Welcome and Introductions

Karen Williams Seel,
Pinellas Board of County Commissioners
Agenda

• Approval of Minutes

• MPO Long Range Plan
  Brian Smith, Executive Director, Metropolitan Planning Organization

• Rail Modes and Alternatives Analysis
  Tim Garling, Executive Director, Pinellas Suncoast Transit Authority

• Guiding Principles

• Concluding Remarks/Future Meetings
  Karen Seel, Chair, Pinellas Board of County Commissioners
MPO Long Range Plan

Brian Smith, Executive Director, Metropolitan Planning Organization
PINELLAS 2035
LONG RANGE TRANSPORTATION PLAN

PINELLAS COUNTY METROPOLITAN PLANNING ORGANIZATION
About the MPO

• Established in 1977 pursuant to Federal Highway Act and Florida Statutes

• MPOs are federally mandated for urban areas with populations of 50,000 or more

• Governed by 11-member board representing local governments and Pinellas Suncoast Transit Authority. Florida Department of Transportation representative is non-voting member

• Guide local decision making on transportation issues

• Set priorities for state and federal funding allocated to transportation projects in Pinellas County
About the MPO - Responsibilities

• Long range plan for major travel modes
• Transportation improvement program
• Congestion management and ITS
• Bicycle and pedestrian facility planning
• Transit planning in cooperation with PSTA
• Citizen participation and outreach
• Air quality
• Transportation Disadvantaged Program
• Local government support (Mobility Plan, Impact Fee Ordinance, Livable Communities, Concurrency Management)
LRTP Purpose

• Guides use of state and federal dollars for transportation projects in Pinellas County

• Identifies transportation needs and improvements necessary to address them

• Establishes a transportation policy framework in coordination with city and county Comprehensive Plans

• Assesses available revenue and costs associated with projects identified in LRTP

• Addresses capital projects and operations/management of transportation system, which includes all major modes of travel
Forecast Growth 2006-2035

Source: University of Florida, Bureau of Economic and Business Research, Projections of Florida Population by County, 2006-2030; and U.S. Census Bureau, Census 2000
Population Growth and Density in Pinellas County
Regional Population
Persons Per Acre - 2025

Legend
Population Density 2025
- < 3
- 4 - 7
- 8 - 10
- 11 - 15
- 16 - 30
- > 30

Source: Hillsborough County City-County Planning Commission
Employment Growth and Density in Pinellas County
Regional Employment Workers Per Acre - 2025

Legend

- < 5
- 6 - 15
- 16 - 30
- 31 - 65
- 66 - 170
- 171 - 300
- > 301

Source: Hillsborough County City-County Planning Commission
Key Transportation Issues

• Safety and security
• Energy and climate change
• Sustainability
• Economy/Jobs
• Regional demands
• Funding
Elements of the LRTP

- TRANSIT
- HIGHWAYS
- BICYCLE & PEDESTRIAN TRAVEL
- REGIONAL TRANSPORTATION
- INTELLIGENT TRANSPORTATION SYSTEMS
- LIVABLE COMMUNITIES
Transit – Premium Bus Service

- Increased service frequency to 15 and 30 minutes on top corridors
- More connector and feeder buses
- Implement by 2015
- Annual Capital: $361M
- Annual Operations: $134.5M
Transit - Rail

- Relatively high speeds and quick acceleration/deceleration
- At grade and share right of way with vehicles and pedestrians
- Implement 2016-2035
- Capital: $4.76B
- Annual Operations: $35.6M
- Unfunded - Blue/Purple Lines and Green construction
# Transit – Revenue Sources

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<tr>
<th>Revenue</th>
<th>2011-2035 (Billions)</th>
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<td>Farebox Collection, Advertising, Other</td>
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Highways

• Major Road Network for 2035
• Based on scheduled and planned road improvements
• LRTP objectives address:
  – traffic congestion
  – safety
  – emergency evacuation
  – intermodal access
  – goods movement
  – regional travel
  – access to major trip destinations
Highways

Focus on expanding capacity on key corridors

- US Highway 19
- CR 296/Future SR 690
- Roosevelt Blvd
- Ulmerton Road
- Gandy Blvd
- Keystone Road
- CR 1/Starkey Road
Financial Resources: State Projects

Total Revenues

- Federal
  - OA/TMA: $578M

- State
  - SIS: $331M
  - TRIP: $72M

- Local
  - Penny: $64.8M

TOTAL: $1.046B
Bicycle & Pedestrian Travel

• Increase bicycle travel for commuting as well as recreational purposes

• Centerpiece of Trailways Plan is the 75-mile Pinellas Trail Loop, which incorporates existing and planned sections of the Pinellas Trail as well as the Progress Energy Trail

• Key projects currently scheduled/under construction:
  – North Bay Trail
  – Oldsmar Trails
  – Booker Creek Trail
  – Skyway Trail
Bicycle & Pedestrian Travel

• Expand opportunities for bicycle travel through the installation of on-street bicycle lanes

• Efforts to encourage walking focus on…
  – Providing safe crossings
  – Closing sidewalk “gaps” along major roadways
  – Pedestrian friendly street design and site development
Regional Transportation

- MPO LRTP must be consistent with regional Long Range Transportation Plan and Tampa Bay Area Regional Transportation Authority (TBARTA) Transportation Master Plan

- West Central Florida MPO Chairs Coordinating Committee oversees development of 2035 Regional Long Range Transportation Plan
Regional Transportation

Highway Plan
Regional Transportation

Transit Plan
Regional Transportation

Multi-Use Trail Plan
Intelligent Transportation Systems

- Intelligent Transportation Systems (ITS) provide advanced technology solutions for improving travel conditions, safety and traffic management

- LRTP ensures countywide coordination of ITS projects and policy guidance
Intelligent Transportation Systems

• Examples of ITS applications in Pinellas County
  – Traffic monitoring equipment
  – Coordination of intergovernmental signal systems
  – Automated fare boxes on PSTA buses
  – Pre-paid toll scanning system (Sun Pass) on Skyway Bridge
  – Dynamic message signs on I-275
  – Pedestrian controlled countdown signals
  – High intensity activated crosswalk (HAWK) signs in St. Petersburg

• Scheduled Projects
  – US Hwy 19
  – 66th St.
  – Bryan Dairy Rd./118th Ave
  – Park/Gandy Blvd.
Livable Communities

- Policies to increase mobility choices while creating more bicycle, pedestrian and transit friendly environments

- Provide guidance on land development and site and street design for local governments

- Livable communities…
  - Create a sense of place
  - Reduce vehicle miles of travel
  - Reduce greenhouse gas emissions
  - Reduce reliance on automobile travel
Livable Communities

Livable Community Objectives

• Create livable streets designed for multimodal transportation system.
• Design and provide safe, attractive, convenient, and comfortable transit stops.
• Design parking lots and driveways to support pedestrian safety and connectivity.
• Support efforts to create and sustain mixed-use development at appropriate locations.
• Promote high quality design standards.
• Increase workforce housing opportunities proximate to places of employment and transit facilities.
Pinellas AA -TOD

• TOD policies in Comp Plans & Countywide Plan
  • Station Typologies & guidelines in plans

Alternative Analysis
• Corridor/alignment of transit
• Transit technology selection
  • Define station locations

TOD Comp Plan action
• Locate stations in plans
• Adopt station area plans
  • Adopt TOD land development regulations for station areas

Coordinate & Implement
Questions?

For more information:
www.pinellascounty.org/mpo
mpo@pinellascounty.org
Rail Modes, the Pinellas County Alternatives Analysis and the PSTA Bus Plan

Tim Garling, Executive Director, Pinellas Suncoast Transit Authority
Agenda

• Rail Modes
  – High Speed Rail
  – Heavy Rail
  – Commuter Rail
  – Light Rail
  – Urban Streetcar
  – Portland, Oregon Case Study

• Pinellas County Alternatives Analysis

• PSTA Bus Plan
High Speed Rail
Heavy Rail
Heavy Rail
Heavy Rail
Commuter Rail
Commuter Rail
Commuter Rail
Commuter Rail
Commuter Rail
Commuter Rail
Commuter Rail
Typical Commuter Rail Target Market

20 - 50 Miles

20 Miles

Clearwater
Gateway
St. Pete Beach
St. Petersburg
Westshore
Tampa
## Commuter Rail Weekday Ridership - 2009

<table>
<thead>
<tr>
<th>Rank</th>
<th>System</th>
<th>City</th>
<th>Weekday Ridership</th>
<th>Route Miles</th>
<th>Boardings per Mile</th>
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Typical Light Rail Target Market
# Light Rail Weekday Ridership - 2009

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<td>Subway, Surface, Trolleys</td>
<td>Philadelphia</td>
<td>108,000</td>
<td>60</td>
<td>1,800</td>
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<td>6</td>
<td>Trolley</td>
<td>San Diego</td>
<td>86,100</td>
<td>53.5</td>
<td>1,609</td>
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<tr>
<td>7</td>
<td>The Ride</td>
<td>Denver</td>
<td>63,100</td>
<td>35</td>
<td>1,803</td>
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<tr>
<td>8</td>
<td>Red, Green, Blue &amp; Streetcar</td>
<td>Dallas</td>
<td>57,700</td>
<td>48.6</td>
<td>1,187</td>
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<td>9</td>
<td>SRTD Light Rail</td>
<td>Sacramento</td>
<td>54,900</td>
<td>36.9</td>
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<td>10</td>
<td>MetroLink</td>
<td>St. Louis</td>
<td>48,000</td>
<td>46</td>
<td>1,043</td>
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<td>TRAX</td>
<td>Salt Lake City</td>
<td>43,100</td>
<td>19</td>
<td>2,268</td>
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<tr>
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<td>Metro</td>
<td>Phoenix</td>
<td>40,500</td>
<td>20</td>
<td>2,025</td>
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<td>13</td>
<td>Hudson-Bergen</td>
<td>Jersey City</td>
<td>40,090</td>
<td>27.2</td>
<td>1,474</td>
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<td>14</td>
<td>METRO-Rail</td>
<td>Houston</td>
<td>35,100</td>
<td>7.5</td>
<td>4,680</td>
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<tr>
<td>15</td>
<td>VTA Light Rail</td>
<td>San Jose</td>
<td>29,700</td>
<td>42.2</td>
<td>704</td>
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<tr>
<td>16</td>
<td>Light Rail</td>
<td>Baltimore</td>
<td>28,800</td>
<td>30</td>
<td>960</td>
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<tr>
<td>17</td>
<td>Hiawatha Line</td>
<td>Minneapolis</td>
<td>27,100</td>
<td>12</td>
<td>2,258</td>
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<tr>
<td>18</td>
<td>The T</td>
<td>Pittsburgh</td>
<td>23,500</td>
<td>25</td>
<td>940</td>
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<td>19</td>
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<td>Buffalo</td>
<td>22,100</td>
<td>6.4</td>
<td>3453</td>
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<tr>
<td>20</td>
<td>Newark Light Rail</td>
<td>Newark</td>
<td>20,440</td>
<td>9.9</td>
<td>2065</td>
</tr>
<tr>
<td>21</td>
<td>LYNX</td>
<td>Charlotte</td>
<td>19,200</td>
<td>9.6</td>
<td>2,000</td>
</tr>
</tbody>
</table>

**PSTA Bus Ridership**: 46,200
Urban Streetcar
Urban Streetcar
Urban Streetcar
Urban Streetcar
Urban Streetcar
Urban Streetcar
Typical Urban Streetcar Target Market
# Mode Comparison – Portland Case Study

<table>
<thead>
<tr>
<th>Mode</th>
<th>Fare Recovery</th>
<th>Cost Per Vehicle Hour</th>
<th>Cost Per Ride</th>
<th>Average Vehicle Speed</th>
<th>Weekday Ridership</th>
<th>Annual Ridership</th>
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</thead>
<tbody>
<tr>
<td>Bus</td>
<td>28.5%</td>
<td>$94.27</td>
<td>$2.88</td>
<td>14.7 mph</td>
<td>215,300</td>
<td>66,153,600</td>
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<tr>
<td>Light Rail</td>
<td>51.0%</td>
<td>$264.75</td>
<td>$1.92</td>
<td>19.6 mph</td>
<td>119,300</td>
<td>35,188,800</td>
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<tr>
<td>Commuter Rail</td>
<td>4.6%</td>
<td>$1,029.35</td>
<td>$18.78</td>
<td>32.7 mph</td>
<td>1,175</td>
<td>124,346</td>
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<tr>
<td>Streetcar</td>
<td>2.2%</td>
<td>$135.00</td>
<td>$1.30</td>
<td>6.0 mph</td>
<td>11,914</td>
<td>3,834,675</td>
</tr>
</tbody>
</table>
TriMet: 570 Square Miles Across Three Counties

**MAX**: A 52 Mile Regional Light Rail System (84 Stations)

**WES**: 15 Mile Commuter Rail Line (5 Stations)
Agenda

• Rail Modes
  – High Speed Rail
  – Heavy Rail
  – Commuter Rail
  – Light Rail
  – Urban Streetcar
  – Portland, Oregon Case Study

• Pinellas County Alternatives Analysis

• PSTA Bus Plan
Intent of Alternatives Analysis (AA)

Provide detailed information to local officials on the benefits, costs and impacts of various options to address the transportation needs for a designated corridor.
Locally Preferred Alternative (LPA)

Information developed in the AA is then used to select the exact routing, level of service and mode of choice, which is known as the Locally Preferred Alternative (LPA).
FTA New Starts Program

• Provides Federal Funding for up to 50% of capital costs for the construction of new fixed guideway projects.

• The awarding of these grants is discretionary and determined by the overall merits of each project.
New Starts Funding Criteria

- Transit Supportive Land Use and Future Land Use
- Ridership
- Cost Effectiveness
- Operating Efficiencies
- Environmental Benefits
- Local Financial Commitment
FTA New Starts Funding Process

1. Concept Development
2. Alternatives Analysis
3. Preliminary Engineering
4. Environmental Impact Statement
5. Final Design
6. FTA Full Funding Grant Agreement
7. Construction
8. Operation
FTA New Starts Funding Process

We Are Here

Concept Development

Alternatives Analysis

Preliminary Engineering

Environmental Impact Statement

Final Design

FTA Full Funding Grant Agreement

Construction

Operation
FTA New Starts Funding Timeline

- **Concept**: 1 - 2 Years
- **AA**: 2 - 3 Years
- **Preliminary Engineering**
- **Final Design & Full Funding Grant Agreement**: 2 - 3 Years
- **Construction**: 3 - 7 Years
- **Operation**: 2 - 3 Years
Pinelllas LPA Competes for FTA Funding

• Competition for New Starts funding is highly competitive as transit systems, nation-wide battle for the limited funding every year.

• New Starts Funding for 2010 totaled only $2 billion.
Agenda

• Rail Modes
  – High Speed Rail
  – Heavy Rail
  – Commuter Rail
  – Light Rail
  – Urban Streetcar
  – Portland, Oregon Case Study

• Pinellas County Alternatives Analysis

• PSTA Bus Plan
Proposed Cross-BayE xpress Bus Service
Proposed PSTA Premium Bus Network
Proposed PSTA Supporting Bus Network
Pinellas County Trails System
What is the Total Transit Network Vision?
Transit Network Vision
Transit Works
Transit is an Engine for Economic Success and Jobs
Mass Transit Creates Jobs*

<table>
<thead>
<tr>
<th>Category</th>
<th>Job Creation Per $Billion</th>
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</thead>
<tbody>
<tr>
<td>Mass Transit</td>
<td>19,795</td>
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<tr>
<td>Education</td>
<td>17,687</td>
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<tr>
<td>Health Care</td>
<td>12,883</td>
</tr>
<tr>
<td>Construction</td>
<td>12,804</td>
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<tr>
<td>Tax Cuts</td>
<td>10,779</td>
</tr>
<tr>
<td>Defense</td>
<td>8,555</td>
</tr>
</tbody>
</table>

* Department of Economics and Political Economy Research Institute - University of Massachusetts, Amherst
Where Do We Go From Here...

• Complete Alternative Analysis
• Integrate Bus Network Improvements, Transportation Projects and Transit Oriented Development with Comprehensive Transit Plan
• Implement Long-Term, Sustainable Funding Source
Guiding Principles

Karen Williams Seel,
Pinellas Board of County Commissioners
Future Meetings

• Transportation Task Force Public Meeting
  Monday July 19, 2010, 5:30-8:00 p.m.
  Bayside High School Gymnasium
  14405 49th Street North
  Clearwater

• Next Transportation Task Force Meeting
  Monday August 16, 2010, 1:30 p.m.
  Tampa Bay Regional Planning Council
  4000 Gateway Centre Boulevard, Suite 100
  Pinellas Park