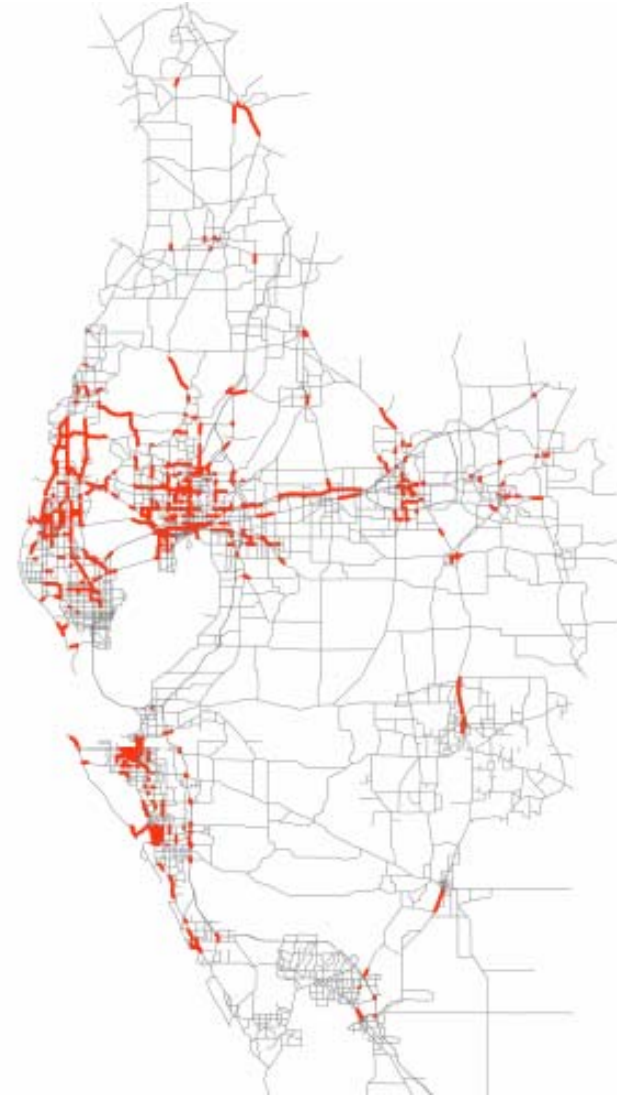




Tampa Bay Area Regional Transportation Authority

Regional Challenges

- *Explosive population growth*
- *Congested arterials and collectors*
- *Longer commute times*
- *Degradation of collective free time and quality of life*
- *Degradation of the environment*



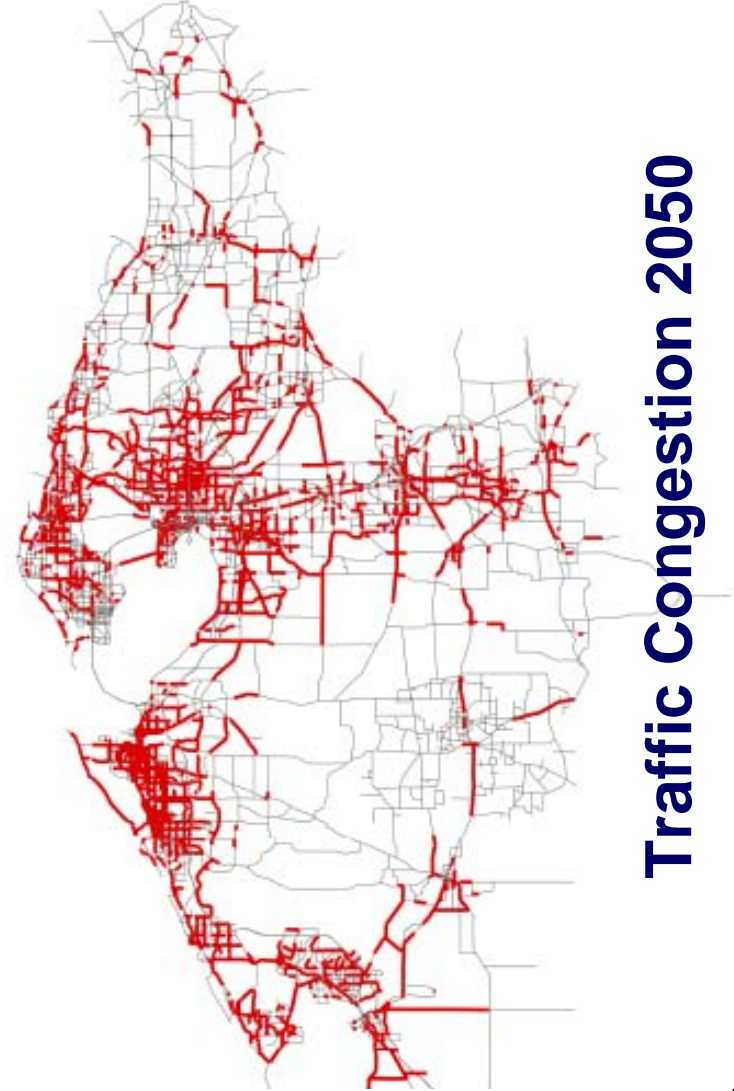
Traffic Congestion 2000



Tampa Bay Area Regional Transportation Authority

Regional Challenges

- *Negative financial/economic impact*
- *Limited choices for travel*



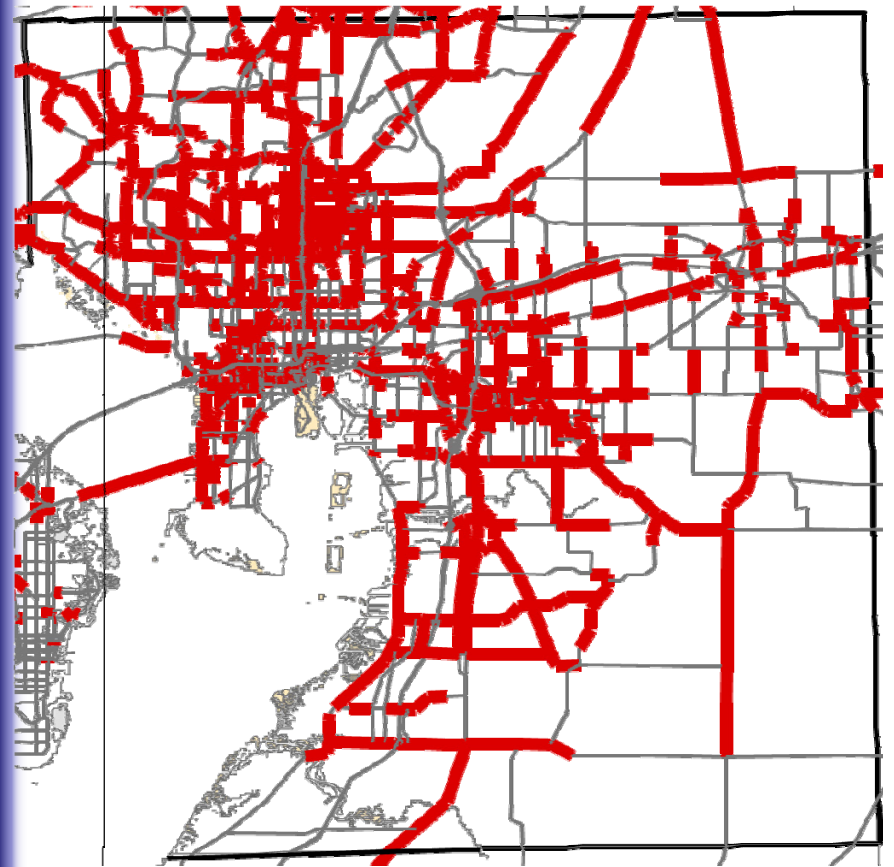
Traffic Congestion 2050



Tampa Bay Area Regional Transportation Authority

Regional Challenges

- *Negative financial/economic impact*
- *Limited choices for travel*
- *No REGIONAL funding*
- *No REGIONAL agency for implementing transportation including transit and toll roads*



Traffic Congestion 2050



Tampa Bay Area Regional Transportation Authority

Key Questions for Our Future

- ***How can we create regional mobility options that support:***

Quality of life

Affordable housing

Economic development

Projected growth

- ***When should certain improvements be built?***
- ***How do we decide what improvements are most important?***
- ***Who will build, operate, and maintain these new systems?***
- ***How will we pay for needed improvements?***
- ***What can we do to ensure balance between local and regional needs?***



TBARTA Act

Tampa Bay Area Regional Transportation Authority



TBARTA

Tampa Bay Area Regional Transportation Authority

- *Regional agency created by state legislation on July 1, 2007*
- *Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, and Sarasota Counties*
- *Capabilities: plan, develop, finance, construct, own, purchase, operate, maintain, relocate, equip, repair, and manage multimodal transportation systems*



Tampa Bay Area Regional Transportation Authority



15 Voting Members

- 7 County Appointees
- 4 Gubernatorial Appointees
- 1 Appointee from Largest City served by HART
- 1 Appointee from Largest City served by PSTA
- 1 Appointee from Largest City in Manatee or Sarasota County (rotates)
- 1 Appointee from MPO Chairs Coordinating Committee



Tampa Bay Area Regional Transportation Authority

Board Members

Gubernatorial Appointees

Mr. Shelton Quarles, Chair

Mr. Michael Bullerdick

Mr. Shawn Harrison

Mr. Hugh Maguire

City of Bradenton/City of Sarasota

Mayor Wayne Poston

City of St. Petersburg

Mayor Rick Baker

City of Tampa

Mayor Pam Iorio

MPO CCC

Mayor Frank Hibbard (Clearwater)

Citrus County

Commissioner John Thrumston

Hernando County

Commissioner Dave Russell

Hillsborough County

Commissioner Ken Hagan

Manatee County

Commissioner Amy Stein

Pasco County

Commissioner Ann Hildebrand, Secretary

Pinellas County

Commissioner Ronnie Duncan, Vice Chair

Sarasota County

Commissioner Nora Patterson



TBARTA
Tampa Bay Area Regional Transportation Authority

Tampa Bay Area Regional Transportation Authority



Purpose of the Authority

Improve mobility and expand multimodal transportation options for passengers and freight throughout the seven-county region.



TBARTA
Tampa Bay Area Regional Transportation Authority

Tampa Bay Area Regional Transportation Authority

TBARTA May:

- *Engage in Public-private, joint development, and intergovernmental agreements*
- *Issue bonds (State Bond Act)*
- *Enforce access, air, view, and light property rights*
- *Acquire, purchase, or sell property – May use the power of Eminent Domain*
- *Collect transit fares and roadway tolls*
- *Lease or rent management of operations*
- *Accept grants and donations*



TBARTA
Tampa Bay Area Regional Transportation Authority

Tampa Bay Area Regional Transportation Authority

Long Term Responsibilities

- Expand regional multimodal transportation options
- Promote seamless integration between regional and local transportation systems
- Encourage consistency between transportation and land use plans
- Update Regional Transportation Master Plan every 2 years
- Coordinate plans and projects with the CCC



TBARTA
Tampa Bay Area Regional Transportation Authority

Tampa Bay Area Regional Transportation Authority

Accomplishments to Date

- **Adopt meeting process, schedule, and administrative support**
 - Hire independent legal counsel
 - Adopt by-laws
 - Request technical support
 - Develop website
- **Committee Organization**
 - Appoint Transit Management Committee (First Meeting 1/23/08)
 - Appoint Citizens Advisory Committee (First Meeting 2/20/08)
- **Regional Master Plan Kick-off**



Tampa Bay Area Regional Transportation Authority

Regional Master Plan

Guiding Principles

- **Regionalism** - Develop an interconnected, balanced transportation system that, to the extent feasible, provides for long-term 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.



Tampa Bay Area Regional Transportation Authority

Regional Master Plan

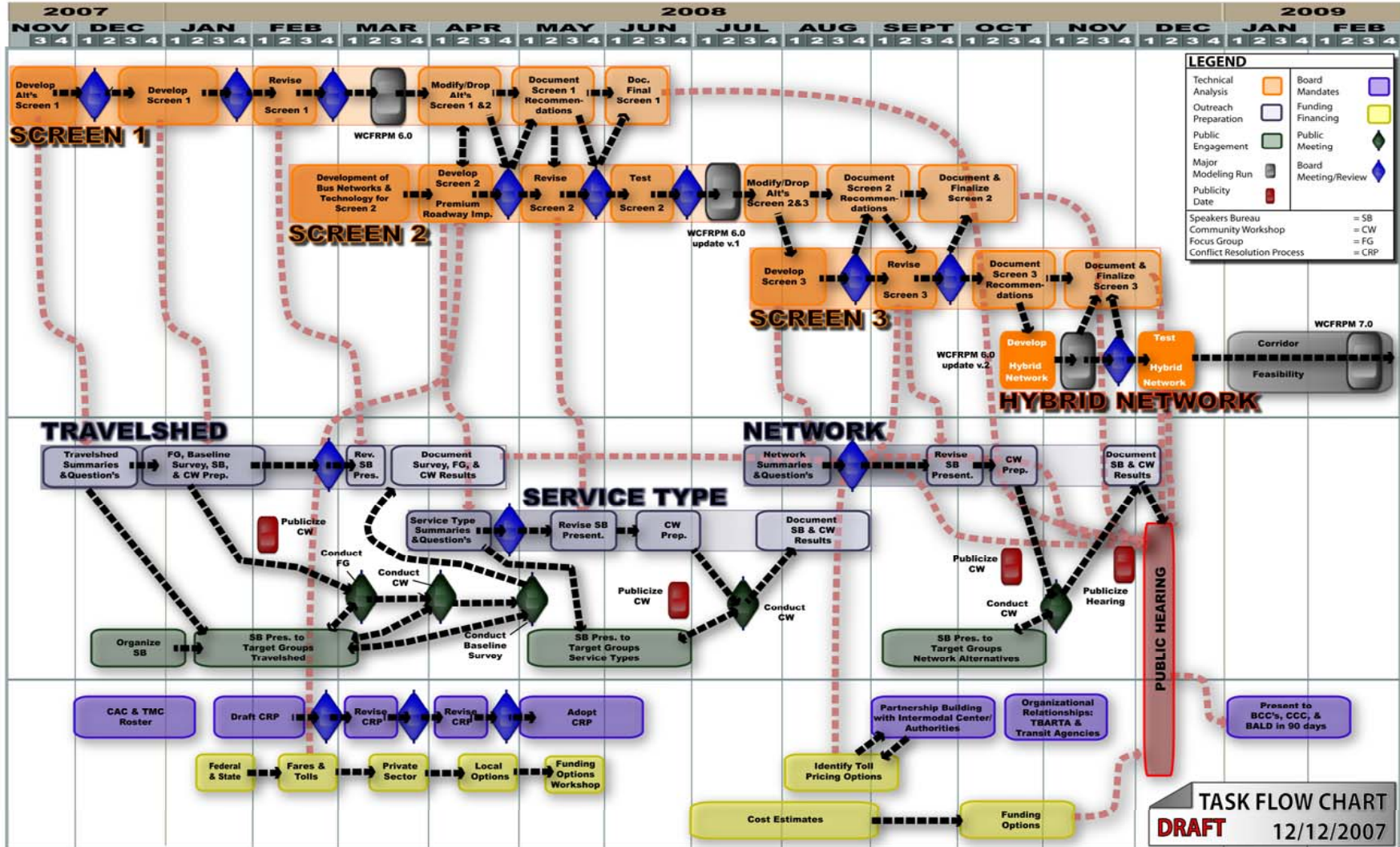
Tasks for 2008/2009

- Coordinate with local governments and land use and transportation agencies
- Address consistency between transportation and land use plans
 - Adopt Conflict Resolution Process: **July 1, 2008**
- Develop and Adopt a Regional Transportation Master Plan
 - Adopt Regional Master Plan: **July 1, 2009**
- Coordinate plans and projects with FDOT and CCC
- Discuss funding options & partnership building opportunities



Regional Master Plan

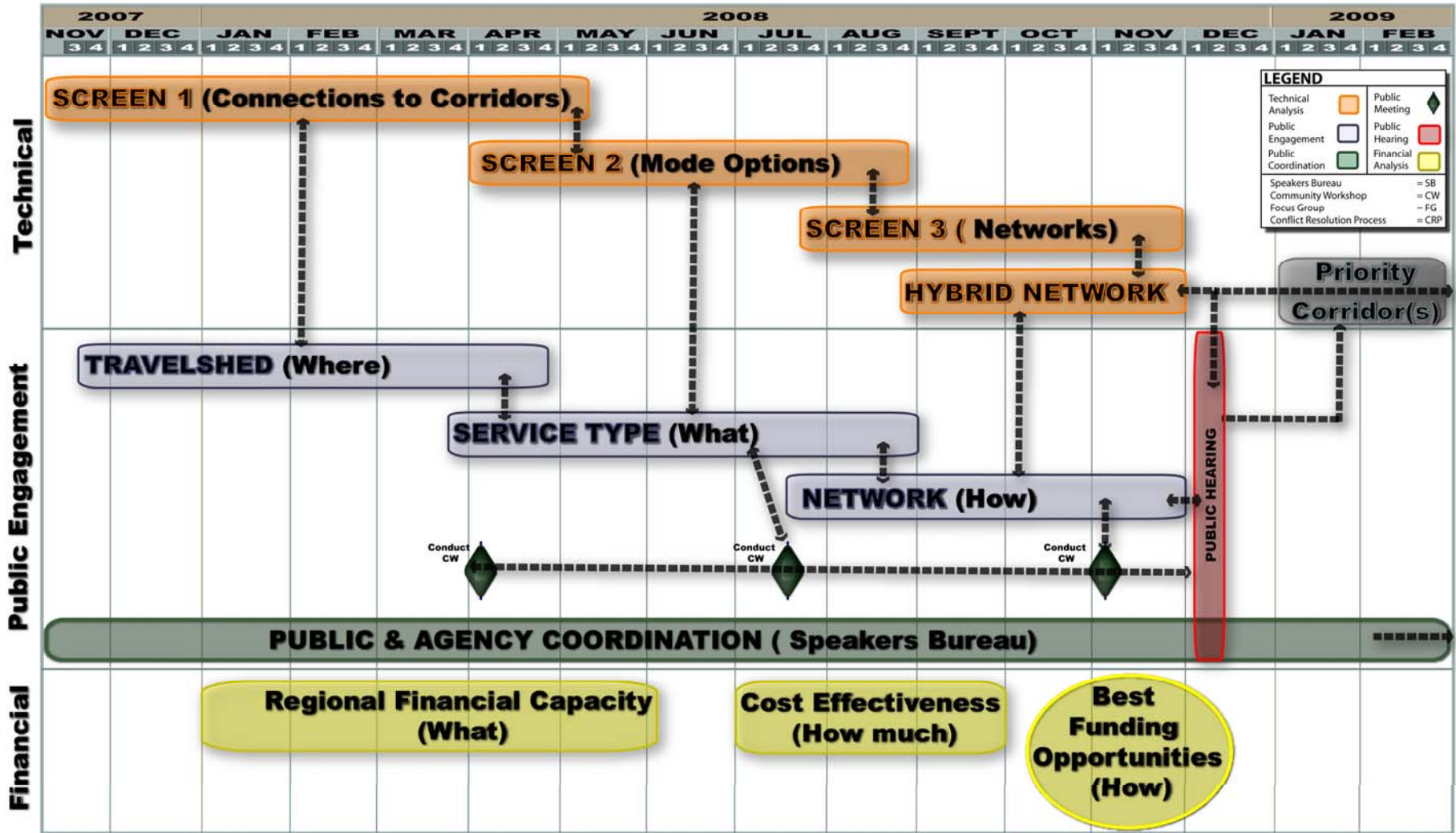
Tampa Bay Area Regional Transportation Authority





Regional Master Plan

Tampa Bay Area Regional Transportation Authority



Technical First Steps

Tampa Bay Area Regional Transportation Authority

Preliminary Alternatives Map



Connections in, to, and through Hillsborough County

Hillsborough

*Tampa, Westshore, Airport, Citrus Park, USF,
New Tampa, Brandon, Plant City, Apollo
Beach, South County*

Pinellas

*Clearwater, St. Pete, Gateway, Beaches,
Airport, Largo, Dunedin*

Pasco

*New Port Richey, Hudson, Connerton,
Wesley Chapel, Land O' Lakes,*

Hernando/Citrus

Brooksville, Spring Hill

Sarasota/Manatee

*Bradenton, Lakewood Ranch, Sarasota,
Venice, Northport*



Tampa Bay Area Regional Transportation Authority

Technical First Steps

Modeling and Screening Process

Screen 1: Travelsheds (Where)

- Identify high opportunity alternative(s) per travelshed
- Example: I-75 vs. US 41, I-4 vs. CSX Rail Corridor, I-275 vs. US 41

Screen 2: Service Types (What)

- Identify most effective technology for each high opportunity alternative
- Example: I-75 Corridor (Rail, Bus, or Managed toll lanes)

Screen 3: Network Alternatives (How)

- Group best choices into multicounty networks
- Consider several network variations: Productive, Connective, Value



Tampa Bay Area Regional Transportation Authority

Public Engagement First Steps

Public Engagement Process

- * **Stakeholder Identification** – Interested parties around the region.
- * **Public Meeting and Comment Opportunities**
 - Speakers Bureau** – We come to your group.
 - Community Workshops** – Events around the region.
 - Three rounds** – Coinciding with technical screens.
- * **Public Opinion Research** – Focus groups, survey.
- * **Website & Newsletters**
- * **Media support**



Tampa Bay Area Regional Transportation Authority

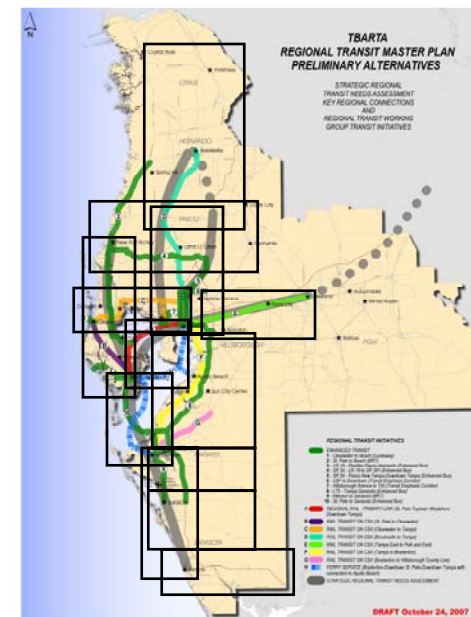
Public Engagement First Steps

“Screen One” Questions for the Public

Which route through this travelshed is best for regional traffic and/or transit?

Are there any routes not shown here that should be considered?

If you pass through this travelshed to reach another destination, where are you going to/from?



Travelsheds



Tampa Bay Area Regional Transportation Authority

Funding and Finance Options

Funding Path Options

▪ **Federal and State opportunities**

- Limited resource, extremely competitive
- Need for dedicated local/regional sources to leverage

▪ **Local options**

- Local gas, ad valorem, surtax, and communications tax
- Impact fees, development rights
- Transit fares and roadway tolls, new dedicated revenue, other

▪ **Private Sector**

- Advertising
- Right-of-Way Donation, Joint Development, and Value Capture
- Public-private partnerships



Tampa Bay Area Regional Transportation Authority

Funding and Finance Options

Funding Path Questions

- **Financial**

- Reasonable rate, Variance in the tax base, and Indexed to inflation?

- **Political**

- Does the funding burden match the service benefit?
- Connection to transportation activities and public support?

- **Legal**

- Initial effort required to gain approval (state legislature, referendum, etc.) and ability to change in the future?

- **Administrative**

- Able to rely on existing mechanism?



Tampa Bay Area Regional Transportation Authority

Information and Contacts

For More Info

Website: www.TBARTA.com

Info Line: 813-217-4048

Meeting Schedule:

Board – January 25th

TMC – January 23rd

CAC – February 20th

Presentations to

Local Governments:

January - March



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[About](#) | [Contacts](#) | [Master Plan](#) | [Meetings](#) | [Press Room](#) | [Transportation Facts](#)

ATTEND THE NEXT TBARTA MEETING 

WHERE
Florida Department of Transportation
11201 N McKinley Drive
Tampa, Florida

WHEN
November 30th, 2007

[CLICK HERE FOR DETAILS](#)

FOR A MAP OF THE LATEST MASTER PLAN MAP (.PDF) [CLICK HERE](#)



Home

I am honored to serve as your Chairman of the Tampa Bay Area Regional Transportation Authority (TBARTA). My goals as Chairman are simple – to make sure that everyone’s voices are heard and ensure that we chart a course for success that is action-oriented. We have an important but aggressive mission – to build a transportation master plan over the next two years that will tackle the significant transportation issues facing the greater Tampa Bay area today and in the future.

Now is the time for an organization like TBARTA. We must be bold and visionary in creating and implementing long-term solutions. We are at the very beginning of this process but I believe that as a leader, I will keep us focused on the end result – developing the plan and getting it beyond paper to realization.

TBARTA is fortunate to have a group of talented technical advisors to help us through the work ahead. As a regional board, it will be our job to take this information and make sound decisions from a big-picture perspective.

I always strive to give back to the community, and my acceptance of the Governor’s appointment to the TBARTA board is another way to do so. I have energy and passion for this region and am committed to improving the quality of life for our residents. As a region, we will benefit by enabling transportation choices and fostering an environment for continued economic prosperity.

I am thankful for this opportunity to be your Chairman of the Tampa Bay Area Regional Transportation Authority.

Sincerely,

Shelton Quarles

