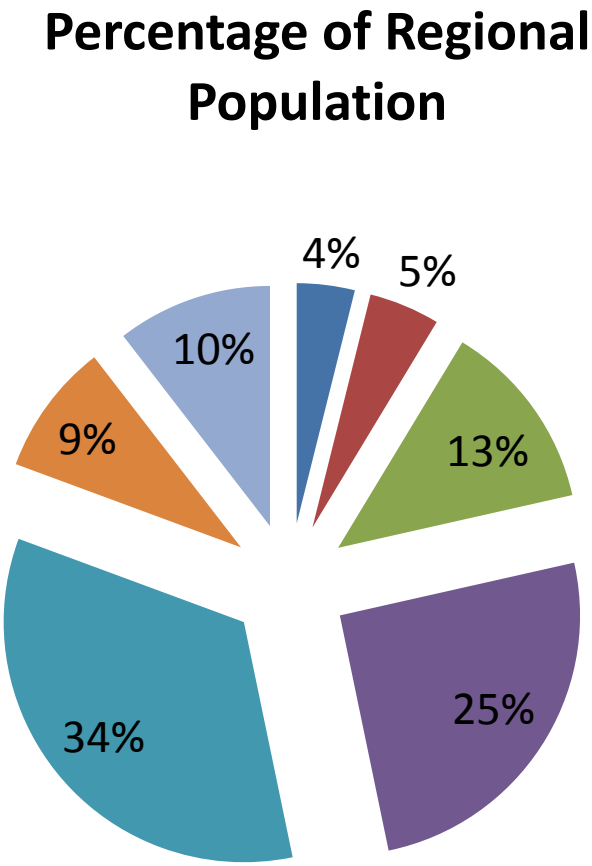


Workplace	# of Commuters
TOTAL	150,019
Sarasota	124,592 (90%)
Manatee	11,211
Hillsborough	1,319
Pinellas	496
Pasco	60
Other (Out of TBARTA Region)	12,341

Source: American Community Survey, 2013

Population Distribution

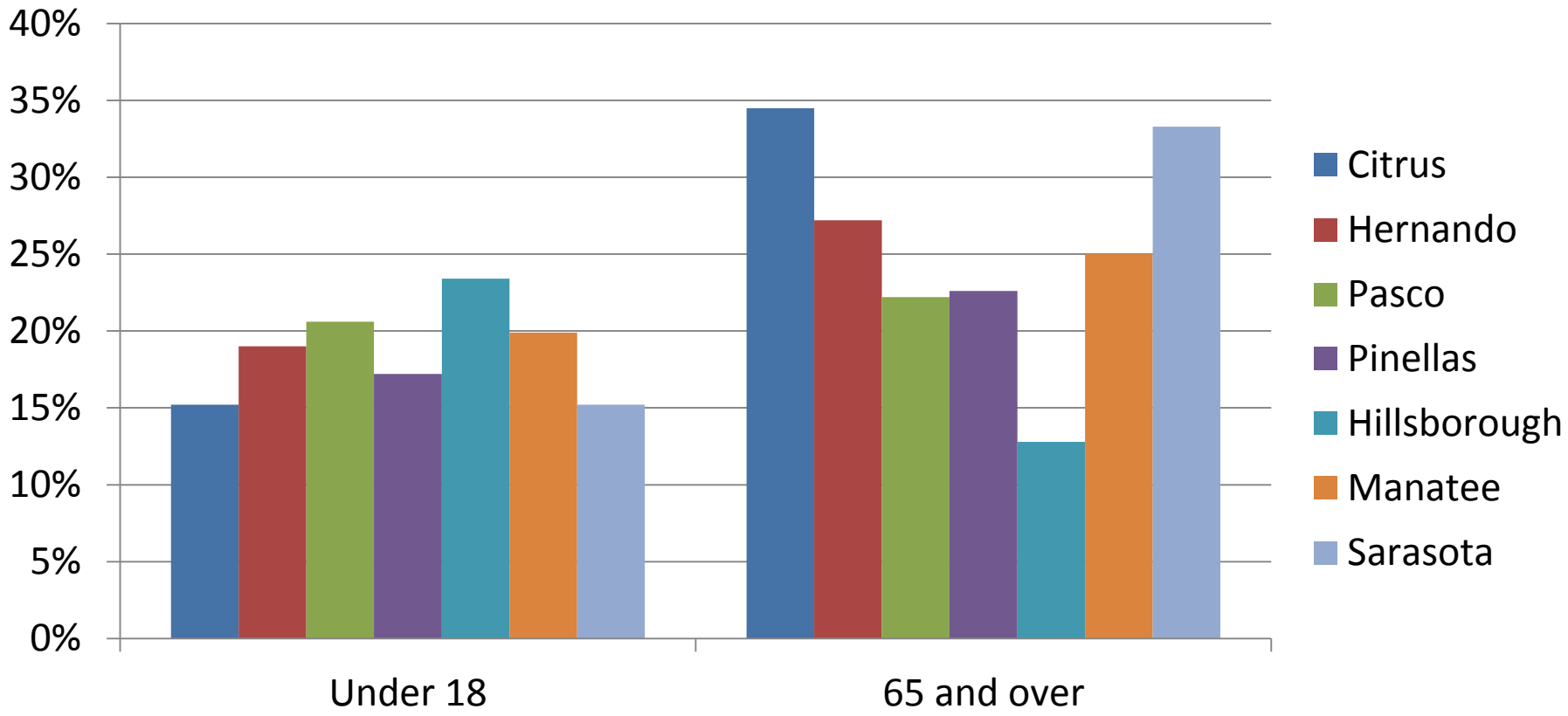




Source: U.S. Census, 2010

TBARTA

Age

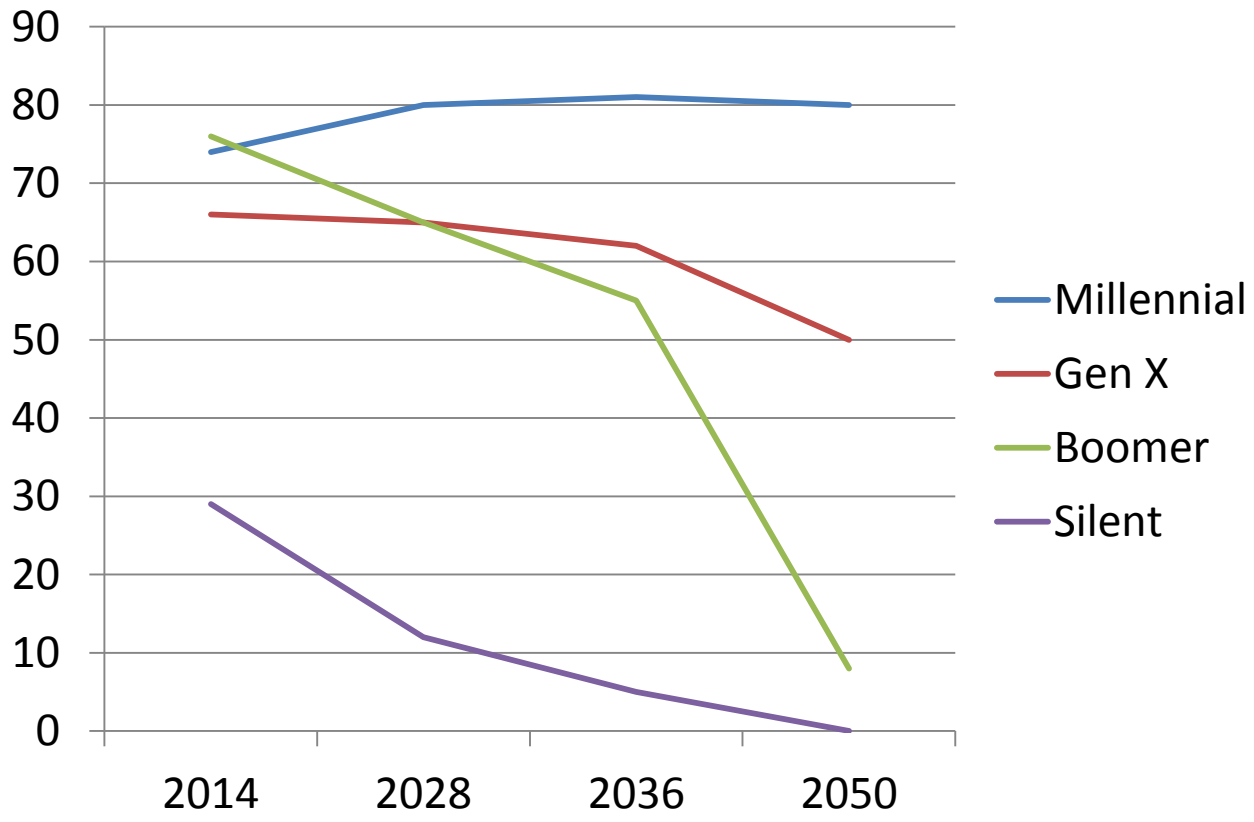


Source: U.S. Census, 2010

TBARTA

Millennials

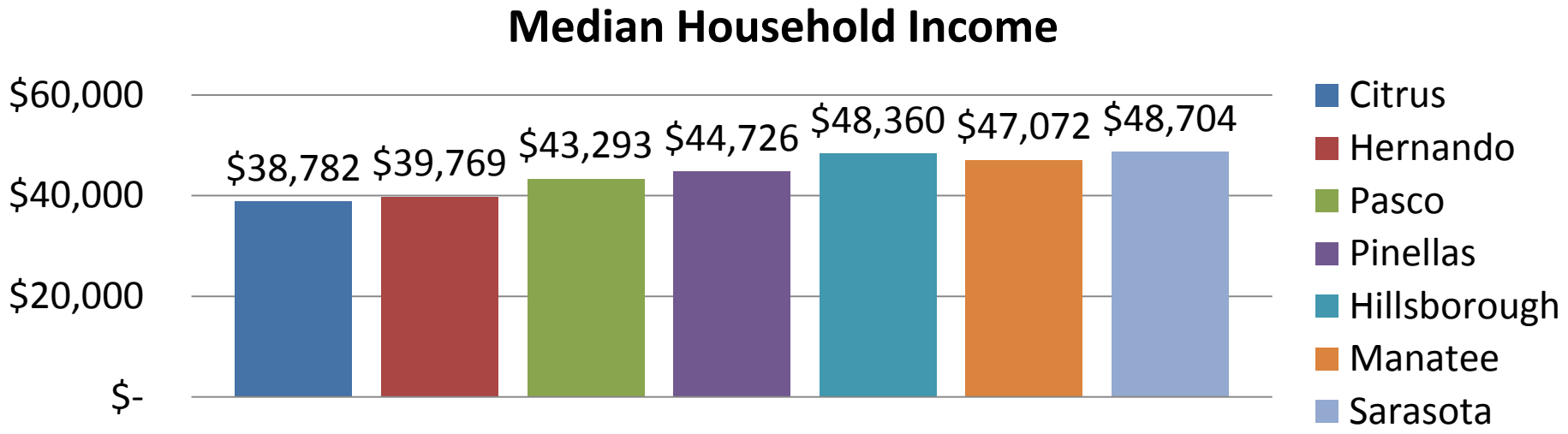
Projected Population by Generation, in millions

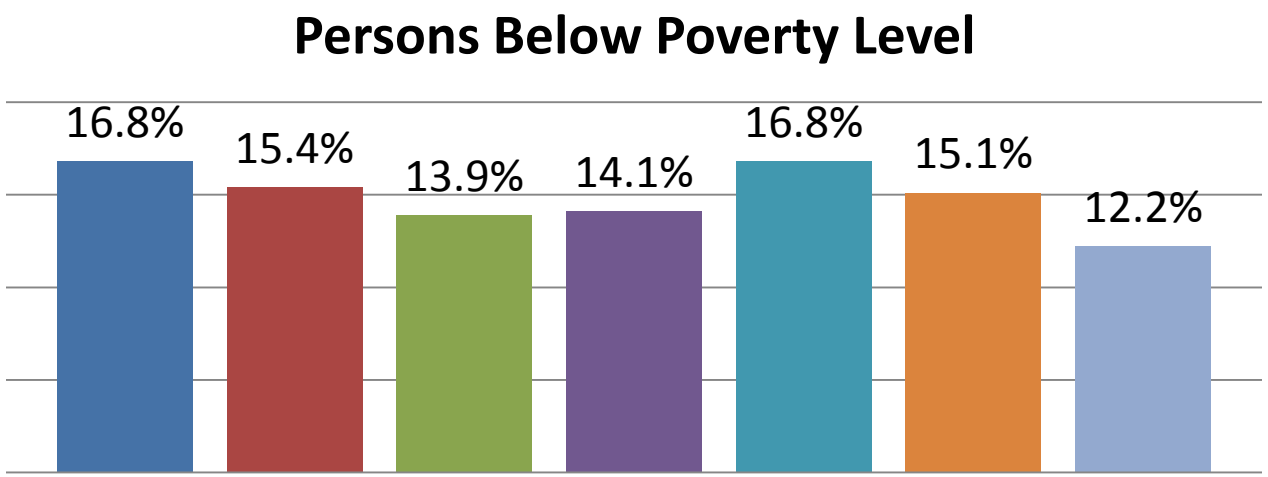


Source: Pew Research Center tabulations of U.S. Census Bureau population projections released December 2014

TBARTA

Population Characteristics

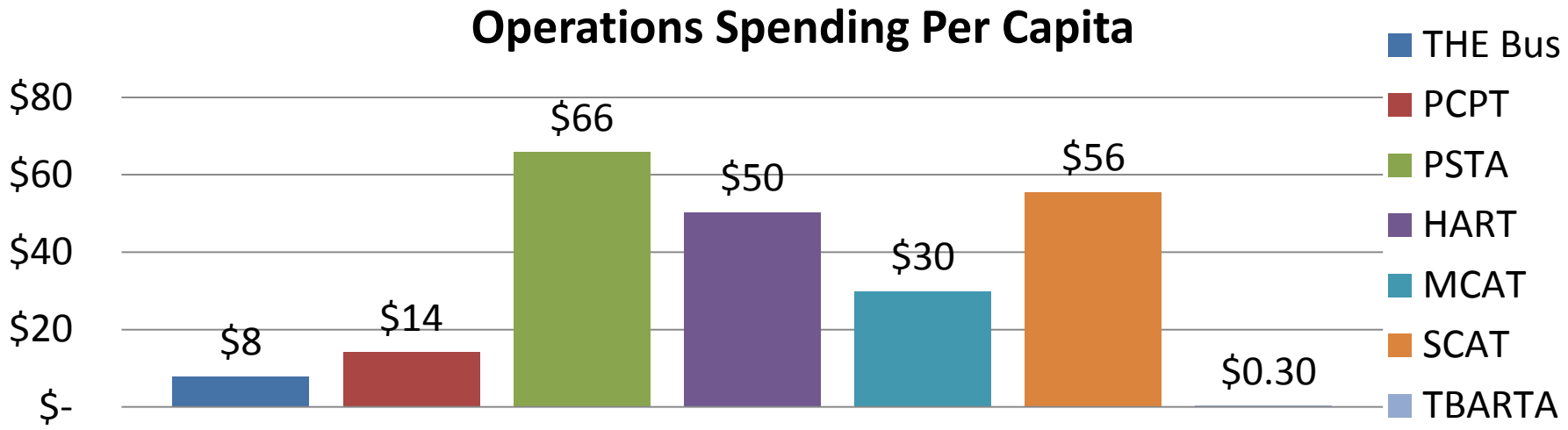




Source: U.S. Census, 2010 & American Community Survey, 2013

TBARTA

Transit Spending

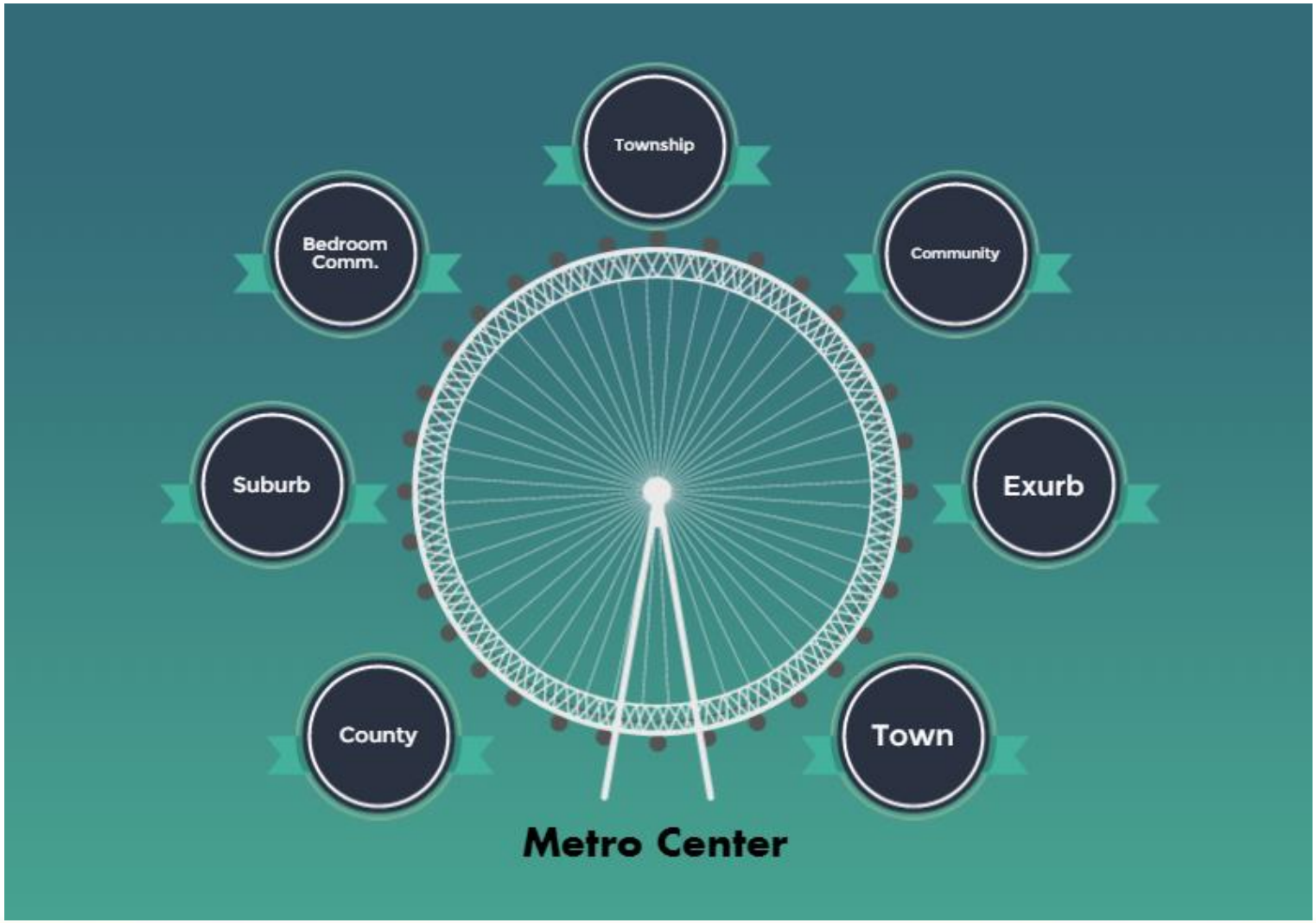
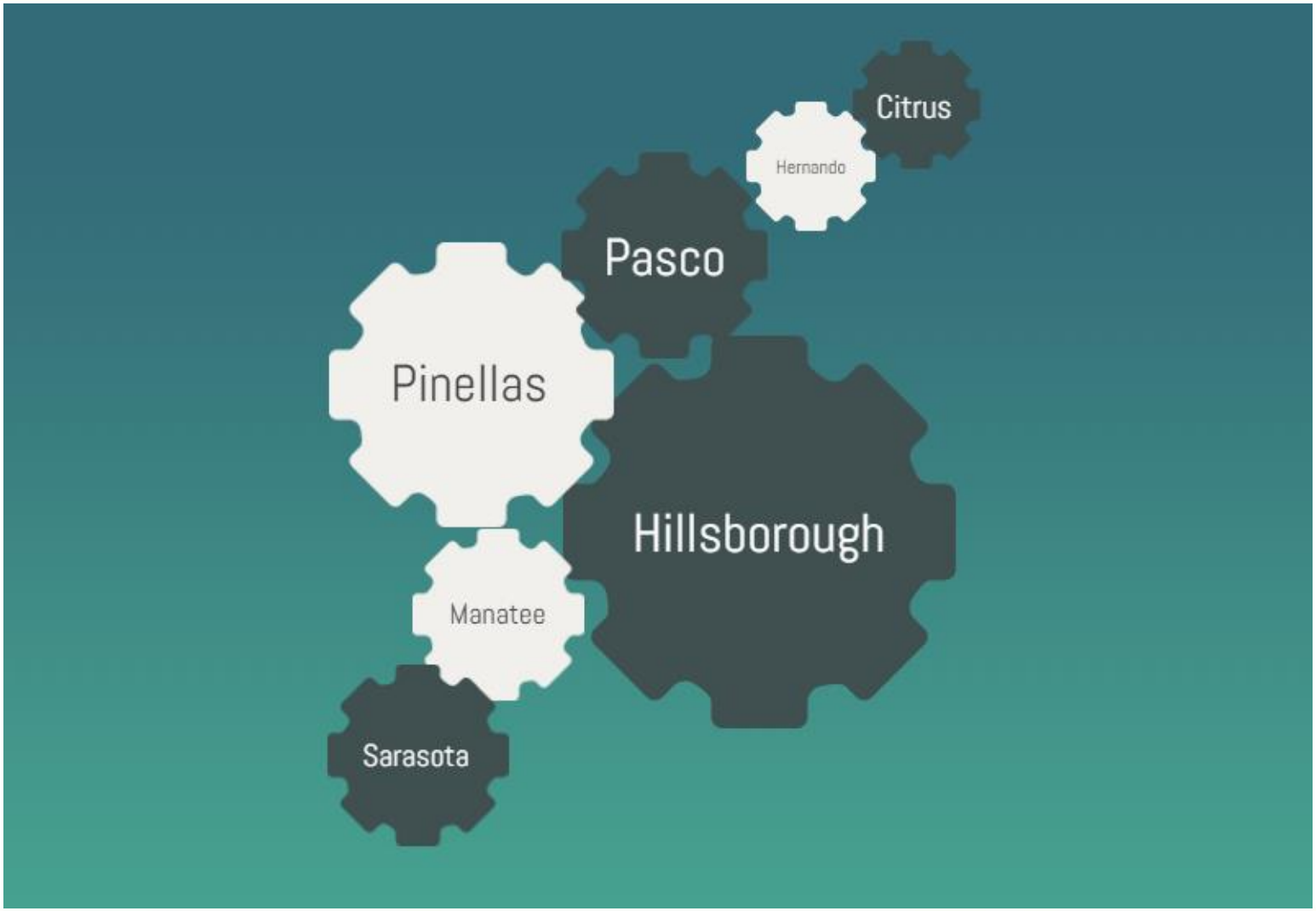


- Jacksonville Transportation Authority (Duval County): $97
- Orlando LYNX (Orange, Osceola, Seminole Counties): $60

Source: National Transit Database, 2013; no data for Citrus County

TBARTA

Other Metro Areas



The Tampa Bay Region