



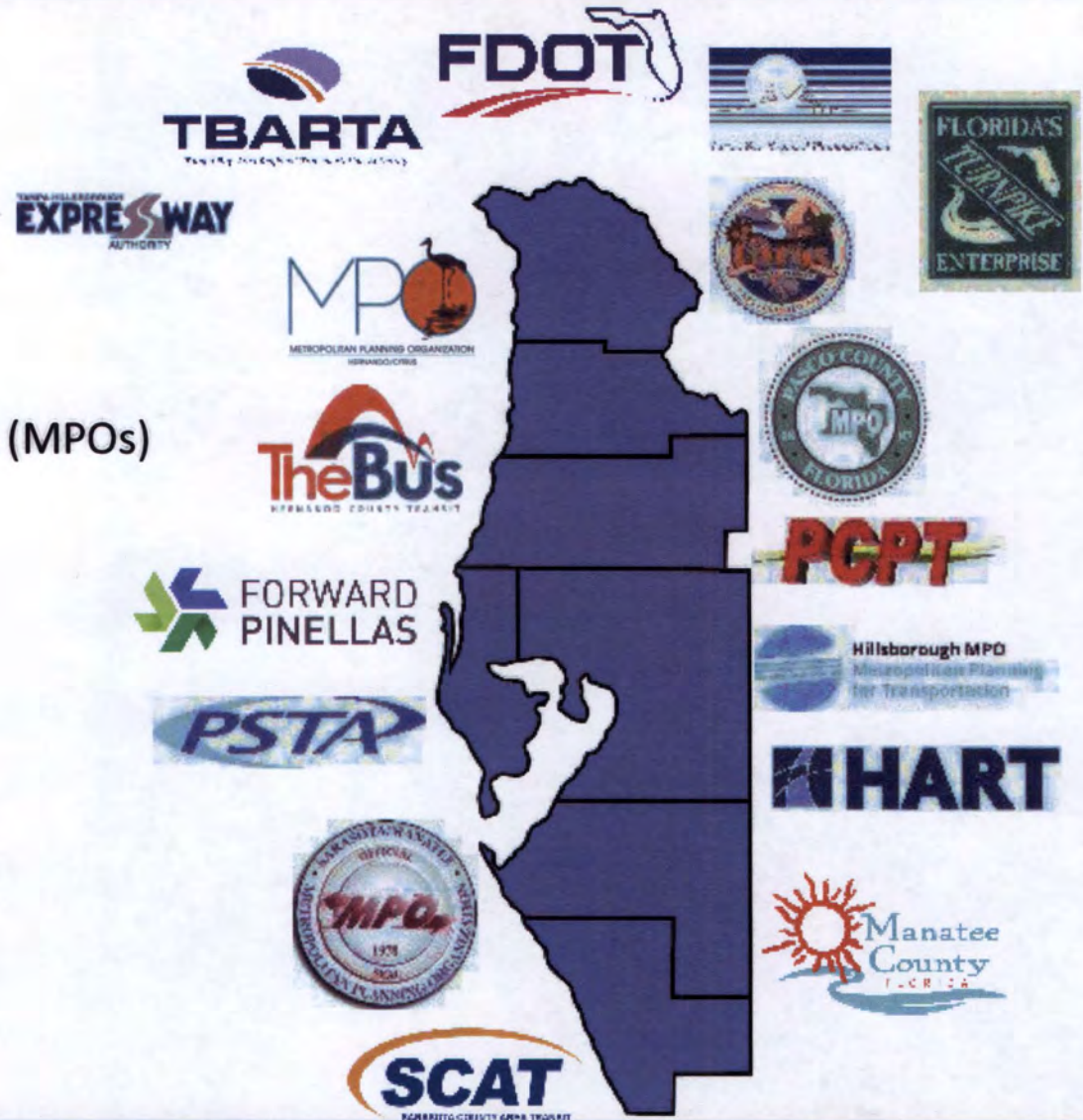
Tampa Bay Area Regional Profile

October 2016



TBARTA Region

- 7 Counties
- 3,713,790 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

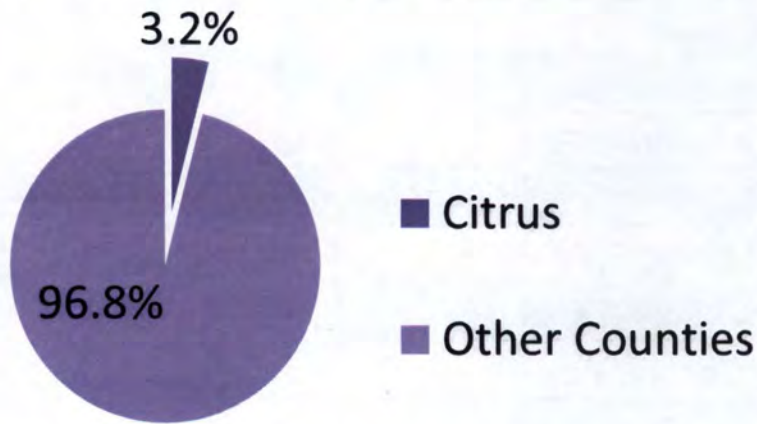


Citrus County

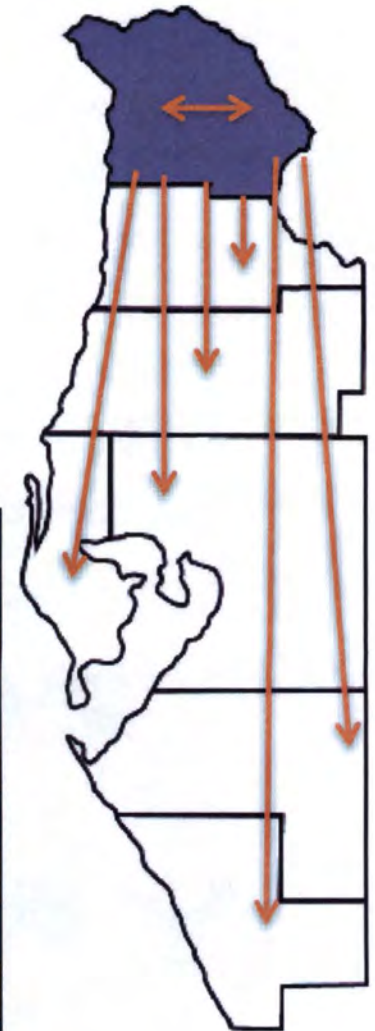


- Population: 139,771¹
 - **33.7% of persons are 65 years and over (highest in region)** ¹
 - 15.9% persons between 15-34 years old ¹
 - Median age: **55 (oldest in region)** ¹
- Size: 581.70 sq. miles ¹
- Median household income: **\$38,109 (lowest in region)** ¹
 - 17.2% below poverty level ¹
- Mean travel time to work: 24.7 minutes ²

Percentage of TBARTA Population



Workplace	Commuters
TOTAL	41,344
Citrus County, FL	18,998
Hernando County, FL	1,962
Hillsborough County, FL	1,875
Pasco County, FL	1,247
Pinellas County, FL	1,046
Manatee County, FL	241
Sarasota County, FL	208
Other (Out of Region)	15,767



Sources: ¹ American Community Survey (2014)

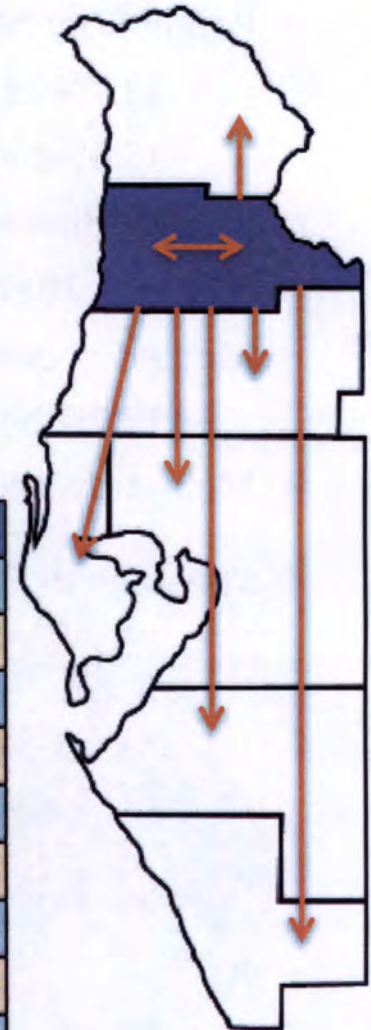
² Longitudinal Employer-Household Dynamics (LEHD) Origin Destination Employment Statistics (LODES)



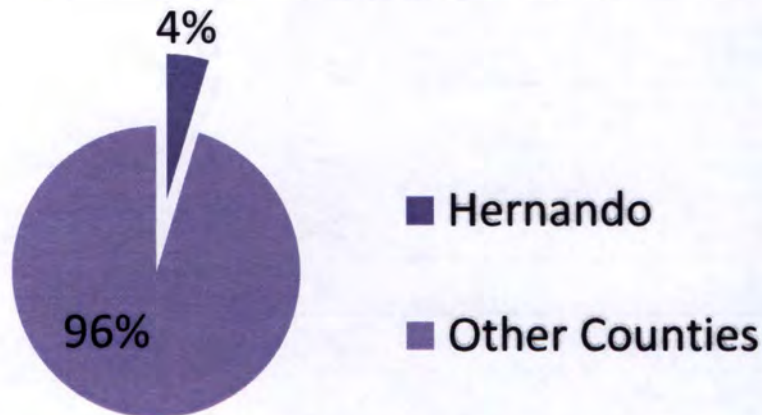
Hernando County



- Population: 173,792 ¹
 - 26.7% of persons are 65 years and over ¹
 - 19.7% of persons between 18-34 years old ¹
 - Median age: 48.4 ¹
- Size: 472.54 sq. miles ¹
- Median household income: \$40,457 ¹
 - 16% below poverty level ¹
- Mean travel time to work: 30.4 minutes ²



Percentage of TBARTA Population



Workplace	Commuters
TOTAL	56,400
Hernando County, FL	19,242
Pasco County, FL	9,019
Hillsborough County, FL	7,460
Pinellas County, FL	4,375
Citrus County, FL	1,846
Manatee County, FL	594
Sarasota County, FL	518
Other (Out of Region)	13,346

Sources: ¹ American Community Survey (2014)

² Longitudinal Employer-Household Dynamics (LEHD) Origin Destination Employment Statistics (LODES)

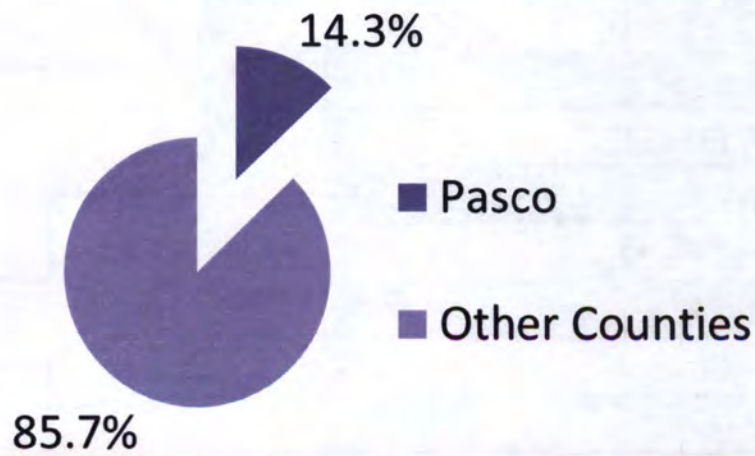


Pasco County



- Population: 472,745 ¹
 - 21.7% of persons are 65 years and over ¹
 - 21.5% of persons between 18-34 years old ¹
 - Median age: 44.2 ¹
- Size: 746.89 sq. miles ¹
- Median household income: \$44,518 ¹
 - 14.3% below poverty level ¹
- Mean travel time to work: 31.6 minutes ²

Percentage of TBARTA Population



Workplace	Commuters
TOTAL	178,209
Hillsborough County, FL	53,836
Pasco County, FL	53,117
Pinellas County, FL	27,739
Hernando County, FL	5,170
Manatee County, FL	1,588
Sarasota County, FL	1,298
Citrus County, FL	821
Other (Out of Region)	34,640



Sources: ¹ American Community Survey (2014)

² Longitudinal Employer-Household Dynamics (LEHD) Origin Destination Employment Statistics (LODES)

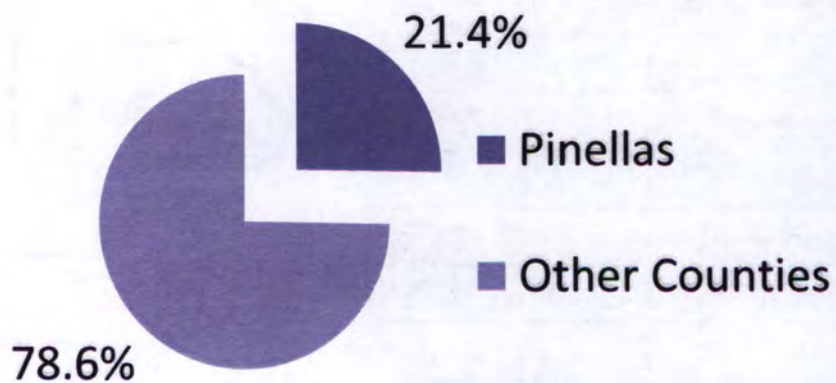


Pinellas County

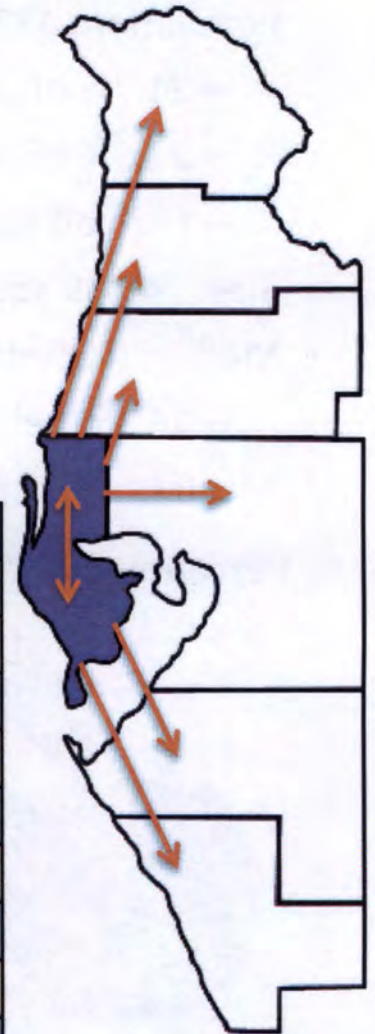


- Population: 925,030 ¹
 - 22.1% of persons are 65 years and over ¹
 - 21.6% of persons between 18-34 years old ¹
 - Median age: 46.9 ¹
- Size: 273.80 sq. miles; **3,347.5 persons per sq. mi. (highest in region)** ¹
- Median household income: \$45,574 ¹
 - 14.3% below poverty level ¹
- Mean travel time to work: 24.2 minutes ²

Percentage of TBARTA Population



Workplace	Commuters
TOTAL	396,150
Pinellas County, FL	260,048
Hillsborough County, FL	59,105
Pasco County, FL	8,984
Manatee County, FL	4,529
Sarasota County, FL	3,832
Hernando County, FL	1,360
Citrus County, FL	742
Other (Out of Region)	57,550



Sources: ¹ American Community Survey (2014)

² Longitudinal Employer-Household Dynamics (LEHD) Origin Destination Employment Statistics (LODES)



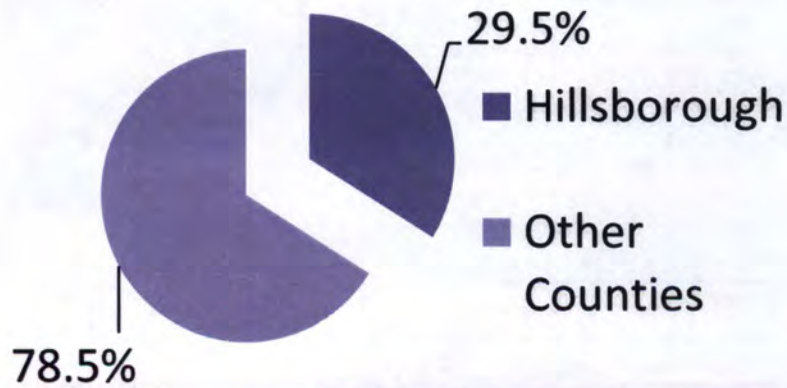
Hillsborough County



- Population: **1,279,668** (highest in region) ¹
 - 12.3% of persons are 65 years and over ¹
 - **28.5% of persons between 18-34 years old** (highest in region) ¹
 - Median age: **36.4** (youngest in region) ¹
- Size: 1,020.21 sq. miles ¹
- Median household income: \$50,122 ¹
 - 17.2% below poverty level (**tied with Citrus**) ¹
- Mean travel time to work: 27.2 minutes ²



Percentage of TBARTA Population



Workplace	Commuters
TOTAL	633,810
Hillsborough County, FL	362,264
Pinellas County, FL	59,105
Pasco County, FL	53,836
Manatee County, FL	11,259
Hernando County, FL	7,460
Sarasota County, FL	6,997
Citrus County, FL	1,875
Other (Out of Region)	131,014

Sources: ¹ American Community Survey (2014)

² Longitudinal Employer-Household Dynamics (LEHD) Origin Destination Employment Statistics (LODES)

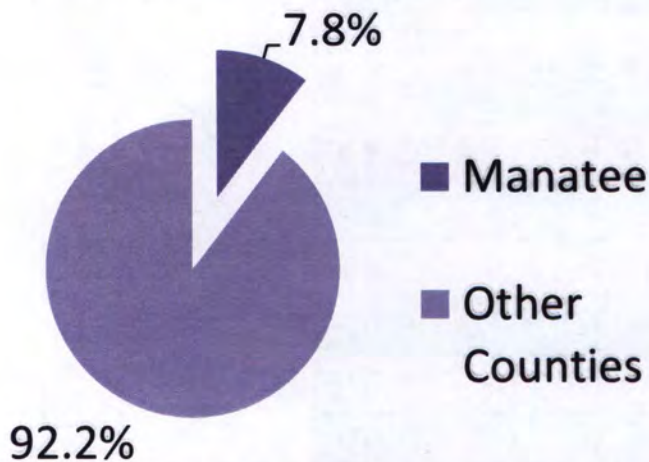


Manatee County

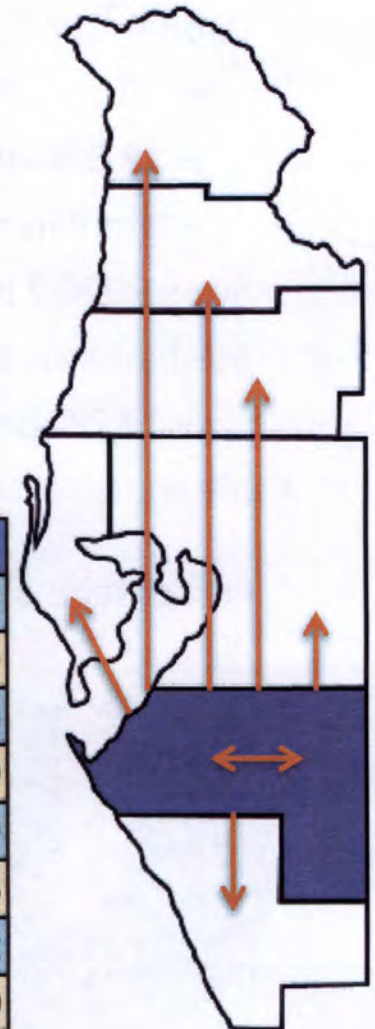


- Population: 335,840 ¹
 - 24.5% of persons are 65 years and over ²
 - 20.8% of persons between 18-34 years old ¹
 - Median age: 46.3 ¹
- Size: 742.93 sq. miles ¹
- Median household income: \$49,228 ¹
 - 14.9% below poverty level ¹
- Mean travel time to work: 26.4 minutes ²

Percentage of TBARTA Population



Workplace	Commuters
TOTAL	130,568
Manatee County, FL	58,250
Sarasota County, FL	26,765
Hillsborough County, FL	11,259
Pinellas County, FL	9,039
Pasco County, FL	993
Hernando County, FL	362
Citrus County, FL	290
Other (Out of Region)	23,610



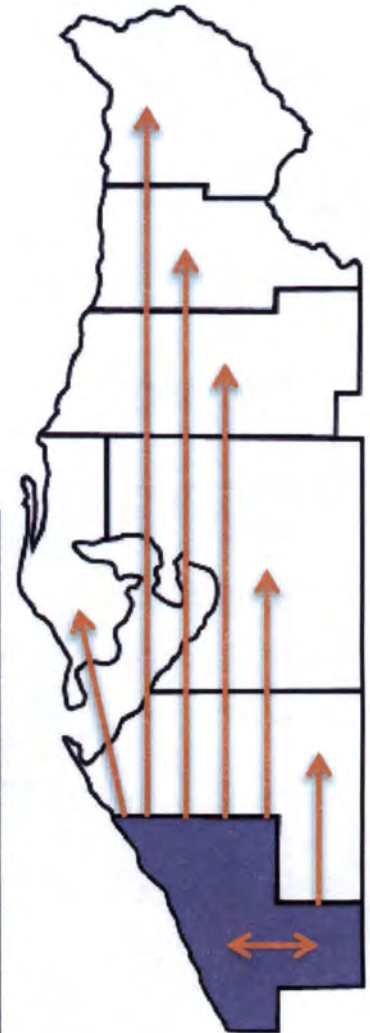
Sources: ¹ American Community Survey (2014)

² Longitudinal Employer-Household Dynamics (LEHD) Origin Destination Employment Statistics (LODES)

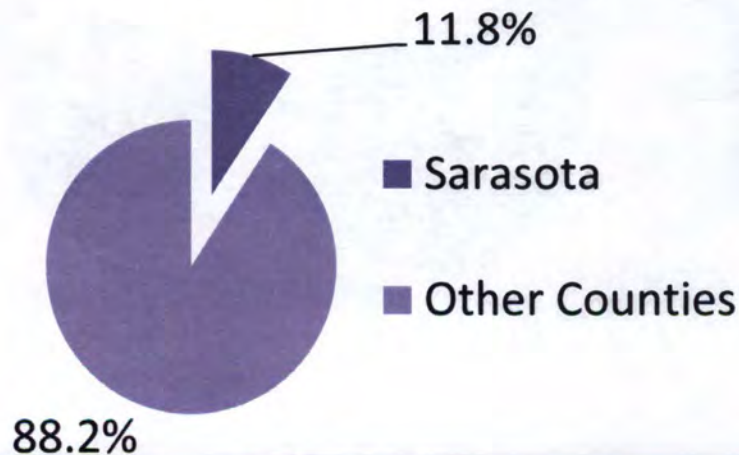
Sarasota County



- Population: 386,944 ¹
 - 32.6% of persons are 65 years and over (2nd highest after Citrus) ¹
 - 17.2% of persons between 18-34 years old ¹
 - Median age: 53.5 ¹
- Size: 555.87 sq. miles ¹
- Median household income: **\$50,304** (highest in region) ¹
 - 11.8% below poverty level (lowest in region) ¹
- Mean travel time to work: 24.1 minutes ²



Percentage of TBARTA Population



Workplace	Commuters
TOTAL	139,327
Sarasota County, FL	78,045
Manatee County, FL	14,133
Hillsborough County, FL	6,997
Pinellas County, FL	4,930
Pasco County, FL	1,067
Hernando County, FL	430
Citrus County, FL	156
Other (Out of Region)	33,569

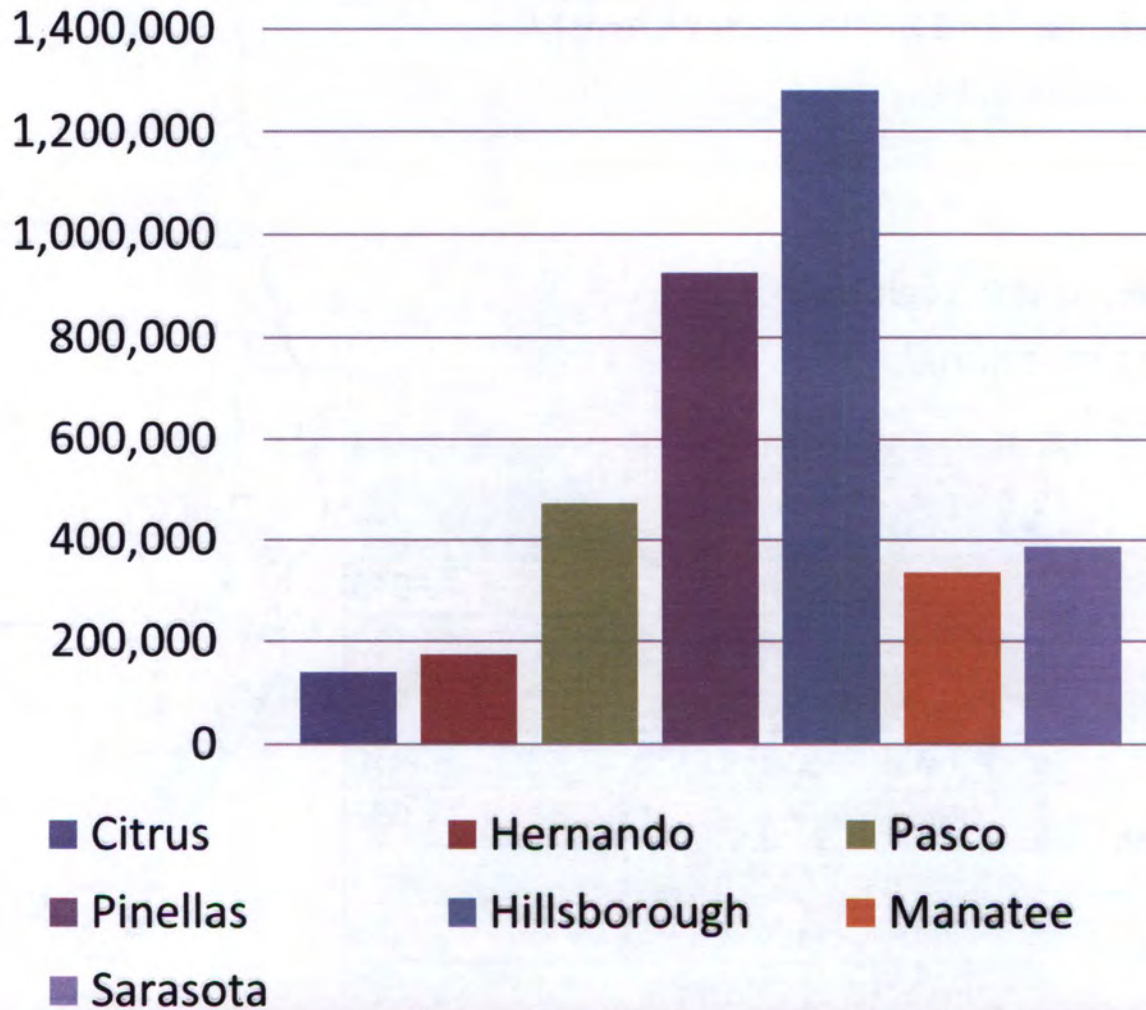
Sources: ¹ American Community Survey (2014)

² Longitudinal Employer-Household Dynamics (LEHD) Origin Destination Employment Statistics (LODES)

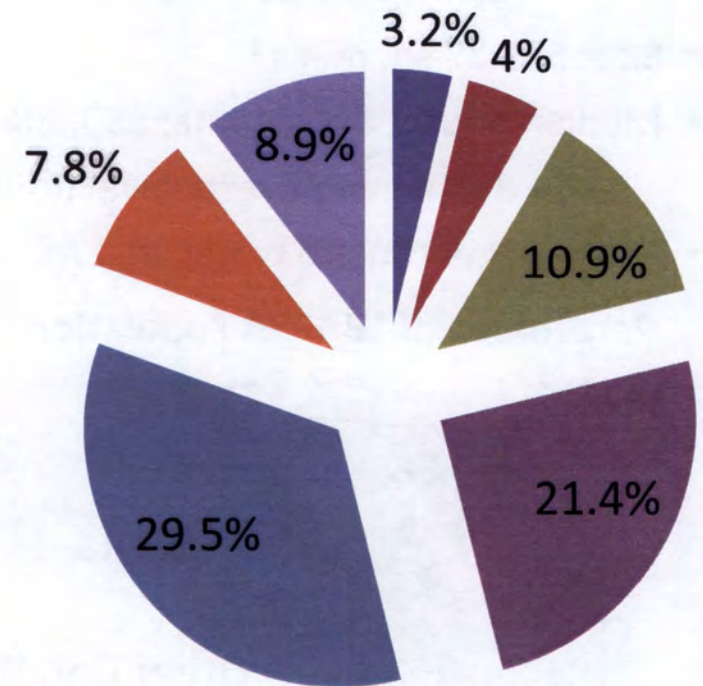


Population Distribution

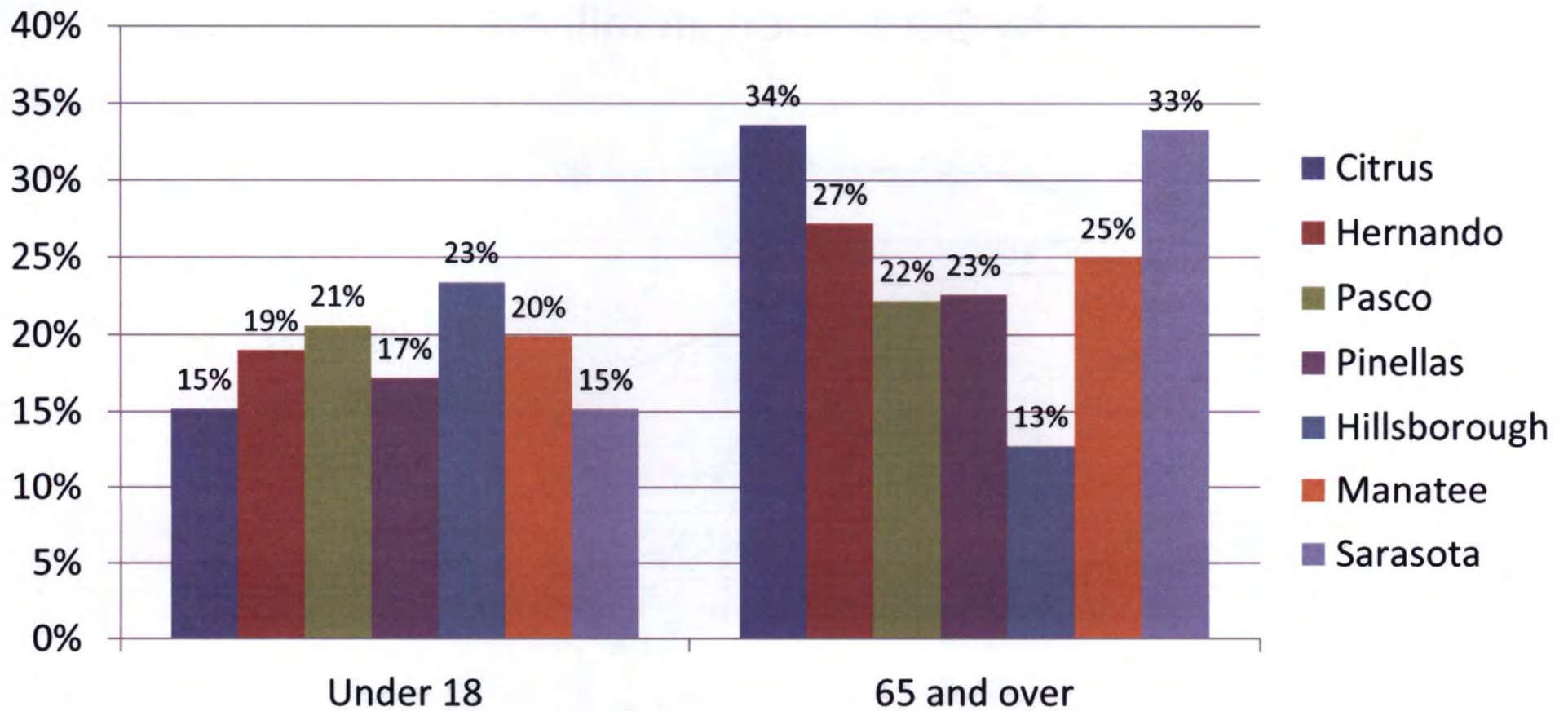
Total Population



Percentage of Regional Population

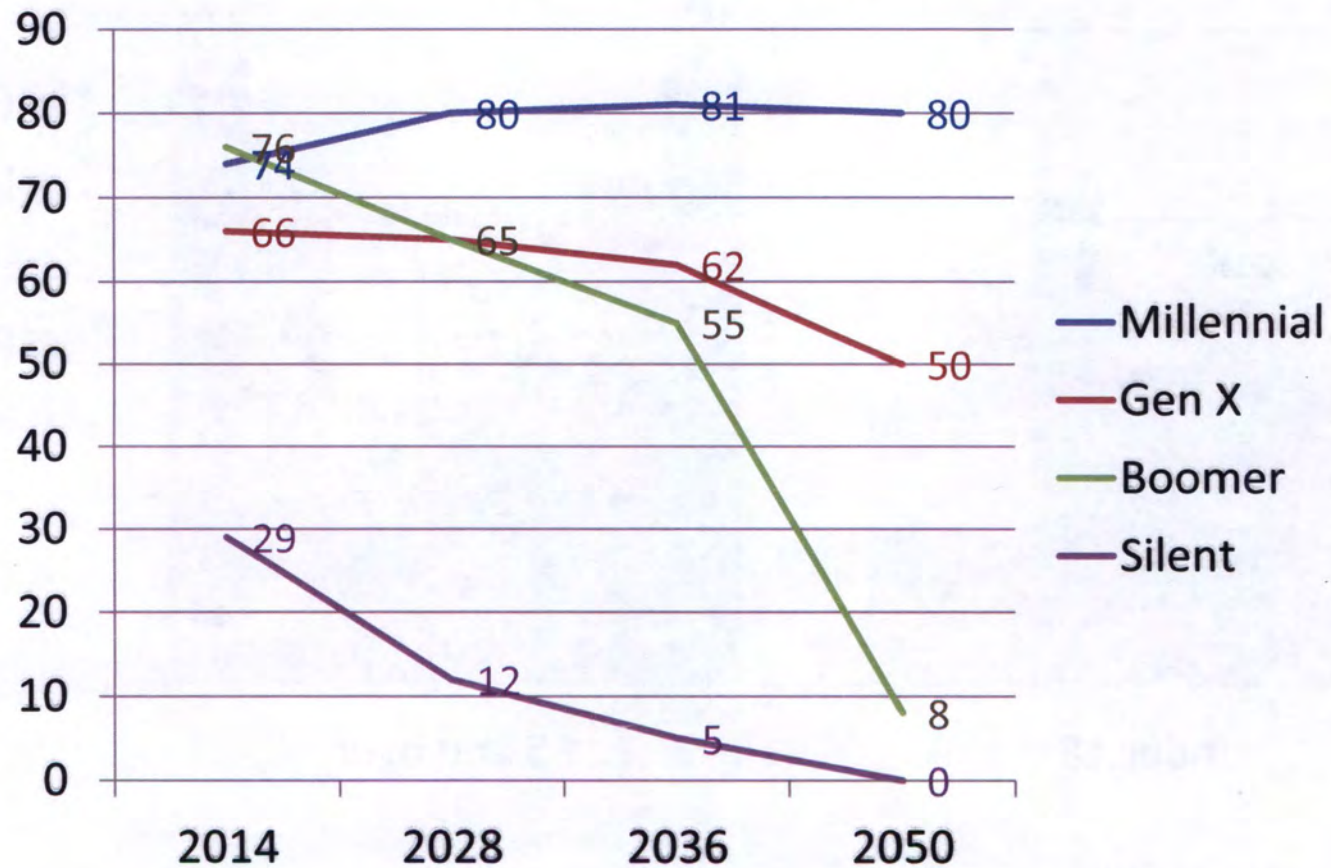


Age



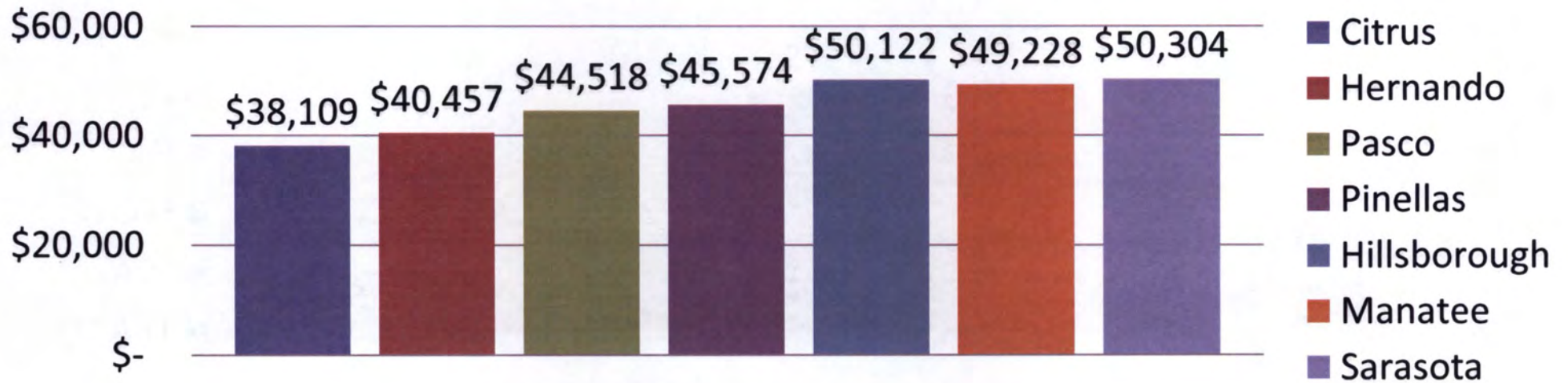
Millennials

Projected Population by Generation, in millions

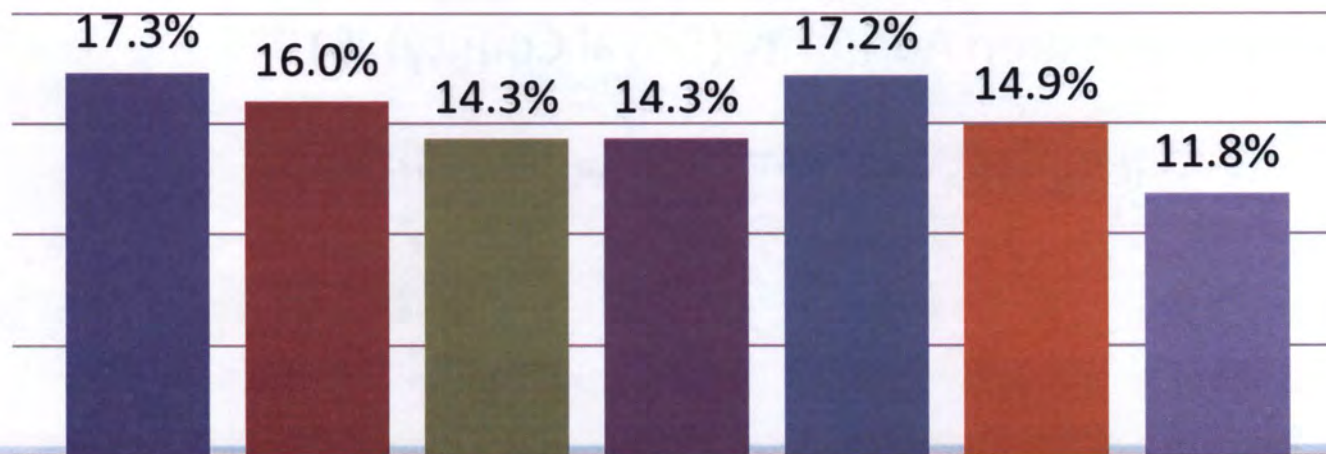


Population Characteristics

Median Household Income

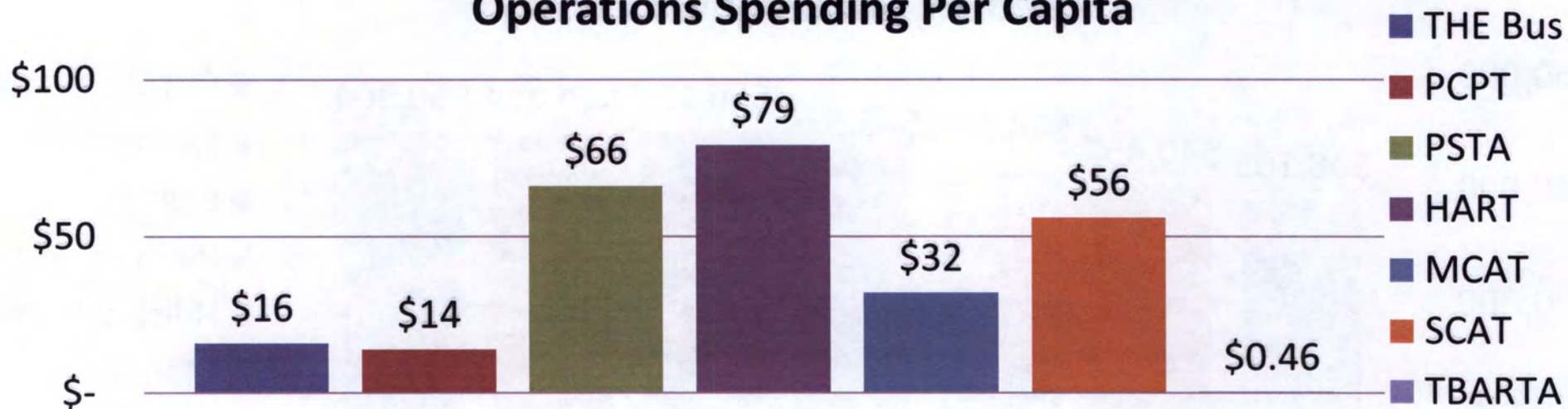


Persons Below Poverty Level



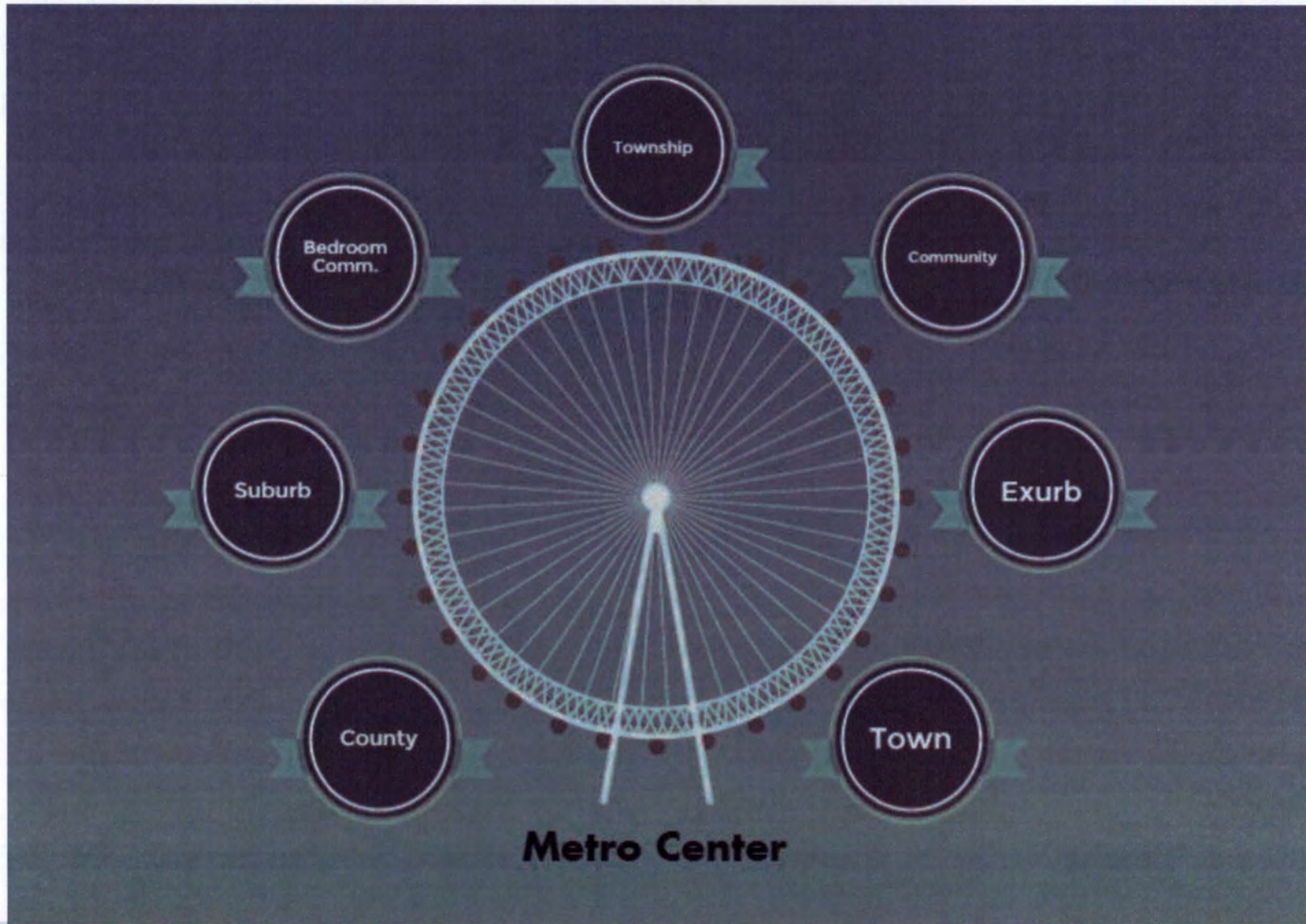
Transit Spending

Operations Spending Per Capita

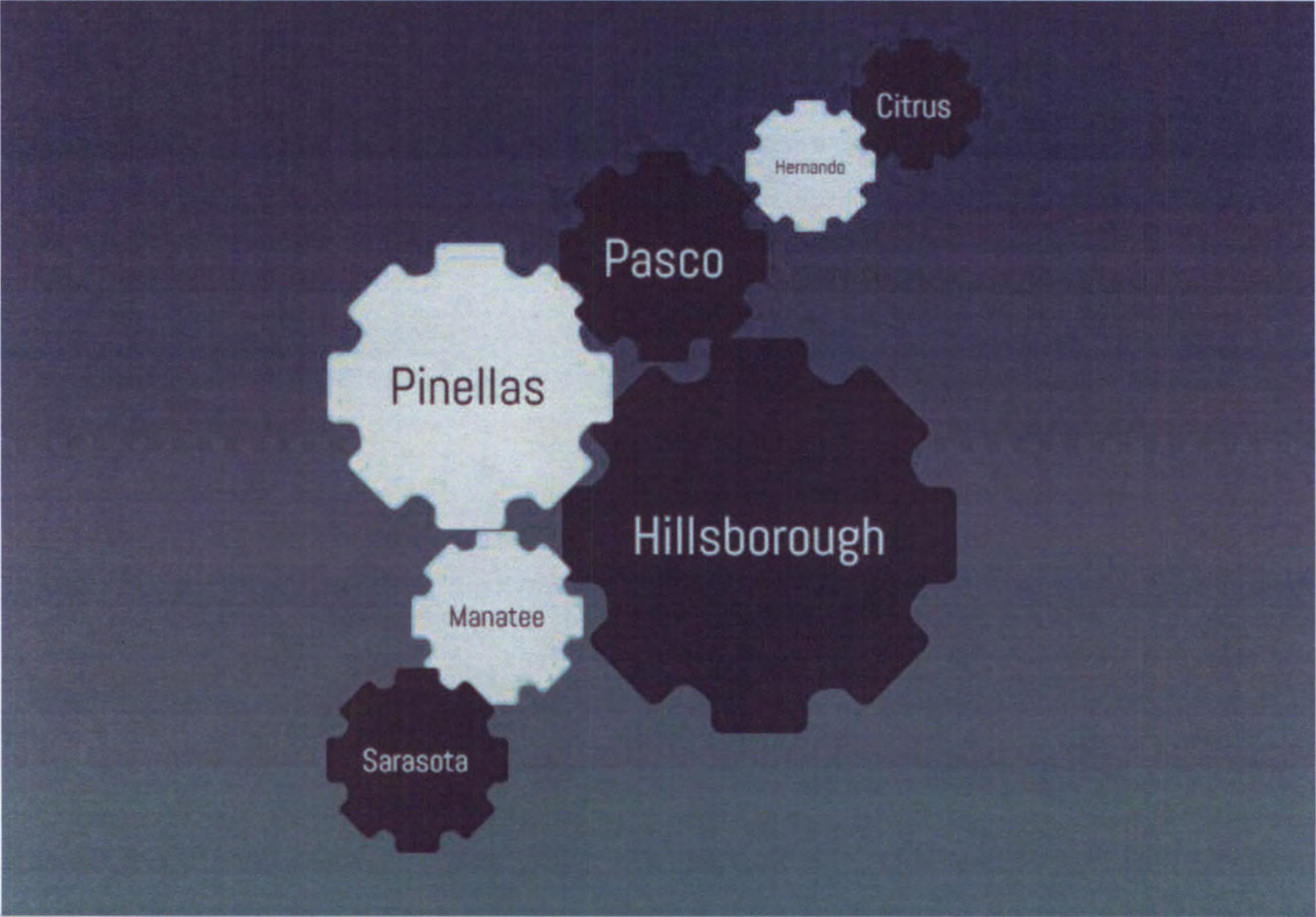


- Jacksonville Transportation Authority (Duval County): \$101
- Orlando LYNX (Orange, Osceola, Seminole Counties): \$61

Other Metro Areas



The Tampa Bay Region



**Measurable Results of TBARTA Registered Commuters
(October 2015-September 2016)**

TBARTA Commuters who reported vanpooling over the past year:

- 9,922,319 vehicle miles saved in trips not taken by single occupant vehicles
- \$760,334 kept in the pockets of commuters at \$2.235 per gallon (2016 state average)
- 188,533 parking spaces saved
- 3,300 ton reduction in our CO2 footprint

TBARTA Commuters who reported carpooling over the past year:

- 2,101,552 vehicle miles saved in trips not taken by single occupant vehicles
- \$187,876 kept in the pockets of commuters at \$2.235 per gallon (2016 state average)
- 106,392 parking spaces saved
- 815 ton reduction in our CO2 footprint

TBARTA Commuters who reported a combination of carpooling/transit over the past year:

- 473,762 vehicle miles saved in trips not taken by single occupant vehicles
- \$42,354 kept in the pockets of commuters at \$2.235 per gallon (2016 state average)
- 29,206 parking spaces saved
- 184 ton reduction in our CO2 footprint

TBARTA Commuters who reported using transit over the past year:

- 10,143,103 vehicle miles saved in trips not taken by single occupant vehicles
- \$906,793 kept in the pockets of commuters at \$2.235 per gallon (2016 state average)
- 485,573 parking spaces saved
- 3,936 ton reduction in our CO2 footprint

TBARTA Commuters who reported combining transit/bicycling over the past year:

- 788,949 vehicle miles saved in trips not taken by single occupant vehicles
- \$70,530 kept in the pockets of commuters at \$2.235 per gallon (2016 state average)
- 29,326 parking spaces saved
- 306 ton reduction in our CO2 footprint

TBARTA Commuters who reported walking or bicycling over the past year:

- 379,932 vehicle miles saved in trips not taken by single occupant vehicles
- \$33,965 kept in the pockets of commuters at \$2.235 per gallon (2016 state average)
- 34,284 parking spaces saved
- 147 ton reduction in our CO2 footprint

TBARTA Commuters who reported teleworking over the past year:

- 172,097 vehicle miles saved in trips not taken by single occupant vehicles
- \$15,386 kept in the pockets of commuters at \$2.235 per gallon (2016 state average)
- 4,216 parking spaces saved
- 67 ton reduction in our CO2 footprint



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www.TBARTA.com

SUN Trail Funding Shines on the Tampa Bay Region

FOR IMMEDIATE RELEASE

CONTACT: Anthony Matonti, Senior Planner
(800) 998-RIDE (7433)

Tampa, FL. (October 12, 2016) – On October 11, 2016, the Florida Department of Transportation (FDOT) awarded \$44.4 million in Shared-Use Nonmotorized (SUN) Trail Funding to 45 trail projects throughout the State of Florida. Following the leadership of the Tampa Bay Area Regional Transportation Authority (TBARTA) and transportation organizations in West Central and Southwest Florida, \$11.1 million, a 25 percent share, was allocated to portions of the Coast-to-Coast Connector, Southwest Coastal Regional Trail, Heart of Florida Loop, and Peace River to Nature Coast multi-use trail corridors within the Tampa Bay region.

The SUN Trail Program provides a dedicated annual funding source for developing a statewide network of connected, multi-use paved trails for bicyclists and pedestrians that are physically separated from vehicular traffic. The funding is awarded primarily to construction-ready projects, though it can also include various pre-construction phases (i.e. Feasibility studies, Environmental Review & Design) as well. The \$44.4 million in funding is allocated for Fiscal Year 2016-2017.

Funded trails represented on the 2016 TBARTA Regional Multi-Use Trails Priority Projects list include:

- Withlacoochee-Dunnellon Trail Connector (Citrus County) - \$280,000
- Good Neighbor Trail Connector (Hernando County) - \$475,358
- Pinellas Trail Loop Phase 2 (Pinellas County) - \$5,700,000
- Courtney Campbell Causeway Pedestrian Overpass (Pinellas County) - \$1,362,488
- Van Fleet State Trail Pedestrian Bridge Replacement (Polk County) - \$251,000

Additional trails funded on the Southwest Coastal Regional Trail corridor include:

- Harborwalk Phase 1B Southern Boardwalk (Charlotte County) - \$1,114,800
- North Alligator Creek Pedestrian Bridge (Lee County) - \$215,000
- Van Buren/El Dorado/Kismet Trail (Lee County) - \$1,778,100

"This is a perfect example of what regional collaboration and having a shared vision for the future of transportation in our region can accomplish," said TBARTA Executive Director, Ramond Chiaramonte. "Our communities deserve increased pedestrian friendly travel options along with the amenities that support them. Through our established partnership with Metropolitan Planning Organizations and coordination with the Florida Department of Transportation and Office of Greenways and Trails, TBARTA will continue to participate in the SUN Trails program to help secure funding for trails not selected this year in an effort to complete our share of the statewide trail network."

TBARTA congratulates municipalities and counties throughout Florida that were awarded funding for regional multi-use trails. Furthermore, TBARTA acknowledges the effective collaboration among the Hernando/Citrus MPO, Hillsborough MPO, Forward Pinellas, Pasco County MPO, Polk County TPO, Sarasota/Manatee MPO, Charlotte County-Punta Gorda MPO, Lee County MPO, and Collier County MPO in their efforts to collaborate and compete for individual projects within the regional trail corridor system.

For more information about the SUN Trails program and projects, contact Anthony Matonti, TBARTA Senior Planner and Project Coordinator, at Anthony.Matonti@tbarta.com, or Michael Case, Principal Planner and Project Manager, at Michael.Case@tbarta.com

TBARTA was created by the Florida Legislature in 2007 to plan and develop a multimodal transportation system that will connect the seven counties of the Tampa Bay region – Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas and Sarasota. For more information, visit www.TBARTA.com.

2015 Regional Transportation Master Plan





TBARTA

**Tampa Bay Area
Regional Transportation Authority**

2015

Regional Transportation Master Plan

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).



2015 Regional Transportation Master Plan



Our Needs

By the year 2040, our region is expected to grow by approximately 43 percent. As we grow, commute times, travel costs, and congestion will continue to increase exponentially. Compared to today, by 2040 traffic congestion is expected to nearly double; meaning a commute of 30 minutes today could be nearly 60 minutes in 2040. The Tampa metro area is ranked as having the 11th worst congestion levels in the US.¹ Only large metropolitan areas like Los Angeles, San Francisco, and New York experience more congestion according to the TomTom Traffic Index.

Our area's rapid, sprawling growth has resulted in dispersed employment centers, predominantly suburban development, and a transportation system with few options. Residents often drive alone, overloading the roadways that link our suburban areas. Providing choices to travel around the region will improve mobility, resulting in more free time with our families and less time stuck in traffic.

¹ TomTom[®] Traffic Index List, http://www.tomtom.com/en_gb/trafficindex/#/list; TomTom[®] uses GPS data to document traffic congestions trends.

Meeting the Challenge

While a regional transportation solution has become more complex given today's challenges, the Tampa Bay Area Regional Transportation Authority (TBARTA) is actively working to meet the community's needs. Public and private organizations are being challenged to adapt and find new and better ways of doing business. TBARTA has maximized existing funds, identified cost savings through agency consolidation, and focused on building partnerships to more efficiently serve the Tampa Bay region.

TBARTA Board and Committees

The **TBARTA Board** consists of 16 members representing the seven counties, four largest cities, West Central Florida Metropolitan Planning Organizations (MPOs), Chairs Coordinating Committee (CCC), business community, and Florida Department of Transportation (FDOT) (non-voting member).

The **Citizens Advisory Committee** consists of 15 residents and business persons from around the region. Members are appointed by the TBARTA Board members.

The **Transit Management Committee** consists of the region's seven transit agency directors, plus a representative from Polk County's transit agency, and the FDOT District One Commuter Services of Southwest Florida representative.

TBARTA Outreach

TBARTA is a leader in public engagement by providing continuous opportunities for the public to be part of the decision-making process. This holds true for the 2015 Master Plan update where Telephone Town Hall meetings, a formal public comment period, Speakers Bureau events, updates on the TBARTA website (www.tbarta.com), media alerts, and social media were used to engage the public in an open and meaningful dialogue.



The Tampa metro area is
11th Worst
in congestion levels
in the US¹

Outreach

21,400+
people involved in the
Master Plan update

28
events

45
day comment period

4
Telephone Town Hall events

4,769
average participants per Town Hall

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
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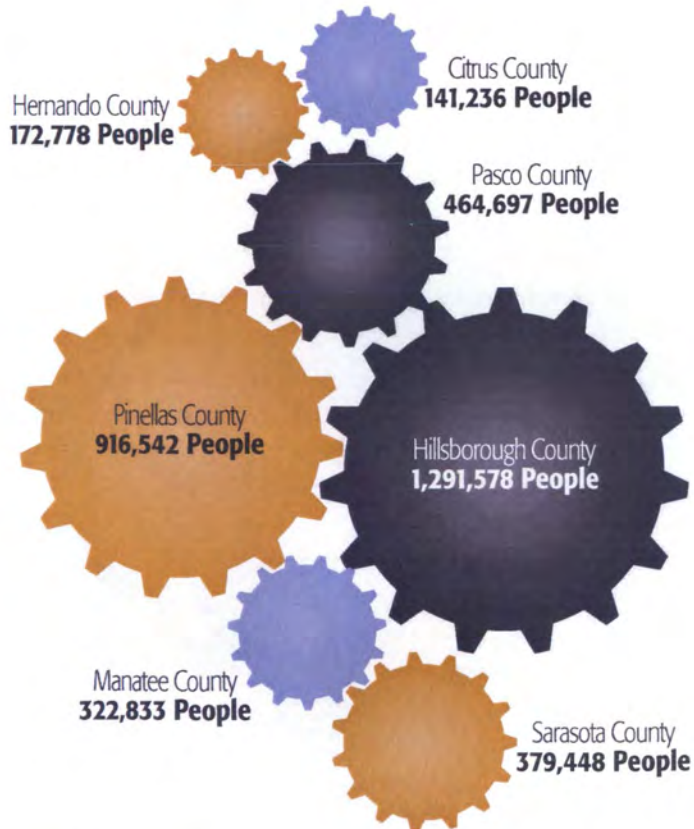
One Region. One Plan. One Voice.

Established by the Florida State Legislature in July 2007, 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 left are several facts about the Tampa Bay region.



Source: 2010 U.S. Census

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

34%

or 19,497 **Hernando** County commuters travel to a job in another county

- 15% to Pasco
- 17% to Hillsborough or Pinellas
- 2% to Citrus

47%

or 83,140 **Pasco** County commuters travel to a job in another county

- **29%** to Hillsborough
- 15% 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

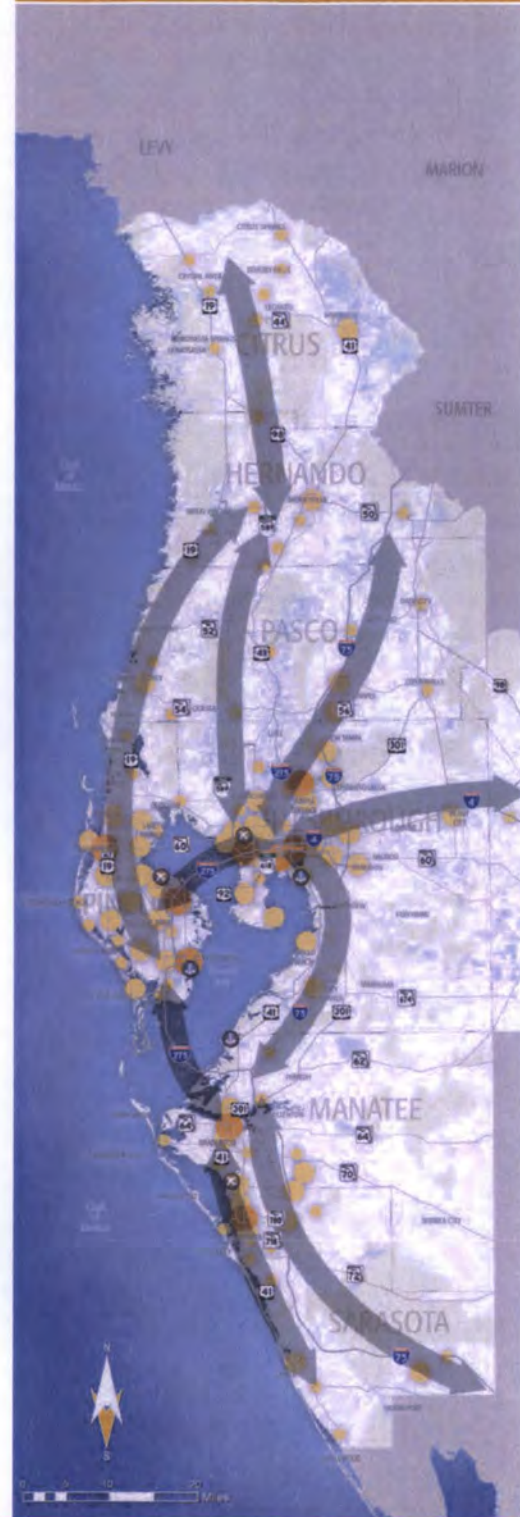
- **20%** to Sarasota
- 3% to Pinellas
- 3% to Hillsborough

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



Most Congested Corridors

Regional Corridors with Highest Volume to Capacity (V/C) Ratios

US 19 (Pinellas/Pasco)

Roosevelt Blvd Ext. (Pinellas/Hillsborough/Pasco)

McMullen Booth Road (Pinellas/Hillsborough)

SR 60/Kennedy Blvd (Pinellas/Hillsborough)

SR 580 (Pinellas/Hillsborough)

I-275 (Pinellas/Hillsborough)

US 19 (Pasco/Pasco/Hernando)

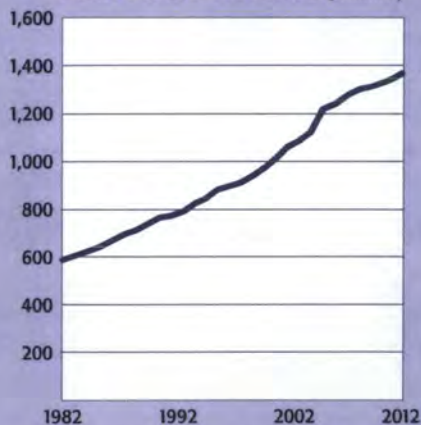
SR 60/Adamo Dr (Hillsborough/Polk)

SR 54 (Pasco/Hernando)

US 41 (Pasco/Hillsborough)

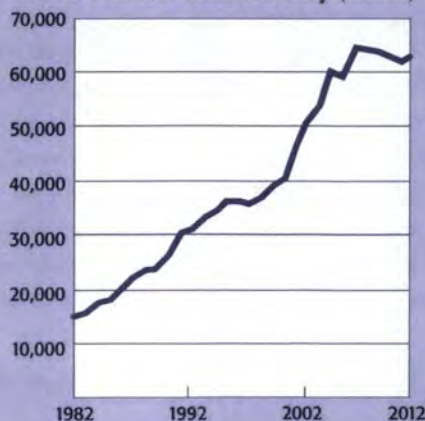
Source: MPO LRTP Travel Demand Forecasts (Existing+Committed)

Peak Period Travelers (million)



Source: Texas Transportation Institute, 2012 Urban Mobility Report

Total Annual Hours Delay (million)



Source: Texas Transportation Institute, 2012 Urban Mobility Report

Managing The Demand for Transportation

This is the first TBARTA Master Plan to include regional Transportation Demand Management. Addressing demand will support partner agencies as they implement strategies locally while working towards coordinated regional strategies to manage regional travel. To coordinate regional transportation plans and enhance regional mobility, the Master Plan incorporates established practices defined by the CCC Congestion Management Plan (CMP) Handbook. The CMP follows federal guidelines and recommends using strategies that manage demand, reduce single occupant vehicle travel, and improve transportation system management and operations.

Transportation Demand Management "Toolbox"

The CCC's CMP Handbook and the TBARTA Master Plan identify corridor-based strategies that address transportation demand. These strategies can often be accomplished in the short-term or complement other transportation projects recommended by the TBARTA Master Plan. A sampling of these strategies are described below.

- **Reduce vehicle miles traveled and increase vehicle occupancy** by encouraging ridesharing, telecommuting, and preferential treatment for high occupancy vehicles
- **Shift trips to alternate modes** like transit, walking, and biking by expanding transit service, providing convenient and fast transit options, supporting real-time transit and traveler information, expanding sidewalk and bicycle networks, and making walking and bicycling environments safer
- **Improve roadway operations** by employing traveler information systems, electronic real-time traffic signs, coordinated traffic signal systems, improved roadway conditions for goods movement, and improved traffic incident management

Transportation for the Disadvantaged

Florida's transportation disadvantaged program was created to enhance local participation in the planning and delivery of transportation disadvantaged services through local coordinating boards and Community Transportation Coordinators. The mission of Florida's transportation disadvantaged program is to ensure the availability of safe, efficient, cost-effective, and quality transportation services for the transportation disadvantaged population of a designated service area: those living with a disability or in areas of poverty.

Two regional plans address transportation disadvantaged in the TBARTA region: the Tri-County Access Plan for Hillsborough, Pasco, and Pinellas Counties and the New Freedom Study for Citrus and Hernando Counties. The Tri-County Access Plan identified the tri-county area's unmet transportation needs and developed strategies to achieve the plan's goals and address the existing needs and barriers to coordination while identifying implementable projects eligible for FTA funding programs. The New Freedom Study identified solutions to overcome barriers facing the mobility-impaired, particularly the disabled and elderly, within and between Hernando and Citrus Counties, and to assist with pursuing funding to implement the strategies. While Manatee and Sarasota Counties do not have a regional plan to address transportation for the disadvantaged, both counties' local plans identify the opportunity for regional coordination as a way to improve service across boundaries. This opportunity could be explored for disadvantaged services throughout the Tampa Bay area in the future.

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 its 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 Regional 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 Regional Priority Project
- **SR 54/56 Corridor Improvements:** Identified as Regional Priority Project
- **Tampa Bay Transportation Management Area 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 Regional Priority Project
- **Howard Frankland Bridge:** Funded or partially funded Regional Priority Project
- **Tampa Bay Express (Starter Projects):** Funded or partially funded Regional Priority Project
- **Tampa Bay Transportation Management Area 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



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.

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 By County

Hillsborough County



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



Manatee and Sarasota Counties



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

TBARTA's Accomplishments

Tampa Bay Region

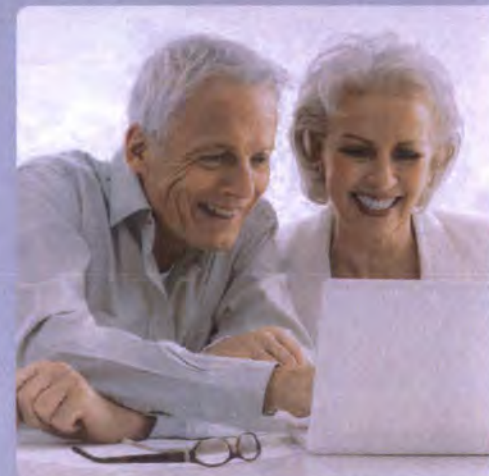
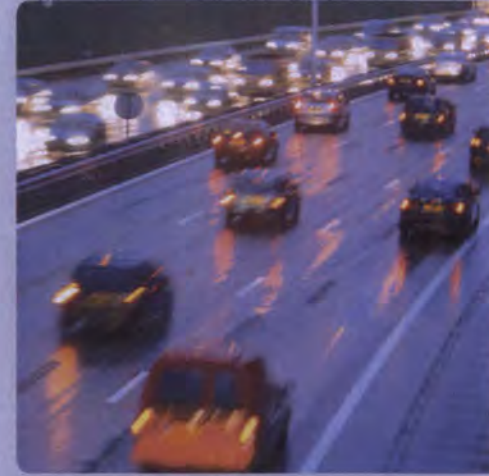


- **Regional Transportation Master Plan:** 2009, 2011, 2013, and 2015 Master Plan for regional transportation
- **Regional Fare Collection Process:** Provided funding and coordination for the evaluation of a seamless regional fare card system
- **TOD Guiding Principles and Resource Guide:** Convened the Land Use Working Group to develop a toolbox to assist communities in planning for successful Transit Oriented Development
- **Regional Clearinghouse for Transportation Information:** Leads public engagement and a user-friendly website providing more information on transportation and services
- **Short-Term Regional Enhancements Study:** Led and directed study
- **Regional Transportation Interagency Exchange (R/TIEs) Group:** Coordination regarding ongoing projects and process for developing a Regional Transportation Development Plan
- **One Region. One Plan. One Voice:** Merged with the CCC to combine administrative, public participation, and other functions with TBARTA to consolidate regional efforts; merged the Regional Long Range Transportation Plan with TBARTA Master Plan, creating one regional plan

Commuter Services



- **myCOMMUTE:** TBARTA Commuter Services in five of the TBARTA counties; TBARTA collaborates for state grants, as well as federal National Transit Database dollars previously not available to region
 - **Ride-matching:** matches potential vanpool and carpool commuters
 - **Bike Buddy:** matches potential bicycle commuters
 - **School Commute:** matches carpool participants specifically for school
 - **Transit Information:** provides links to region's transit agencies and information regarding the region's park-and-ride locations, including map, routes served, parking, and amenities available
 - **Emergency Ride Home:** provides rides for commuters stranded due to unforeseen circumstances (must be registered participant)
 - **Telecommuting Information:** provides assistance to interested employers
 - **Trip Planner:** provides Google Maps-powered trip planning by mode
- **myRIDE:** Referral service to connect residents and visitors with transportation services based on need, eligibility, and origin/destination
- **myDRIVE:** Web-based service providing real-time regionwide traffic information



Updating The Master Plan

The Master Plan is updated every two years to reflect the changes that occur in the community over time. Developing the inaugural Master Plan and subsequent updates was, and continues to be, a cooperative process between transit agencies, local and regional planning organizations, and all levels of government, with substantial participation from the public.

The 2015 Master Plan Update was developed in collaboration with the CCC, Tampa Bay Transportation Management Area (TMA) Leadership Group, and local transportation stakeholders and consolidates several regional planning documents into one Regional Transportation Master Plan. This Master Plan Update also serves as the CCC's Regional LRTP update and ensures consistency with the MPOs' LRTPs.

The Master Plan focuses on regional transportation efforts and projects. This distinction guides the selection of regional projects to be included in the Master Plan. The TBARTA regional transportation networks for transit, roadway, freight, and multi-use trails (new to the 2015 Master Plan) represents our existing (including funded projects or projects under construction) regional transportation facilities.

Transportation projects or investments proposed by area MPOs, FDOT, and agency partners along the regional network are defined as a regionally significant transportation investment and included in the Master Plan. TBARTA recommends incremental investment in our transportation infrastructure starting with the adopted TBARTA priorities, followed by the Future Priorities, 2040 Projects, and Longer Range Projects. TBARTA's Strategic Investment Plan identifies these needed implementation steps.

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

Project descriptions provided on 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 Multimodal 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



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



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 Regional Priority Projects are also regionally significant solutions that require some additional evaluation to become the next series of priorities. Future Regional Priority Projects are regional, can be implemented, and have support. Future Regional Priority Projects differ from priorities in that they often require additional analysis to define costs, technology, alignment, and/or design.

15th 15th Street East

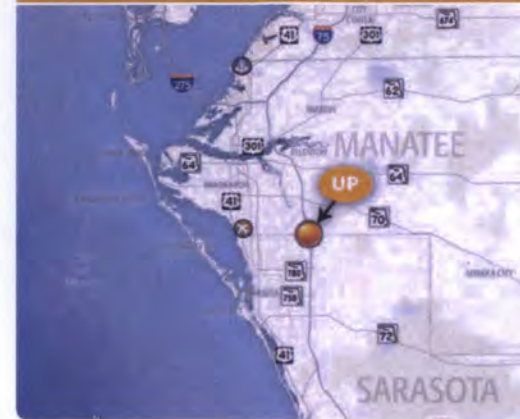
The Project: The 15th Street East project includes widening the existing two-lane undivided roadway to three lanes by adding a center left-turn lane, bicycle lanes, sidewalks, and transit facility improvements. The project spans from Tallevast Road to 1st Street (US 41) along 15th Street East and 301 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 study completion is anticipated for late 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 Regional Priorities



TBARTA 2015 Future Regional Priorities

Future Regional Priority Projects

50 SR 50 Improvements

The Project: SR 50 (Cortez Boulevard) 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.



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 Regional Priorities



TBARTA 2015
Future Regional 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 as 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 L RTP 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.

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 Multi-Use 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 Regional Priorities



2040 Regional Transit Projects

The vision for a regional transit system in the year 2040 is shown to the right. This vision is built upon collaboration with each local MPO as well as with the CCC.

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, Hillsborough, Pasco, and Pinellas Counties



Longer Range Regional Transit Needs



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 CCC. 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, Hillsborough, Pasco, and Pinellas Counties



2040 Regional Roadway Projects

The vision for a regional road system in the year 2040 is shown to the right. This vision is built upon collaboration with each local MPO as well as with the CCC.

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:

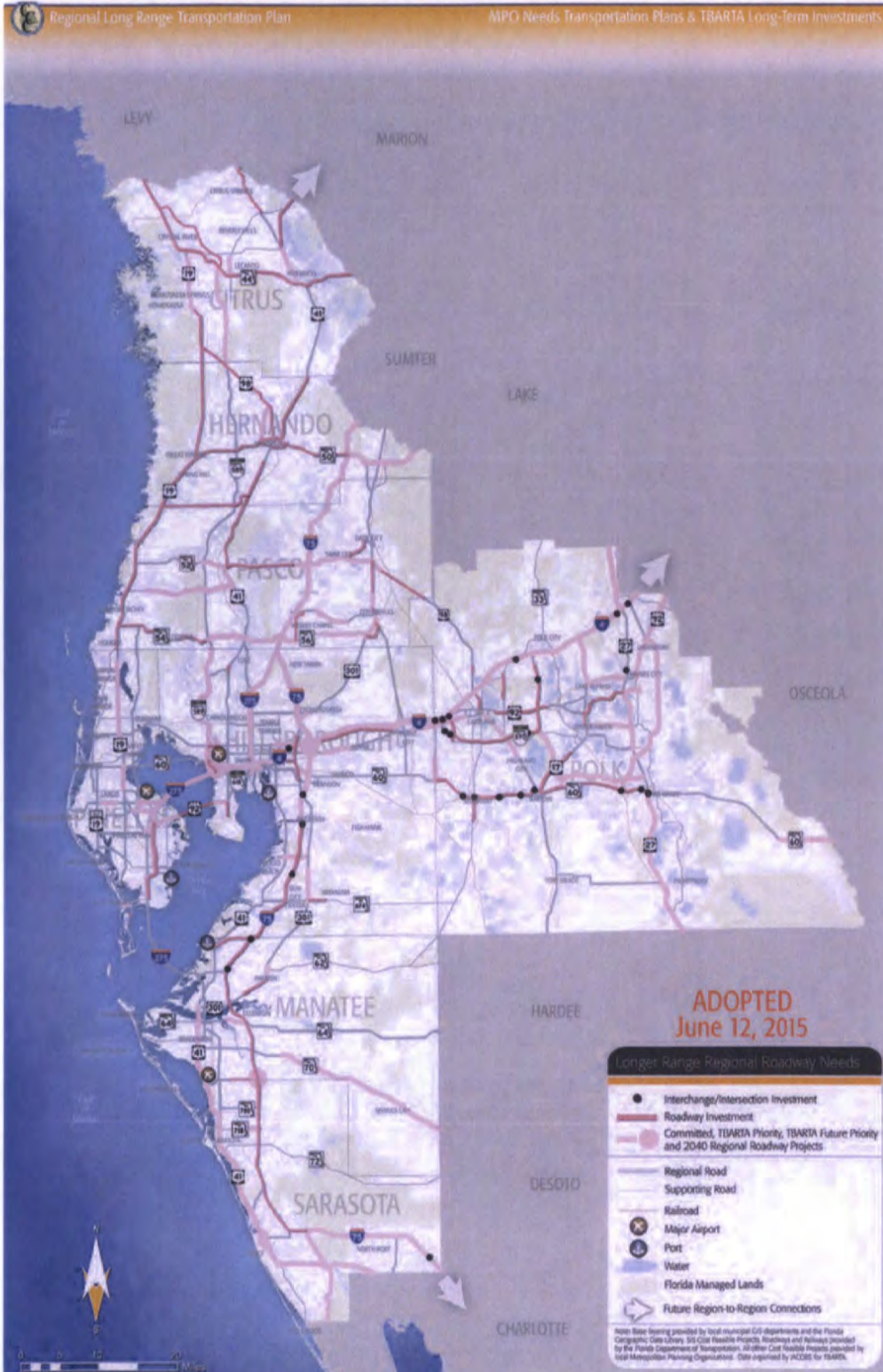
- ▶ Over **127** miles of new interstate lanes
- ▶ Over **457** miles of new arterial roadway lanes

The regional roadway system will also:

- ▶ Remove over **310,000** kilograms of carbon dioxide emissions from our air daily
- ▶ Reduce the total number of hours drivers spend in congestion per day by over **510,000** hours



Longer Range Regional Roadway Needs



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 CCC.

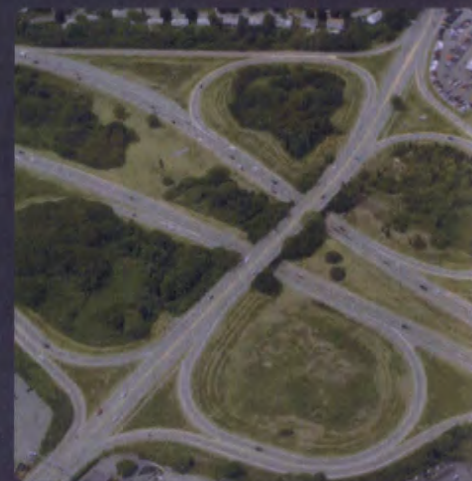
Projects included have been identified as a need within each MPO's respective Long Range Transportation Plan or by a regional stakeholder.

When this regional roadway system is realized, Tampa Bay residents, businesses, and visitors will have access to:

- ▶ An additional **65** miles of new interstate lanes
- ▶ An additional **817** miles of new arterial roadway lanes

The regional roadway system will also:

- ▶ Remove an additional **51,000** kilograms of carbon dioxide emissions from our air daily
- ▶ Reduce the total number of hours drivers spend in congestion per day by an additional **150,000** hours



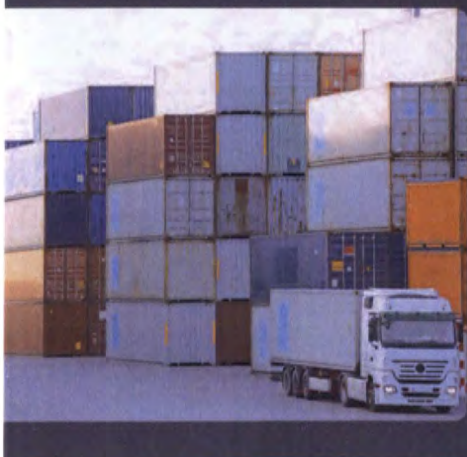
The vision for a regional freight system in the year 2040 is shown to the right and includes roadway projects. This vision is built upon collaboration with each local MPO as well as with the CCC.

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

2040 Regional Freight Projects



Longer Range Regional Freight Needs



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 CCC.

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:

- ▶ An additional **65** miles of new interstate lanes
- ▶ An additional **817** miles of new arterial roadway lanes



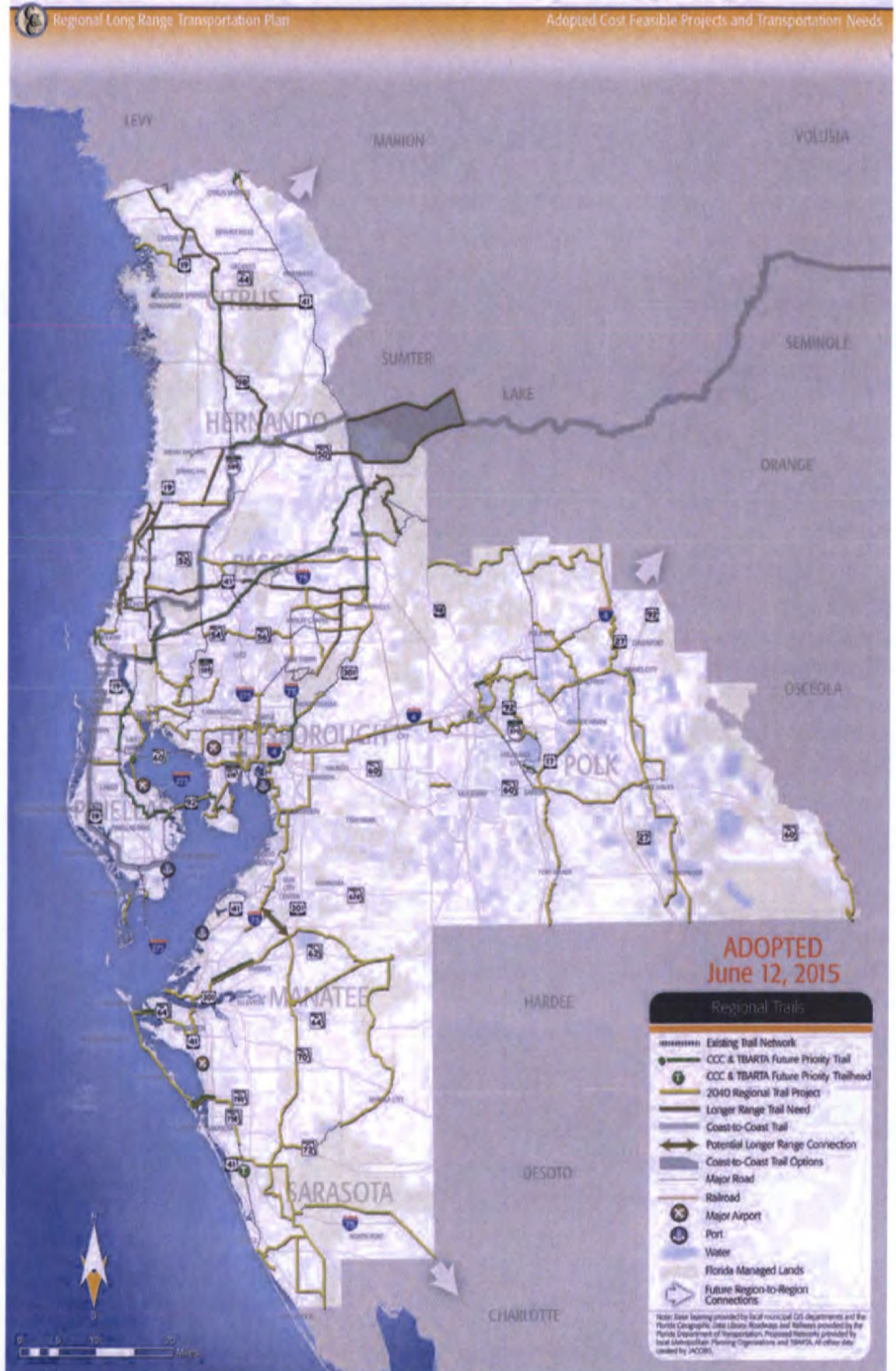
The vision for a regional trail system in the year 2040 and longer range or beyond the year 2040 is shown to the right. This vision is built upon collaboration with each local MPO as well as with the CCC.

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:

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

2040 and Longer Range Regional Trails



TBARTA Programs

TBARTA offers tools to help people get where they need to go while saving commuters money, fuel, and wear and tear on their vehicles. TBARTA programs include:

myRIDE

This referral service connects residents and visitors to transportation services based on need, eligibility, and origin/destination. The searchable database includes information about public, private, and specialized transportation resources for transportation information across the seven-county TBARTA region.

myDRIVE

TBARTA provides an interactive map powered by Google Maps showing traffic information across the seven-county TBARTA region. Users may view by county or zoom into a specific location to see if there is congestion.

myCOMMUTE

TBARTA assists commuters and business owners/managers with services and information to cut the costs associated with commuting to and from work, and to lessen congestion during the busiest travel times, typically when employees are going to and from work in the morning and late afternoon.

- **Ride-Matching** - TBARTA's online ride-matching software matches potential carpool and vanpool users.
- **Carpool** - Allows commuters to ride together to share expenses with fellow carpool members. Riders can car pool as few or many times per week as desired, allowing flexibility of having their car for pre-arranged meetings or appointments.
- **Vanpool** - Provides a mini-van or passenger van to a group of 5-15 commuters for a monthly fee. The vans, insurance, preventative maintenance, and repairs are provided. Participants share fuel, tolls, and sales tax costs.
- **Bike Buddy** - Matches two or more bicycle commuters together to encourage more residents to try bicycle commuting.
- **Regional School Commute Program** - Applies the benefit of carpooling to the trip to and from school for parents and students. Similar to carpool ride-matching, the service matches parents of students at participating schools to arrange a carpool, walking school bus, or bike train.
- **Emergency Ride Home** - Emergency rides for registered commuters that carpool, Vanpool, ride the bus, bike, or walk to work at least twice a week. This service ensures participants will not be stranded without a ride.
- **Trip Planner** - While not solely a commuting tool, the TBARTA website contains a trip planner function powered by Google Maps. Users can input origin and destination addresses throughout the region to explore options for driving, transit, bicycling, and walking, and the corresponding routes to make the trip.
- **Transit Options (Information)** - TBARTA provides links to local transit agency websites to find individual route maps and time tables. TBARTA also provides information for all region-wide park-and-ride locations, including maps, transit routes served, parking, and amenities.
- **Telecommuting** - Telecommuting involves working from home virtually, using a computer, phone, and internet connection. TBARTA provides assistance to businesses and employees looking to transition to telecommuting as a solution to lengthy commutes or challenging congestion.



What's Next?

The TBARTA Board is asking for your continued participation as we work to prioritize projects, develop financial strategies for implementation, coordinate more detailed planning and environmental analysis for the prioritized projects, and continue public engagement and education efforts. We will work with our partners to explore our funding options, including how to use private partnerships, and answer the questions of how the regional system will operate and who will operate it.

Our next steps toward implementation:

- ▶ Work with local governments to continue to implement TBARTA's Strategic Investment Plan
- ▶ Build more partnerships with a focus on service implementation, freight movement, and FDOT capital improvements
- ▶ Expand collaboration and communication
- ▶ Coordinate people and goods movement with ports and CSX
- ▶ Expand commuter services such as carpool, Vanpool, Regional School Commute Program, Bike Buddy, Emergency Ride Home, and Telework programs



TBARTA Board

Executive Committee

- Chairman – Ronnie Duncan *(pictured at right)*
- Vice Chairman – Jim Kimbrough
- Secretary – Cliff Manuel, Jr.
- Treasurer – Commissioner Betsy Benac
- Director At Large - Commissioner Nick Nicholson
- Secretary Paul Steinman, FDOT *(ex officio)*



Board Members

Citrus County Commissioner	Ronald Kitchen Jr.
Hernando County Commissioner	Nick Nicholson
Hillsborough County Commissioner	Sandra Murman
Manatee County Commissioner	Betsy Benac
Pasco County Commissioner	Mike Moore
Pinellas County Commissioner	Charlie Justice
Sarasota County Commissioner	Paul Caragiulo
City of North Port Mayor	Rhonda Y. DiFranco
City of St. Petersburg Mayor	Rick Kriseman
City of Tampa Councilman	Mike Suarez
West Central FL MPOs CCC Councilwoman	Lisa Montelione
Gubernatorial Appointee	Hugh E. McGuire
Gubernatorial Appointee	Ronnie Duncan
Gubernatorial Appointee	Jim Kimbrough
Gubernatorial Appointee	Cliff Manuel, Jr.
Florida Department of Transportation (District 7)	Secretary Paul Steinman <i>(non-voting)</i>

Executive Director

Ramond Chiamonte *(pictured at right)*



Acronyms & Terms

Bus – A rubber-tired, self-propelled, manually steered vehicle with fuel supply carried on board the vehicle.

Bus Rapid Transit (BRT) – Enhanced limited stop bus system that operates on roadways or dedicated lanes to operate at faster speeds than traditional bus service by utilizing a combination of advanced technologies.

Carpool or Vanpool – A group of commuters who voluntarily participate in a ridesharing arrangement, and shares the cost of the monthly rate plus sales tax (where applicable), fuel, tolls and any other commute related expenses that may be incurred. Carpool and vanpool programs can help match commuters with similar trips and schedules.

Commuter Rail – Local and regional passenger train operations between a central city, its suburbs and/or another central city, either locomotive-hauled or self-propelled.

Corridor – A broad geographical band that follows a general directional flow connecting major sources of trips that may contain a number of streets, highways and transit route alignments.



Express Bus – A bus that operates a portion of the route without stops or with a limited number of stops.

FDOT – The Florida Department of Transportation (FDOT) is a decentralized agency charged with the establishment, maintenance, and regulation of transportation in the state of Florida.

Freight – Goods carried by a vessel or vehicle, or the commercial transportation of goods.

Heavy Rail – A grade-separated electric railway with the capacity for a “heavy volume” of riders

and characterized by exclusive rights-of-way, multi-car trains, high speed and rapid acceleration, sophisticated signaling and high platform loading.



Light Rail – Flexible rail service with lighter vehicle body weight and ability to meet speed demands for short or long distance trips. Light rail may use shared or exclusive rights-of-way, high or low platform loading and multi-car trains or single cars. Typically uses an overhead electric power source.

Managed Lanes – Lanes separated from general travel lanes, often with a toll associated – can be High Occupancy Vehicle (HOV) lanes or High Occupancy Toll (HOT) lanes.

Metropolitan Planning Organization (MPO) – Transportation policy-making organization made up of local government and transportation authority representatives of areas with a population greater than 50,000. Federal funding for transportation projects and programs are prioritized through the MPO planning process.

Non-Attainment Area – An area considered to have air quality worse than the National Ambient Air Quality Standards for several pollutants. Non attainment areas must have and implement a plan to meet the standards, or risk losing some forms of federal funding.

Ozone – A highly reactive gas (O₃) that when formed at ground-level creates two major classes of air pollutants: volatile organic compounds (VOCs) and nitrogen oxides (NO_x).

Particulate matter – A combination of tiny specks of soot, dust, and aerosols that are suspended in the air we breathe.

Rail – Land transport of passengers and goods along railways or railroads.

School Pool – Carpool to school, a program offered to parents at selected elementary, middle and high schools in Hillsborough and Pinellas Counties. The primary focus is to match parents whose children attend the same school, in order to facilitate carpooling of the children. The match list is distributed to parents through a designated School Pool Coordinators at the participating schools. Parents are responsible for making the rideshare arrangements.

Strategic Intermodal System (SIS) – Integrated network of all types of transportation facilities and services of statewide and interregional significance for moving people and goods with efficient transfer points. It includes Florida’s largest and most significant airports, spaceport, deepwater seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways and highways.

Telecommute or Telework – The practice of working at home or another location on a full or part time basis using telecommunications technologies. While telework can be done with as little technology as a phone, it most often involves some remote access, computer hardware and software, email and other technologies.

Transit Oriented Development (TOD) – A mixed use residential or commercial area designed to maximize access to public transport, and often incorporates features to encourage transit ridership.

USF – University of South Florida campus located in Tampa.

West Central Florida MPOs Chairs Coordinating Committee (CCC) – Transportation policy-making body composed of chairpersons from the six member-MPOs (Hernando, Hillsborough, Pinellas, Polk, Manatee and Sarasota Counties). Citrus County, FDOT, Florida’s Turnpike Authority, four Regional Planning Councils, and TBARTA are represented in a non-voting capacity.

2015 Regional Transportation Master Plan



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

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 coordination 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.

TBARTA/Tampa Bay Express (TBX) Regional Facts

This community is at a critical decision-making point that will greatly affect our future destiny as a region. The proposed Express Lanes, now referred to as TBX Lanes, have been part of the FDOT Long Range Plan for over a decade. The only difference from the original decade old plan now is the funding source being tolls. State policy now proposes funding for new interstate capacity to primarily tolled, enabling more lanes to be built for less tax dollars. This concept has become a predominant method of providing new roadway and transit capacity in metropolitan communities across the country.

The TBX lanes are the foundation of a project that includes 4 out of the 8 top regional priorities for TBARTA's seven-county region. These projects form the very core of the region's main transportation plan providing access to Hillsborough County's regional centers which includes three large employment centers forming the largest job center in West Central Florida, Tampa International Airport, University of South Florida, the largest hospitals, largest port, largest convention center, largest museum area, and Busch Gardens, the largest attraction. Just the airport itself serves 11,000 people a day, equaling 4,000,000 a year from outside of Hillsborough County; 20,000 a day when you include Hillsborough County residents. Put together these numbers make up only 39 percent of airport passengers with the other 61 percent being tourists, who do not live in the region, but use our roadways.

Together with the attractors mentioned, Hillsborough County absorbs huge amounts of incoming traffic each day with 230,000 vehicles entering from the north, 240,000 vehicles entering from the west, not even counting the traffic from the east and south. These lanes will greatly help in separating some of this traffic from local traffic, thereby freeing up more capacity for Hillsborough County residents. These are facts that exist and must be dealt with using all forms of transportation solutions. The plan for the TBX lanes include the opportunity for express bus transit connecting the immediate areas outside the City of Tampa, but also could ultimately include the entire seven-county region with premium transit. This can provide an important move forward for premium bus transit while at the same time providing the transit envelope for future rail transit. We have to start expansion of transit somewhere and the express lanes provide the opportunity for doing that.

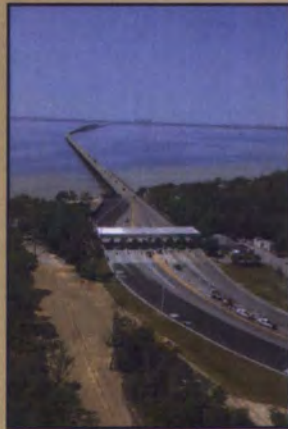
The reconstruction of the our interstate system to serve the immense transportation needs of a region approaching 4,000,000 in population can help address neighborhood issues that already exist through consideration of sound walls, landscaping, trails, and other possible amenities to be considered as part of the design process. The majority of right of way (ROW) is already owned by the FDOT from Pinellas County to downtown Tampa and from Martin Luther King Boulevard, north to Bearss Avenue. There is little new ROW needed north of Martin Luther King Boulevard since the proposed construction, unlike the original construction done in the 1960s, is almost completely within the existing ROW. Construction is also almost totally within existing ROW between downtown Tampa east to the Polk Parkway.

The bottom line is, this is a way for the Tampa Bay area to move forward toward transit that can include both bus and rail in the future, if decided upon. It is our turn for a major project in this region. If we let this opportunity pass, we will only be that much further behind in addressing our transportation problems. This can be a win/win situation if we work together. We can't work on solutions unless we move forward and together work on a plan through the PD&E process.

Ray Chiaramonte, AICP
Executive Director

TRANSPORTATION AUTHORITY MONITORING AND OVERSIGHT

FISCAL YEAR 2015 REPORT



A REPORT BY THE
FLORIDA TRANSPORTATION
COMMISSION



Tampa Bay Area Regional Transportation Authority (TBARTA)

Background



The Tampa Bay Area Regional Transportation Authority (TBARTA) is an agency of the State of Florida, created in 2007 pursuant to Chapter 343, Part V, Florida Statutes, for the purposes of improving mobility and expanding multimodal transportation options for passengers and freight throughout the seven-county Tampa Bay region.

TBARTA has the ability to plan, develop, finance, construct, own, purchase, operate, maintain, relocate, equip, repair, and manage public transportation projects, such as: express bus services; bus rapid transit services; light rail, commuter rail, heavy rail, or other transit services; ferry services; transit stations; park-and-ride lots; transit-oriented development nodes; feeder roads, reliever roads, bypasses; or, appurtenant facilities that are intended to address critical transportation needs or concerns in the Tampa Bay region identified by TBARTA by July 1, 2009. TBARTA also has eminent domain powers and can issue its own revenue bonds to finance construction or improvements to the system or can alternatively issue bonds through the Division of Bond Finance of the State Board of Administration.

TBARTA is considered an Independent Special District of the state of Florida and subject to the provisions of Chapter 189, Florida Statutes (Uniform Special District Accountability Act). Compliance with governance of TBARTA is being assessed primarily in accordance with Chapters 343 and 189, Florida Statutes, although it will include other applicable statutes.

Highlights

- A Regional Transportation Master Plan for the seven-county Tampa Bay Region was adopted in May 2009 and updated in June 2011, June 2013 and June 2015.
- The 2015 Master Plan Update refined the established transit, freight, and roadway networks, added a regional trails network, added a future priority projects list, outlines a strategic vision for implementation, identifies eight regional priority projects and serves as the Regional Long Range Transportation Plan.
- Various studies of transit corridors included in the TBARTA Master Plan are currently being funded by the Department.
- As a result of reporting Vanpool usage and statistics to the National Transit Database, TBARTA is now receiving significant Federal Urbanized Area Formula Funds each year.
- Both the West Central Florida Metropolitan Planning Organization Chairs Coordinating Committee (CCC) and TBARTA successfully pursued legislation to officially merge the CCC within TBARTA to streamline regional planning and reduce duplication of activities through the passage of House Bill 7061, which becomes effective on July 1, 2016 (FY 2016).
- The FY 2014 independent audit of TBARTA financial statements reflected an unmodified opinion.
- The Department's Office of Inspector General (OIG) reviewed Joint Participation Agreements (JPAs) between the Department and TBARTA that fund TBARTA's Commuter Assistance Program. OIG issued a report in January 2015. District Seven and TBARTA took corrective actions to revise the reviewed JPAs to be in compliance, new agreements were made effective in February 2016 (FY 2016), and the official close out was completed "internally" between District Seven, OIG, and the Office of Freight, Logistics, and Passenger Operations.

Transportation Authority Monitoring and Oversight

The governing Board of TBARTA is comprised of 16 members (15 voting members and one non-voting member). The voting members consist of the following:

- One elected official appointed by the respective County Commissions from Citrus, Hernando, Hillsborough, Pasco, Pinellas, Manatee and Sarasota counties;
- One member is appointed by the West Central Florida Metropolitan Planning Organization Chairs Coordinating Committee (CCC) who must be a chair of one of the six Metropolitan Planning Organizations in the region;
- Two members are the Mayor or the Mayor's designee of the largest municipality within the area served by the Pinellas Suncoast Transit Authority (PSTA) and the Hillsborough Area Regional Transit Authority (HART);
- One member is the Mayor, or designee, of the largest municipality within Manatee or Sarasota County, providing that the membership rotates every two years;
- Also on the Board are four business representatives appointed by the Governor, each of whom must reside in one of the seven counties of TBARTA; and,
- The one non-voting member shall be the District Secretary for one of the Florida Department of Transportation (Department) districts within the seven-county area of TBARTA.

The members appointed by the respective Commissions, CCC, or Mayors serve two-year terms and may serve no more than three consecutive terms. The Governor-appointed members serve three-year terms and may serve only two consecutive terms.

Table 58 represents current TBARTA Board members and the Officers elected (or reelected) at the December 4, 2015 Board meeting.

Table 58
Tampa Bay Area Regional Transportation Authority
Current Board Members

<i>Name</i>	<i>Representing</i>	<i>Position</i>
Ronnie Duncan	Governor Appointee	Chairman
Cliff Manuel, Jr.	Governor Appointee	Vice Chairman
Commissioner Sandra Murman	Hillsborough County	Secretary
Commissioner Betsy Benac	Manatee County	Treasurer
Jim Kimbrough	Governor Appointee	Director at Large
Commissioner Ronald Kitchen, Jr.	Citrus County	Board Member
Commissioner James Atkins	Hernando County	Board Member
Commissioner Mike Moore	Pasco County	Board Member
Commissioner Janet Long	Pinellas County	Board Member
Commissioner Paul Caragiulo	Sarasota County	Board Member
Councilmember Bemis Smith	City of Bradenton	Board Member
Councilmember Darden Rice	City of St. Petersburg	Board Member
Councilmember Mike Suarez	City of Tampa	Board Member
Councilmember Doreen Caudell	West Central MPOs CCC	Board Member
Jim Holton	Governor Appointee	Board Member
Paul Steinman, P.E.	District Seven Secretary	Non-Voting Member

The Executive Director is responsible to the Board in carrying out its governance and fiduciary responsibilities, which include performance and management oversight of all administrative, financial, and planning duties. The Executive Director leads the executive team, directs the budget preparation process, and is responsible for TBARTA compliance with all state and federal laws, rules and regulations. Bob Clifford resigned as Executive Director, effective June 29, 2014. At its June 13, 2014 meeting, the Board unanimously selected Don Skelton to be TBARTA's Interim Executive Director, revised the position description, and approved a search for a permanent Executive Director. On January 30, 2015, the Board interviewed two candidates, and selected Ramond Chiamonte as the new TBARTA Executive Director. Mr. Chiamonte previously served as the Hillsborough County Planning Commission and Metropolitan Planning Organization (MPO) Executive Director.

Shortly after creation in 2007, TBARTA received \$40 thousand in combined contributions from area Metropolitan Planning Organizations, \$10 thousand in private contributions, and \$50 thousand was matched by the Tampa Bay Partnership (a non-profit organization promoting

the Tampa Bay region). TBARTA used these funds to pay for legal services, audits, and the cost of travel and expenses related to conducting Board and Committee meetings. Accounting for these funds was provided by the Department's District Seven Office until December 2008. As a result of an appropriation from the 2008 legislature, TBARTA entered into a Joint Participation Agreement (JPA) with the Department, whereby in FY 2009 the Department advanced \$500 thousand of the \$2 million appropriated to TBARTA to pay initial administrative expenses. Although the original JPA required TBARTA to return any funds not expended by June 30, 2009, the 2009 and 2010 legislature appropriated unspent funds, and two other JPA's were entered into, whereby the funding was extended to June 30, 2011. The 2011 legislature approved funds to TBARTA in FY 2012, but was vetoed by the Governor. For the cumulative period ending June 30, 2011, TBARTA expended approximately \$1.3 million of the original \$2 million appropriation primarily for salaries and benefits, legal services, and expenses related to conducting Board meetings and public outreach efforts. Accounting for these funds was provided by the Tampa Bay Regional Planning Council, utilizing the Accounting Policies and Procedures Manual adopted by the Board in June 2009.

On May 1, 2010, TBARTA utilized in-house staff for financial and accounting services. However, in June 2011, TBARTA entered into a one year agreement with an outside CPA firm to perform financial and accounting services. This agreement has been renewed annually. TBARTA's Accounting Manual was updated in March 2012 and August 2012. In addition to TBARTA operating funds, TBARTA has received various Federal and State grants through the Commuter Services portion of TBARTA's programs (absorbed as part of Bay Area Commuter Services merger).

Statutory Requirements

Legislation requires TBARTA to conduct specific activities with prescribed deadlines. These requirements include developing a conflict resolution process, establishing committees, and developing a Regional Transportation Master Plan. Table 59 lists those statutory requirements and indicates whether those requirements have been met. A digital copy of the 2015 Master Plan was provided to the seven county commissions, the West Central Florida MPO CCC, and to the legislative delegation members by September 10, 2015. Currently, TBARTA is working with each MPO to make updates to the 2015 Regional Priority Projects, and is planning a second round of outreach once the list of Priorities has been adopted for this year. Priority and Future Priority Projects are re-examined by the Board and adopted on an annual basis, allowing TBARTA to be responsive to ever changing regional transportation conditions.

The Regional Transportation Master Plan for the seven-county Tampa Bay Region was adopted by the TBARTA Board on May 22, 2009. In developing the plan, comprehensive technical analysis and evaluation were required, and valuable input was provided by the TBARTA Transit Management Committee (TMC), the Citizens Advisory Committee (CAC), the Land Use Working Group (LUWG), as well as multiple government agency partners and the public. The Master Plan includes a Mid-Term Regional Network for 2035 and a Long-Term Regional Network for 2050 and beyond. TBARTA worked closely with each county, to define a Supporting Network of transit services that would provide connections with the proposed Regional Network, improve circulation within each county and provide hundreds of miles of local or sub-regional transit services.

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Table 59
Tampa Bay Area Regional Transportation Authority
Statutory Requirements

<i>Subject Area</i>	<i>Requirement</i>	<i>Status</i>
Conflict Resolution Process	Adopt a mandatory conflict resolution process that addresses consistency conflicts between TBARTA's regional transportation master plan and local government comprehensive plans by July 1, 2008. (Section 343.922 (3)(a), Florida Statutes)	Completed and adopted April 2008.
Transit Management Committee	Establish a Transit Management Committee (TMC) comprised of executives from each of the existing transit providers and Bay Area Commuter Services. (Section 343.92 (11)(a), Florida Statutes)	Completed. Appointments have been made and regular meetings have been held since January 2008. Polk County has expressed interest in joining TBARTA and attends the TMC meetings.
Citizens Advisory Committee	Establish a Citizens Advisory Committee (CAC) comprised of citizen members from each county and transit provider in the region, not to exceed 16 members. (Section 343.92 (11)(b), Florida Statutes)	Completed. Appointments have been made and regular meetings have been held since February 2008.
Regional Transportation Master Plan	Develop and adopt a Regional Transportation Master Plan that provides a vision for a regionally integrated multimodal transportation system by July 1, 2009. (Section 343.922 (3)(a), Florida Statutes)	Completed and adopted by the TBARTA Board on May 22, 2009.
	Before adoption of the Master Plan, hold at least one public meeting in each of the seven counties within the designated region. (Section 343.922 (3)(c), Florida Statutes)	Completed. iTownHall public meetings were held in each of the seven counties between April 27, 2009 and May 13, 2009.
	At least one public hearing must be held before the TBARTA Board before the Master Plan is adopted. (Section 343.922 (3)(c), Florida Statutes)	Completed. Public hearing was held on May 11, 2009. The public hearing from May 11, 2009 was also resumed at the regular TBARTA Board meeting on May 22, 2009 to allow additional public comments prior to adoption of the Master Plan.
	Present original Master Plan to governing bodies of the counties within the seven-county region, to the West Central Florida MPOCCC, and to the legislative delegation members representing those counties within 90 days after adoption. (Section 343.922 (3)(e), Florida Statutes)	Completed. Copies of Master Plan were provided to required parties by August 20, 2009 (90 days after adoption). Also, formal presentations to all seven Board of County Commissioners were conducted between June 9, 2009 and September 29, 2009.
	After adoption, the Master Plan shall be updated every two years before July 1. (Section 343.922 (3)(d), Florida Statutes)	Completed. Updated Master Plans were adopted by the TBARTA Board on June 24, 2011, June 14, 2013 and June 12, 2015. For the 2015 Updated Master Plan, Telephone Town Hall public meetings were held for each of the seven counties in April or May 2015 and a public hearing was held before the TBARTA Board on June 12, 2015. TBARTA provided copies of the 2015 Updated Master Plan to the required parties by September 10, 2015 (90 days after adoption) as required. Also, formal presentations to all seven Board of County Commissioners were conducted between August 4, 2015 and September 22, 2015.

Section 343.922 (3)(b), Florida Statutes, requires TBARTA to consult with the Department to further the goals and objectives of the Strategic Regional Transit Needs Assessment (SRTNA). The Department's District Seven provided technical support in the development of the Master Plan and finalized a detailed assessment of regional transit opportunities as documented in the SRTNA report. This project was considered the first phase of additional phased project developments to be embarked upon by Districts One and Seven to address the anticipated needs and expansion of transportation in the Tampa Bay area.

Pursuant to Florida Statutes, the Master Plan must be updated every two years before July 1 of each period. On June 24, 2011, the TBARTA Board adopted an updated Master Plan. The inaugural Master Plan focused on regional transit as a major technical component missing in existing regional plans to that date. It created the framework for a seamless, linked transportation network, using a variety of modes (highways, rail, bus, ferry) where they are most effective. Subsequent to the inaugural Master Plan, a first set of corridor studies were identified and components important to regional mobility were evaluated, including regional freight movement, regional roadway plans, air quality concerns, and land use issues. Building upon the transit networks, regional freight and regional roadway networks were developed. The 2011 Master Plan Update defines networks of high-capacity corridors that demonstrate improved mobility and get people and goods to where they need and want to go, regardless of how many city boundaries or county lines are crossed.

On June 14, 2013, the TBARTA Board adopted the 2013 Master Plan Update. The 2013 Master Plan Update was a minor update to refine the transit, freight, and roadway networks, and incorporate the progress made locally and regionally towards implementing the TBARTA regional vision. In the

2013 Master Plan Update, the Board adopted five regional priority projects. In addition, a stand-alone Managed Lanes network was also added to the plan.

On June 12, 2015, the TBARTA Board adopted the 2015 Master Plan Update. The 2015 Master Plan Update refined the established transit, freight, and roadway networks, added a regional trails network, and outlines a strategic vision for implementation. The 2015 Master Plan also includes the addition of a "future priority projects" list developed in coordination with the MPOs through the CCC. By making the Mid-Term Network cost feasible, TBARTA removed the need for the CCC to make its own Regional Long Range Transportation Plan. The Board also adopted eight regional priority projects in the 2015 Master Plan Update that are regionally significant, offer immediate solutions, and can be implemented incrementally. The priority projects as depicted in Figure 6 include: the I-275/SR 60/Memorial Interchange, SR 54/56 Corridor Improvements, Gateway Expressway, Howard Frankland Bridge, Suncoast Parkway 2 (SR 589), Tampa Bay Express (Starter Projects), TIA People Mover Connection/Westshore Intermodal Center, and University Parkway/I-75 Interchange Area.

BACS Merger with TBARTA

In December 2009, TBARTA and Bay Area Commuter Services, Inc. (BACS) entered into a Memorandum of Understanding (MOU), whereby BACS would merge with TBARTA with the intent of combining the two agencies into one under the auspices of TBARTA. On April 30, 2010, TBARTA and BACS executed a Memorandum of Agreement (MOA) that incorporated the MOU and served as a contract and agreement for the dissolution of BACS and distribution of its assets and assumptions of its liabilities to TBARTA.

On May 1, 2010 the assets and liabilities of BACS were merged into TBARTA at fair market value,



Figure 7: Map of Regional Priority Projects (February 2015).

leaving a net contribution of approximately \$283 thousand. BACS is a non-profit, regional commuter assistance program agency serving the Department's District Seven since 1992. Its purpose is to promote and encourage transportation alternatives to driving alone in the single occupant vehicle within the five-county area of West Central Florida (Hillsborough, Pinellas, Pasco, Hernando and Citrus Counties). The merger increased program effectiveness, decreased overall costs, and took advantage of efficiencies, accomplished through the co-location and combination of programs and operations. The agreement provided for the continued employment of BACS staff and the relocation of TBARTA to BACS' leased premises at the University of South Florida. Due to the scheduled expiration of the office space lease at the University of South Florida, TBARTA executed a new lease in October 2014. The new five year lease, in the Meridian One office building in Westshore, provides cost savings due to some rent abatement and provides an out clause at the end of three years. TBARTA transitioned to its new offices in January 2015.

The organization within TBARTA (renamed TBARTA Commuter Services) sustains itself with its available financing and provides additional staff support. Various agreements have been executed that assign funding previously provided to BACS to TBARTA to continue operating commuter assistance programs including carpool and vanpool services.

Current Activities

TBARTA is beginning to prioritize projects, develop financial strategies for implementation, coordinate the advancement of more detailed planning and environmental analysis for corridor studies, and continue public engagement and education efforts. TBARTA is working with its partners to explore regional long-term funding options, including local

and public private partnerships, and addressing issues related to how the regional system will operate and who will operate it.

Current TBARTA corridor studies are funded by the Department and include:

- St. Petersburg to Clearwater through Greater Gateway Area (Pinellas Alternatives Analysis)
- Howard Frankland Bridge PD&E Study and Regional Transit Corridor Evaluation
- SR 54/SR 56 Transit Corridor Study
- USF to Wesley Chapel Regional Transit Corridor Study
- I-75 Regional Bus Sarasota/Bradenton to Downtown Tampa Conceptual Analysis Study
- Westshore Area to Crystal River/Inverness Transit Corridor Evaluation
- I-75 Regional Bus Wesley Chapel to Downtown Tampa Conceptual Analysis Study
- Short-Term Regional Premium Transportation Enhancements Study
- Extension of Premium Services from Sarasota to Bradenton and North Port Regional Transit Corridor Evaluation

TBARTA took the lead in developing one list of regional transportation priorities in 2009, and continues to work with each MPO to advocate for these projects, and to make updates with new projects once funding for them has been secured. The list and subsequent consensus of support has been important in receiving funding for the following: Howard Frankland Bridge Replacement, Pinellas Gateway Expressway, I-75/University Parkway Interchange Area, Suncoast Parkway 2, and Tampa International Airport People Mover and Westshore Multimodal Center site purchase. The

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TBARTA Master Plan Update, adopted by the Board on June 12, 2015, includes for the first time a list of future regional priorities. These projects, and others, were worked on in conjunction with each MPO in addition to the 2040 Regional Priority Projects for roadways, freight, transit, multi-use trails and greenways. The TBARTA Master Plan now includes longer term Priority Projects identified by the MPOs of the region. This is the first time the MPO plans have been included with the TBARTA Master Plan. This effort goes together with the legislative change bringing the MPOs Chairs Coordinating Committee into TBARTA as the TBARTA MPOs Chairs Coordinating Committee combining these agencies for seamless regional planning.

Since 2010, TBARTA has continued to build the Commuter Assistance Program as an effective “right-now” solution to congestion, air quality, and health and safety issues in the counties within the Department’s District 7. As a group of services, including ridematching for carpool, vanpool, bike buddy and telework, TBARTA has helped the region save over 850 thousand gallons of fuel, 3.5 million commuting trips, 700 thousand parking spaces, and 7,200 tons of atmospheric CO₂ over the past year. For vanpool, the program has grown from 87 vans at the end of last year, to a current fleet count of 96 vans. TBARTA staff is currently working



Trolley in Downtown Tampa Supporting Network.

to continue this expansion, and is exploring the opportunity to serve all seven TBARTA-member counties. TBARTA has expanded the Regional School Commute Program to 46 schools in Pinellas and Hillsborough Counties, and is pursuing implementation in Pasco, Hernando, and Citrus as well.

TBARTA has also taken a lead role in securing federal New Freedom funding to plan transit improvements for Citrus and Hernando Counties. This project is ongoing, with existing conditions identified, future plans concerning public transportation being incorporated, and identification of services/systems which could be made more cost effective and efficient by the combination of supporting activities and agencies. The project was completed by August 2014.

Regionally, TBARTA is working with the CCC to consolidate regional activities and programs, such as outreach and regional planning. TBARTA is currently contracted with the CCC to provide administrative services and website support. Both agencies pursued legislation to officially merge the CCC within TBARTA to streamline regional planning and reduce duplication of activities. TBARTA proposed several changes that work to further the goal of consolidation, and the 2016 Legislature passed House Bill (HB) 7061 that becomes effective on July 1, 2016. HB 7061 effectively merges the CCC within TBARTA as a subcommittee, streamlining the regional planning process and eliminating duplication of efforts. TBARTA will be designated to provide administrative support and direction to the CCC, with necessary funding for this purpose from the Department and member MPOs. Citrus County is also added as a member of the CCC. The Bill also changes the requirement for updating the TBARTA Master Plan from every two years to every five years, placing it in a similar time frame with the individual MPOs’ federally funded planning process

- saving money and making more efficient use of available resources. Finally, the legislation effectively changes the governing board composition from 16 to 15 voting members, with the Department's District 7 Secretary being changed to a non-voting advisor, and the Department's District 1 Secretary being added as a non-voting advisor as well. This allows the District Secretaries to freely discuss matters with TBARTA Board members and also allows both Department Districts in the TBARTA service area to be represented.

Additional TBARTA projects include the One Call-One Click program, which underscores transportation support needs and services for veterans, through a \$1.1 million grant from the Federal Transit and Veterans Administrations. The aim of the grant is to better connect veterans, military families, the disabled, and regular citizens with the available transportation resources across the seven-county region, in one convenient online and call-center portal. TBARTA was also successful in obtaining a secondary Federal Transit Administration grant for \$50 thousand, to be used to promote and market the One Call-One Click program. The One Call-One Click project, branded myRIDE, has been finalized, with the Crisis Center of Tampa Bay on board to provide call center services, and with an updated, user-friendly website for the user of the "one click" portion.

TBARTA is providing approximately \$267 thousand from the One Call-One Click Grant towards the implementation of a regional fare collection system, which will include as a goal all eight transit agencies in the region in partnership with HART. TBARTA has also contracted with USF Center for Urban Transportation Research (CUTR) to conduct a regional study on the readiness among the eight transit agencies to implement OneBusAway, a smartphone application making it easier to use public transit by providing access to schedules and

real-time arrival information. Phase One of the project commenced in February 2016 and is expected to be completed late in the summer of 2016.

To further solidify its financial standing and independence, TBARTA is now reporting its Vanpool usage and statistics to the National Transit Database (NTD), which ultimately enables TBARTA to collect Federal Urbanized Area Formula Funds (Section 5307) each year. With the inclusion of TBARTA's Vanpool program, these annual funds bring over \$2 million of new Federal funding to the region with TBARTA receiving approximately \$800 thousand.

On March 31, 2016 (FY 2016), TBARTA mobilized a regional partnership comprised of MPOs, county governments, local jurisdictions, advocacy groups, public agencies, and non-profits from across the region to support and present the Southwest Coastal Regional Trail (SWCRT) as the next priority corridor in the Shared-Use Non-motorized (SUN) Trail program, which allocates \$25 million annually for off-road, multi-use trails that close regional gaps along the statewide trail network. Out of 15 statewide corridors, the Florida Greenways and Trails Council designated the SWCRT as the number 3 Regional Trail Priority Corridor, putting the region in a very strong position to compete for funding shovel-ready segments on an individual trail basis. TBARTA is continuing to work within this partnership to secure funding for multi-use trails projects while advocating for multimodal transportation options.

In an effort to emphasize the regional perspective throughout the planning process, TBARTA also now attends all MPO Board meetings and MPO Technical Advisory Committee meetings in the region. Additionally, TBARTA has expanded its involvement in other regional groups such as the I-75 Relief Task Force, and contributed to the

development of a plan to address safe transportation and congestion in and around Hillsborough County Schools with the MPOs School Transportation Working Group.

Performance Measures and Operating Indicators

As an emerging transportation authority, TBARTA is not currently operating any facilities. Therefore, performance measures and operating indicators are not currently applicable.

As previously noted, the Commuter Services program of BACS was absorbed by TBARTA as a result of the merger on April 30, 2010. One of the primary services provided by TBARTA Commuter Services is an online matching program that matches commuters with similar commuters. Commuters can register online and access TBARTA's database to find an appropriate match for carpooling, vanpooling, and/or Bike Buddies. TBARTA also administers the Emergency Ride Home Program. In addition, TBARTA works with employers and their employees, under the Employee Commute Assistance Program, to encourage the use of bus, vanpooling, carpooling, biking, walking, teleworking and alternative work hour programs in commuting to and from work. The Vanpool Program is administered by vRide (formerly VPSI). vRide provides vanpool vehicles, auto liability, comprehensive and collision coverage, all scheduled preventative maintenance and repairs, customer billing, and customer support for the vanpool groups.

Governance

In addition to establishing performance measures and operating indicators for transportation authorities, the Florida Transportation Commission (Commission) developed "governance" criteria for

assessing each authority's adherence to statutes, policies and procedures. To that end, the Commission monitored compliance in the areas of ethics, conflicts of interest, audits, public records, open meetings, procurement, consultant contracts and compliance with bond covenants.

Ethics and Conflict of Interest

TBARTA adopted a comprehensive set of Bylaws on November 30, 2007 (last amended December 12, 2014). Bylaws were also adopted for any Committees created by the Board. The Bylaws state that Board members, staff and agents of TBARTA shall comply with the applicable provisions of the Code of Ethics for Public Officers and Employees set forth in Chapter 112, Part III, Florida Statutes, including the applicable financial disclosure requirements found in Sections 112.3145, 112.3148 and 112.3149, Florida Statutes. TBARTA indicated that there have been no ethics or conflict of interest violations or investigations. TBARTA also indicated that no Board members abstained from voting due to conflict of interest and no Commission on Ethics Forms 8B "Memorandum of Voting Conflict for County Municipal and Other Local Public Officers" were submitted. In addition, the Board adopted an Employee Policy Manual (last amended in August 2015) which contains a section on Business Ethics and Conduct that provides guidance and policy on ethics and conflicts of interest.

Audits

The FY 2015 audit of TBARTA financial statements is currently underway and is not yet available for inclusion in this report. An annual independent audit of TBARTA financial statements for the fiscal year ended September 30, 2014 was performed. The Independent Auditor's Report, dated June 10, 2015, indicated that the financial statements were prepared in conformity with GAAP and received an unmodified opinion. The Independent Auditor's

Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards* identified a deficiency in internal control that was considered a material weakness, and the results of audit tests did not disclose instances of noncompliance required to be reported under *Government Auditing Standards*. The material weakness finding (2014-001) identified expenses that had not been captured during TBARTA's FY 2014 year-end financial reporting and closing process. Some expenses that spanned over two fiscal years (FY 2014 and FY 2015) were initially recorded in FY 2015 when paid. Management concurred with the finding and will better coordinate its closing process with the outsourced accountant. The Independent Auditor's Report on Compliance with Requirements that Could Have a Direct and Material Effect on Each Major State Project and on Internal Control over Compliance in Accordance with Chapter 10.550, Rules of the Auditor General indicated no issues related to compliance or internal control. In the Independent Auditor's Management Letter, the auditors noted that corrective actions have not yet been taken to address the finding and recommendation made in the preceding annual financial audit report regarding documentation of review of employee timesheets and bank reconciliations. TBARTA indicated that due to a transition in leadership at the Executive Director level, implementation of corrective action is expected to occur prior to the end of FY 2015.

The Department's Office of Inspector General (OIG) conducted a review of Joint Participation Agreements (JPAs) between the Department's District Seven and TBARTA and issued Advisory Report No. 14I-4001 on January 28, 2015. The purpose of the review was to determine if funding was provided to TBARTA in accordance with the

General Appropriations Act, the Department's Disbursement Operations Office Handbook, and applicable agreement terms, laws, rules, and regulations. OIG reviewed 13 JPAs executed between July 1, 2008, and October 31, 2013, totaling \$6.7 million. The Department's District Seven Secretary concurred with all findings and recommendations noted in the OIG report and will take the following corrective actions:

- Ensure Commuter Assistance Program funds are utilized by TBARTA only for carpool, vanpool, and other commuter services in the Tampa Bay region;
- Include a minimum level of service to be performed and criteria for evaluating completion of each deliverable in TBARTA's agreements as required by the Commuter Assistance/Rideshare Grant Compliance Supplement and Section 215.971, Florida Statutes;
- Ensure that active Commuter Assistance Program JPAs are amended and that future JPAs are executed in accordance with the Catalog of State Financial Assistance (CSFA) 55.007 Compliance Supplement and Section 215.971, Florida Statutes;
- Utilize the appropriate proviso language on future legislatively appropriated non-recurring funding allocations;
- Amend JPAs and review TBARTA's invoices to ensure reimbursements under the Commuter Assistance Program are not for any partnering or transportation planning efforts conducted by TBARTA outside their seven county Tampa Bay region; and,
- Amend JPAs and review TBARTA's invoices to ensure reimbursement under the Commuter

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Assistance Program are not for lobbying the Legislature or a state agency.

TBARTA did not concur with all findings and clarified certain issues contained in the OIG review. OIG responded to TBARTA's comments. The Department's OIG Advisory Report No. 14I-4001 can be found at www.dot.state.fl.us/inspectorgeneral/Reports/14I-4001.pdf. District Seven and TBARTA took corrective actions to revise the reviewed JPA's to be in compliance, new agreements were made effective in February 2016 (FY 2016), and the official close out was completed "internally" between District Seven and the Department's Central Office (OIG and the Office of Freight, Logistics, and Passenger Operations).

Public Records and Open Meetings

The adopted Bylaws (as amended December 12, 2014) require that the Board and Committees of TBARTA comply with the requirements of Chapters 286, 119 and 120, Florida Statutes. TBARTA reported that there have been no violations or allegations of non-compliance.

Commission staff reviewed agendas and notices of public meetings as posted on TBARTA's website www.tbarta.com. Minutes of the meetings are also provided and include documents that are discussed or presentations made before the Board. Each Board agenda package includes a list of upcoming Board, CAC, TMC, Executive Committee, and other TBARTA meetings. Pursuant to Section 189.015, Florida Statutes, TBARTA (an Independent Special District) is required to publish a schedule of its Board meetings in a newspaper of general paid circulation in the counties in which it is located. TBARTA Bylaws also require the newspaper publication of its Board meetings. Commission staff reviewed a sample advertisement for 2015 Board meetings published in the Tampa Bay Times newspaper. Based on this

limited review, it appears that TBARTA is operating within procedure and statute.

In January 2015, TBARTA's General Counsel provided a briefing on Sunshine and Public Records Laws to the TBARTA Board with a comprehensive written summary of key points provided.

Procurement

Authority Bylaws currently provide for delegation of expenditure authority of up to \$50 thousand to the Executive Director. Board approval is required for all purchases of goods or services exceeding \$50 thousand. The TBARTA Accounting Manual (as amended August 2012) contains a Procurement Policy section that provides more detailed procedures.

Consultant Contract Reporting

TBARTA contracts Hugh Pascoe, Pascoe Planning Services, LLC, as a general consultant. He provides, on an as-needed basis, professional planning, project management and administrative services for TBARTA. In FY 2015, TBARTA utilized procured services for Legal Support, Audit Services, Accounting Services and Marketing Services, as well as a consultant (Jacobs Engineering Group) to update the TBARTA Regional Master Plan. None of these have sub consultants that are required to be reported.

Compliance with Bond Covenants

TBARTA has not issued bonds; therefore, this governance item is not yet applicable.

Website Compliance

The 2014 Legislature passed, and Governor Scott signed into law, Senate Bill 1632 that significantly amended Chapter 189, Florida Statutes (Uniform Special District Accountability Act). A new Section 189.069, Florida Statutes, requires special

districts to maintain an official internet website by October 1, 2015 (FY 2016). The website must contain information including contact information and the term and appointing authority for each member of the governing body, public purpose, fiscal year, the district's charter and statutes under which it operates, service area and services provided, fees and charges imposed and collected, adopted code of ethics, budget, and complete audit report. TBARTA management indicated that it conducted a review of its website to ensure compliance with the new statutory requirements.

Other

The Board has adopted a number of policies and procedures to help guide the business of TBARTA. The Commission will monitor compliance with these policies and future policies as they are fully implemented.

Summary

The Commission review of TBARTA was conducted with the cooperation and assistance of TBARTA and relied heavily on documentation and assertions provided by Authority management. The Commission's approach primarily consisted of a review of Board meeting agendas, policies and procedures that have been adopted by TBARTA, various contracts, and a review of the audited financial statements.

In the area of governance, the FY 2015 audit was not available for inclusion in this report, however, the FY 2014 independent financial statement audit, dated June 10, 2015, reflected an unmodified opinion. The auditors reported a deficiency in internal control over financial reporting that was considered a material weakness. This finding identified expenses that had not been captured during TBARTA's FY 2014 year-end financial reporting and closing process. In

the Independent Auditor's Management Letter, the auditors noted that corrective actions had not yet been taken to address one prior year finding regarding documentation of review of employee timesheets and bank reconciliations. In addition, the Department's Office of Inspector General (OIG) conducted a review of Joint Participation Agreements (JPAs) between the Department's District Seven and TBARTA and issued Advisory Report No. 14I-4001 on January 28, 2015. The purpose of the review was to determine if funding was provided to TBARTA in accordance with the General Appropriations Act, the Department's Disbursement Operations Office Handbook, and applicable agreement terms, laws, rules, and regulations. The Department's District Seven Secretary concurred with all findings and recommendations noted in the OIG report. District Seven and TBARTA took corrective actions to revise the reviewed JPA's to be in compliance, new agreements were made effective in February 2016 (FY 2016), and the official close out was completed "internally" between District Seven and the Department's Central Office (OIG and the Office of Freight, Logistics, and Passenger Operations). General Counsel provided a briefing to Board members on the Sunshine and Public Records Laws in January 2015. On January 30, 2015, the TBARTA Board selected Ramond Chiaramonte as its new Executive Director.

TBARTA adopted a Regional Transportation Master Plan for the seven-county Tampa Bay Region in May 2009 that focused on regional transit. Building upon the transit networks developed in the inaugural Master Plan, the TBARTA Board adopted an Updated Master Plan in June 2011 that developed regional freight and regional roadway networks. In June 2013 the TBARTA Board adopted the 2013 Master Plan Update which was a minor update that refined the transit, freight, and roadway networks and incorporated

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the progress made locally and regionally towards implementing the TBARTA vision. Five regional priority projects identified by TBARTA were included in the 2013 Master Plan Update. In June 2015, the TBARTA Board adopted the 2015 Master Plan Update which refined the established transit, freight, and roadway networks, added a regional trails network, and outlines a strategic vision for implementation. The 2015 Master Plan also includes the addition of a “future priority projects” list developed in coordination with the MPOs through the CCC. By making the Mid-Term Network cost feasible, TBARTA removed the need for the CCC to make its own Regional Long Range Transportation Plan. The eight regional priority projects identified in the 2015 Master Plan Update include: the I-275/SR 60/Memorial Interchange, SR 54/56 Corridor Improvements, Gateway Expressway, Howard Frankland Bridge, Suncoast Parkway 2 (SR 589), Tampa Bay Express (Starter Projects), TIA People Mover Connection/Westshore Intermodal Center, and University Parkway/I-75 Interchange Area.

Through Joint Participation Agreements with the Department, the Department advanced funds in FY 2009 to TBARTA, from a \$2 million appropriation, to pay initial administrative expenses. Funding under the agreements ceased on June 30, 2011. TBARTA cumulatively expended \$1.3 million of the original \$2 million appropriation. Bay Area Commuter Services, Inc. (BACS) merged with TBARTA on April 30, 2010. The merger increased program effectiveness, decreased overall costs, and took advantage of efficiencies through the co-location and combination of programs and operations. As a result of the merger, the assets and liabilities of BACS were merged into TBARTA at fair market value, leaving a net contribution of approximately \$283 thousand. Various agreements have been executed that assign funding previously provided to BACS to TBARTA to

continue operating commuter assistance programs including carpool and vanpool services. Due to the scheduled expiration of the office space lease at the University of South Florida, TBARTA executed a new five year lease in the Meridian One office building in Westshore and transitioned to its new offices in January 2015.

To further solidify its financial standing and independence, TBARTA started reporting its Vanpool usage and statistics to the National Transit Database in 2010, which ultimately enables TBARTA to collect Federal Urbanized Area Formula Funds (Section 5307) each year. With the inclusion of TBARTA's Vanpool program, these annual funds bring over \$2 million of new Federal funding to the region with TBARTA receiving approximately \$800 thousand.

TBARTA has been working with the West Central Florida Metropolitan Planning Organization Chairs Coordinating Committee (CCC) to consolidate regional activities and programs, such as outreach and regional planning. TBARTA is currently contracted with the CCC to provide administrative services and website support. Both agencies successfully pursued legislation to officially merge the CCC within TBARTA to streamline regional planning and reduce duplication of activities through the passage of House Bill 7061 by the 2016 Florida Legislature. The legislation was signed into law by Governor Scott and becomes effective on July 1, 2016 (FY 2016). HB 7061 effectively merges the CCC within TBARTA as a subcommittee, streamlining the regional planning process and eliminating duplication of efforts. TBARTA will be designated to provide administrative support and direction to the CCC, with necessary funding for this purpose from the Department and member MPOs. Citrus County is also added as a member of the CCC. The Bill also changes the requirement for updating the TBARTA

Master Plan from every two years to every five years, placing it in a similar time frame with the individual MPOs' federally funded planning process. The legislation effectively changes the governing board composition from 16 to 15 voting members, with the Department's District 7 Secretary being changed to a non-voting advisor, and the Department's District 1 Secretary being added as a non-voting advisor as well. This allows the District Secretaries to freely discuss matters with TBARTA Board members and also allows both Department Districts in the TBARTA service area to be represented.

Based on the Commission's review of TBARTA policies and procedures, Florida Statutes, Financial Statements, and other documentation

provided by TBARTA, no instances of noncompliance with applicable laws or regulations in the areas of ethics, conflicts of interest, public records, open meetings, bond compliance and other governance criteria established by the Commission were noted.

The Commission encourages TBARTA to continue to develop and implement policies and procedures to ensure proper governance of TBARTA expanded operations as a result of the BACS merger and ongoing activities. The Commission acknowledges with appreciation the assistance of the TBARTA Board and staff in providing the resources necessary to conduct this review and to complete this report.

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 **8,000+ people are in the database, and 500+ carpool on a regular basis.**



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 \$250 per month.
- TBARTA Commuter Vanpools have been most successful with federal employers such as Veterans Hospitals and MacDill Air Force Base.
- **101 Vanpools** currently on the road across the Tampa Bay Region, with great potential for continued growth.
- **Origination summary:** 63 vans in Hillsborough (44 stay in county, 16 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 Marion (to Hillsborough).
- **Destination summary:** 72 vans come to Hillsborough; 23 vans come to Pinellas; 5 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 it 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.
- **65 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.



Tampa Bay Area Regional Transportation Authority

Fact Sheet
October 2016

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: Ramond Chiramonte, FAICP

Board Members (15 Voting & 2 Non-Voting): Seven County Commission & four gubernatorial appointees; largest city served by HART; largest city served by PSTA; largest city in Manatee & Sarasota; TBARTA MPOs Chairs Coordinating Committee (CCC) appointee; Florida Department of Transportation District 1 & 7 Secretaries (non-voting).

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

Mergers: Bay Area Commuter Services (BACS), 2010; West Central Florida MPO Chairs Coordinating Committee (CCC), 2016

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 Governments

Funding: FY16 budget comprised of various federal grants, state grants, and local funding.

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

Activities: Corridor Studies, Commuter Services, myRIDE Regional Transportation Information Center, TBARTA MPOs CCC, Regional Multi-Use Trails

Commuter Services:

- **500+ Active Carpoolers**, 8,000+ matchable in database
- **101 Vanpools** in region
- **65 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.

Regional Multi-Use Trails: \$11.1 million of SUN Trail funding awarded in FY16-17 for West Central & Southwest Florida priorities.

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

2015 TBARTA 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 FY16**)
- 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



How much does it cost to vanpool?

The style of vehicle and the monthly mileage allowance selected determine the monthly vanpool rate. The monthly vanpool rate is determined by the total commute miles that the van will travel during the month. The vanpool group shares the cost of the monthly rate plus sales tax, fuel, tolls and any other commute related expenses that may be incurred. Therefore, monthly passenger fares can vary but are very affordable. The cost to vanpool may even be less than what you pay for gasoline alone! When you consider the cost of wear and tear, maintenance, tires and all incidental costs associated with driving alone, vanpooling can be very economical.

What types of vehicles are used?

A variety of vehicles are available, ranging from 5 passenger Chevy Traverses to full-size 15 passenger vans. All vans have cloth seats, carpeting and front and rear air conditioning and heating. The conversion vehicles also have individual reading lights and a modified floor plan for easier exit and entry to the rear seats.

How is vehicle maintenance handled?

Each vanpool van is on a scheduled maintenance program and is delivered with a scheduled preventive maintenance coupon booklet. Appointments for service are arranged through vRide national account vendor network by the driver contacting vendors such as Goodyear, Firestone and more. The vendor follows the instructions on each scheduled maintenance coupon describing the work to be performed and then bills vRide through their national account billing system. Many national account vendors are independently owned and operated so be sure to confirm the stores ability to process national account billing prior to taking your vehicle in for service.

How is customer billing handled?

Invoices are generated monthly and the Primary Driver should receive the invoice by the third week of the month for the next month's vanpool service. He/she will add any additional operating costs to determine the total operating expenses for the month and divide the total by the number of participants in the group. Each participant makes their payments in advance, online at the vRide website.

By paying the monthly passenger fare, your seat on the vanpool is reserved for the month. There are no refunds for days you do not ride. The best way to keep passenger fares low is to keep the van full, so be sure to spread the word about vanpooling. Ask friends and co-workers if they are interested in joining your vanpool group.

How do I get started?

Get a group of co-workers together that want to participate with you. TBARTA's Commute Vanpool can provide materials to help you recruit members. Or register online at TBARTA.com to see if your commute matches with 5 or more other interested commuters.

What else should I know?

Emergency Ride Home (ERH) Program: TBARTA offers the ERH Program to help get you home in the event of illness or family emergency while at work or having to work late unexpectedly. The ERH Program will provide you with up to four (4) free taxi rides home from work per year. Certain restrictions apply so please contact TBARTA at 1-800-998-RIDE to learn more about ERH.

Tax Advantages to Vanpooling: The Internal Revenue Code (IRC), Section 132 (f) enables most employers to provide a commute benefit to employees that is applied toward the cost of deductible as a business expense to the employer. To get more information about this IRS provision, contact TBARTA at 1-800-998-RIDE.



TBARTA Vanpool is a program offered by the Tampa Bay Area Regional Transportation Authority (TBARTA), serving the West Central Florida counties of Hillsborough, Pinellas, Pasco, Hernando and Citrus. TBARTA is dedicated to reducing traffic congestion and air pollution by encouraging the use of various commute options other than driving alone.

vRide is the administrator of the TBARTA Vanpool Program and provides vanpool vehicles, vehicle insurance, scheduled maintenance and repair programs, customer billing, and customer support for the vanpool groups as well as other functions.

What is a vanpool?

A vanpool is a group of 5 to 15 commuters who voluntarily participate in a ridesharing arrangement to travel to and from work. The monthly vanpool rate is determined by the total commute miles that the van will travel during the month. The vanpool group shares the cost of the monthly rate plus sales tax (where applicable), fuel, tools and any other commute related expenses that may be incurred.

Who drives the van?

The Primary Driver is one of the members of the commuting group and is the primary point of contact for the vanpool. He/she makes arrangements to have the vehicle serviced as required and maintains a roster of potential riders who are contacted when space comes available. Most groups will also need two to three authorized Alternate Drivers to rotate driving responsibilities among themselves and the Primary Driver. The volunteer drivers must not receive any compensation and driving must be incidental to their commute.

What are the primary driver's responsibilities?

Drivers must provide a safe, dependable commute by driving defensively. They pick-up and drop-off passengers according to the schedule set by the group, ensure that everyone wears their seat belt, and maintains a clean van. Primary drivers also arrange for vehicle maintenance and repairs and must follow the terms and conditions of their Volunteer Driver Agreement.

How are drivers approved?

Drivers must submit a Volunteer Driver Application, along with other forms, for authorization by vRide in order to drive. The applicant's driving history is reviewed before being approved by vRide, in writing, to drive. In general, a driver applicant must be at least 25 years old, have five (5) years of uninterrupted, active, licensed driving experience and a good driving record. All drivers must be approved in writing by vRide prior to getting behind the wheel. Applications and qualifications are available by calling TBARTA at 1-800-998-RIDE.

What are the passenger's responsibilities?

Each person should be at the pick-up point on time, make their monthly payments on time, discuss and agree on rules for the van and wear their seat belts at all times. Each vanpool must maintain a minimum of one approved Alternate Driver. Alternate drivers either rotate the driving, or fill in for the Primary Driver when he/she is ill or on vacation. All participants should work with the Primary Driver to help recruit passengers to maintain a full van. This will keep the cost as low as possible for everyone.

Why should I vanpool?

Vanpooling is one of the most economical means of transportation available in the United States. It costs much less than driving alone to and from work, it reduces the number of cars on our roadways, it saves thousands of gallons of fuel and drastically reduces air pollution on an annual basis. For the individual commuter, it also saves wear and tear on their personal car and reduces the stress associated with a long, hectic commute.

Emergency Ride Home Program - Commuters

The Emergency Ride Home (ERH) Program ensures that you won't be stranded at work. If you carpool, vanpool, ride the bus, bicycle or walk to work at least two (2) days a week, you may be eligible for a FREE* (or low cost) taxi ride home. The ERH Program will pay for your ride home in the following cases:

- Personal or family emergency
- Unscheduled overtime
- Sickness
- Carpool/Vanpool partners have an emergency

Once registered, you'll receive information on how to use the program, along with your first ERH voucher. All you need for your emergency trip home is the completed voucher and a picture I.D. That's all you have to do. And you can use the ERH Program up to four (4) times a year! ****REGISTER HERE.**

* Participants will have the first \$100 of their taxi fare paid. Anything in excess of \$100 will be billed to the participant.

ERH Guidelines for Students

ERH Guidelines for Employees

** You must re-register for the ERH Program every year. Effective January 1, 2011, participants will receive up to four (4) emergency rides home per year.

Emergency Ride Home Program - Students

TBARTA's Emergency Ride Home (ERH) program provides free* taxi rides home in case of emergency for workers or students who commute in ways other than driving alone two or more days a week. This commuter incentive program is now available to students of higher learning institutions, who get to/from campus in ways other than driving alone (such as carpool, bus, bicycle, walk, and/or any combination of those listed). Here's how it works:

- Are a student (college, university, technical school), 18 years of age or older, using one or more commute options (carpool, bus, bicycle, walk) to get to/from campus two or more days a week.
- Register online **HERE** for the Student ERH program (it's free!), or call 800.998.RIDE (7433) to register over the phone.
- Once you register, you will receive the ERH student program packet, including your taxi voucher and student usage rules.

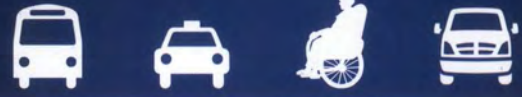
BONUS! Log your commute option trips into the Commute Calendar on the website and get a report of how "green" your commute savings are!

Call 800.998.RIDE (7433) for additional information on how you can take advantage of ERH.

ERH Guidelines for Students

* Certain restrictions apply. This program allows for up to four (4) taxi rides per enrollment year from your campus to home in case of personal illness or family emergency. Unused trips do not carry over and participants must re-enroll annually to remain in the program. Fares in excess of \$100 are the responsibility of the participant; tipping the driver is at the discretion of the rider and not allowable as part of the taxi fare. This program is subject to change at any time without advance notice. This ERH program is sponsored by the Tampa Bay Area Regional Transportation Authority (TBARTA).

Transportation options...
just a call or click away.



my **RIDE**

The Transportation Source for Tampa Bay



TBARTA

4350 West Cypress Street, Suite 700
Tampa, FL 33607

1-800-998-RIDE (7433) | TBARTA.com



my **RIDE**

The Transportation Source for Tampa Bay

TBARTA's myRIDE service offers access to hundreds of public, private, and non-profit transportation providers in the Tampa Bay Region.

OPEN TO EVERYONE

Targeted to veterans and military families, the myRIDE program is available to everyone, including seniors, families, persons ADA-certified with disabilities, limited-English speakers, persons without cars and/or transit dependent.

Click to the **myRIDE** program on the TBARTA website or call one number – **1-844-9MY-RIDE (844-969-7433)** for easy access to information on hundreds of transportation providers along with details on eligibility requirements, hours of operation, and cost.



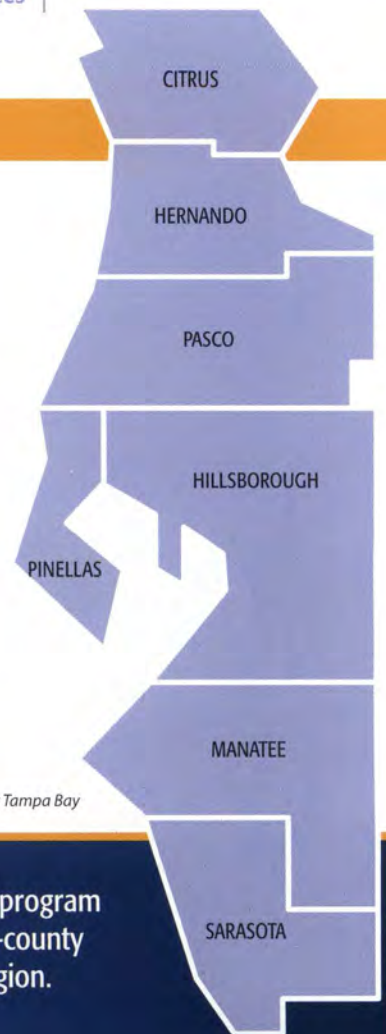
The myRIDE program is funded by a grant from the Federal Transit Administration's Veterans Transportation and Community Living Initiative.

ACCESS



GET TO

- Medical Services
- Employment
- Recreation
- School
- Airports
- Shopping



myRIDE
The Transportation Source for Tampa Bay

TBARTA's myRIDE program serves the seven-county Tampa Bay region.



Help Us Reach **100 Vans!**

100

A large, stylized sunburst graphic in yellow and orange, with the number "100" in dark blue superimposed over it.

Sign up now and receive your first month free.
PLUS, if you're one of the first 5 vans we'll reward
you with an additional \$100 Visa Gift Card*.

**Our 100th Van will receive a photo op,
branded backpacks and a \$100 Gift Card
for every member of the group.**



**This promotion is valid until we reach our 100 van goal*





TBARTA Commuter Vanpool is a program offered by Tampa Bay Area Regional Transportation Authority (TBARTA), where participants share the monthly cost of a vehicle plus gas, tolls and parking expenses. A commuter subsidy is also available through participating employers, which can further reduce the overall cost to commute. TBARTA is dedicated to reducing traffic congestion and air pollution by encouraging the use of various commute options other than driving alone.

Vanpooling is a great, cost effective choice for your daily commute. You can enjoy the convenience of sharing a ride to work with others in a friendly environment. You'll arrive at work safe, on time, and relaxed. But the benefits don't stop there. By vanpooling you can use your commute time productively to catch up on your work, your sleep, or the latest best seller. You can also take advantage of the Emergency Ride Home (ERH) program ensuring that you'll never be stranded at work.

tbarta.com/en/commuter-services | Call: 800-998-RIDE (7433) | Email: commuterservices@tbarta.com



Safe and Convenient School Commuting

Environmentally Friendly Ride, Walk, Bike Matching Options for Students in K-10th Grade.



TBARTA

Tampa Bay Area Regional Transportation Authority

TBARTA.com



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 having to take 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 PROGRAM CAN HELP.



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

Support for the Regional School 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.

“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

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 Program.



Good Reasons to Share the Commute to School

- Provides options for parents
- Helps you make new friends
- 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
- Reduces car lines and traffic congestion around school



Tampa Bay Area Regional Transportation Authority
TBARTA
4350 West Cypress Street, Suite 700
Tampa, FL 33607
1-800-998-RIDE (7433) | TBARTA.com

To Register: The School Program webpage:

TampaBayRideShare.org/schoolpool 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 with a lack of transportation options and 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.

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



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 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 Program webpage
TampaBayRideShare.org/schoolpool
to sign up or get a program started at
your school today!

Keep it Green!



WALK
BIKE
CAR
POOL



Remove bookmark along perforation

INCHES

1

2

3

4

5

6

7