

**Hillsborough Area Regional Transit
Updated List of Projects for Transportation Task Force Consideration**

Priority	Project	Project Benefits	Funding Request
1.	<p>Bus Rapid Transit (BRT) improvements – Florida/Fletcher Avenue Corridor</p> <p>Comprehensive implementation of improvements along the Florida and Fletcher Avenue corridor to increase the speed of transit, improve service reliability and make it easier for people to use transit.</p> <p>Improvements include transit signal priority, queue jumper lanes, bus pull-off bays, ‘super stops’ with enhanced passenger amenities, real-time passenger information systems, shelters, and low-floor vehicles.</p> <p>Detailed planning of these two corridors is underway, with preliminary engineering scheduled for FY 2008. Construction is scheduled for FY 2009, with service operational in FY 2010.</p> <p>Attachment 1 presents a description of the project and the specific improvements. The specific alignment of the corridor, type and location of the improvements will be determined in a corridor planning study, which is underway.</p>	<p>Enhance Ridership. BRT systems typically experience ridership gains of 10% to 100% in a corridor due to faster run times, improved reliability and branded service. Often, between 20% and 50% of BRT users are new transit riders.</p> <p>Route 1 - Florida Avenue is HART’s second highest ridership route.</p> <p>Improve Cost Efficiency. BRT improvements, such as signal priority, consolidating transfers at on-street ‘super stops’, off vehicle fare payment, and queue jumper lanes, typically reduce run times by 10% to 25%, which reduces service costs.</p> <p>Improve Access to Service. Many improvements improve access to transit service for passengers with disabilities as well as able bodied passengers. These include sidewalk connections, curb ramps, and bus stop accessibility improvements. In addition, low floor vehicles make it easier for all passengers to board and alight from vehicles.</p>	<p>\$ 31 million: construction and engineering/design</p> <p>Order-of-magnitude construction costs are in the range of \$ 2.0 million+ per mile, totaling approximately \$ 28 million for the fourteen mile corridor.</p> <p>Engineering/design costs are estimated at \$ 3 million.</p> <p>HART and federal funding would be used for the planning services and the bus acquisition (target is 8 buses, at approximately \$ 4 million)</p>

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2.	<p>Bus Rapid Transit (BRT) improvements – design services for Hillsborough/Westshore/Tampa International Airport Corridor</p> <p>Comprehensive implementation of improvements along the Hillsborough and Dale Mabry corridor with connections to Westshore and Tampa International Airport. The improvements would increase the speed of transit, improve service reliability and make it easier for people to use transit.</p> <p>Detailed planning of this corridor is underway, which will determine the specific alignment of the corridor and the location and type of improvements.</p> <p>The schedule for additional activities: design and construction is dependent upon when funding is received.</p>	Same as Project 1.	<p>\$ 3 million – for engineering/design services</p> <p>Construction would be financed through federal transit and flexible funding (\$ 7.9 million programmed) and potential federal Very Small Starts funding (no funding currently programmed; funding is a competitive program).</p>
3.	<p>Transit Signal Priority (IT Project)</p> <p>Strategy that facilitates the movement of buses through signalized intersections</p> <p>The technology modifies the signal operation process to reduce delays for buses at intersections by providing extra green time or shortening the red time.</p>	<p>Improve Cost Efficiency. Transit signal priority typically reduces run times by 10% to 25%, which reduces service costs.</p> <p>Enhance Ridership. Systems implementing transit signal priority have realized ridership gains due to faster run times and improved schedule reliability.</p>	<p>\$2 million</p> <p>Implement transit signal priority at intersections along HART bus routes. HART staff will coordinate closely with County staff in selecting intersection locations and technology.</p>

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4.	<p>Park-and-ride lots and service expansion (Map 2)</p> <p>Development of new park-and-ride lots and supporting express service. Potential locations include:</p> <ul style="list-style-type: none"> • Brandon Main Street area • Northeast County (US 301 Corridor) 	<p>Enhance Ridership. Park-and-ride lot locations with convenient access to freeways and expressways make it easier to use the service, enhancing ridership. Annual ridership on each new express route is projected to be 11,000 passenger trips.</p> <p>Improve Access to Service. Park-and-ride lots extend the service coverage into lower density areas enabling suburban residents to access transit. They provide a secure parking environment for patrons and enable service to be delivered with a limited number of stops.</p>	<p>\$ 3.6 million (capital)</p> <ul style="list-style-type: none"> • property, design and construction of 2 park-and-ride lots • purchase 4 buses <p>(Note: 1 year operating cost for 2 new express routes at 2 round trips/day is approximately \$0.4 million)</p>