

Hillsborough County 2035 Long Range Transportation Plan

Draft

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Hillsborough County
Metropolitan Planning Organization
601 East Kennedy Blvd. – 18th Floor
Tampa, FL 33601
(813)-272-5940

www.hillsboroughmpo.org

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2035 TECHNICAL REPORTS & PRODUCTS

(Available on Disk)

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2. MPO Public Participation Plan (2008)
3. Socio-economic Data (2006, 2025, 2035, 2050)
4. Database of Public Comments
5. Tech. Memo on Capital and Operating Cost Methodology and Estimates
6. Tech. Memo on Innovative Funding and Revenue Projections
7. Tech. Memo on Current & Future Revenue Tables by Jurisdiction
8. Tech. Memo on Current and Future Capital and Operating Cost Tables by Mode
9. Tech. Memo on Economic Conditions and Implications for LRTP
10. Tech. Memo on Economic Benefits of Adequate Transportation System
11. Tech. Memo on Sustainability Strategies and Greenhouse Gas Emissions
12. Freight Mobility Technical Report
13. Safety Technical Report
14. Security Technical Report
15. ETDM Review of Candidate Projects
16. Tech. Memo on Benefits of Implementing Needs Assessment
17. Tech. Memo on Needs Assessment Financial Summary
18. Tech. Memo on Analysis of Greenhouse Gas Emissions – Needs Assessment
19. Tech. Memo on Benefits of Implementing Cost Affordable Plan
20. Tech. Memo on Cost Affordable Financial Summary
21. Tech. Memo on Analysis of Greenhouse Gas Emissions – Cost Affordable Plan
22. 2035 Forecast of State and Federal Revenues for Statewide and Metropolitan Plans

DRAFT 2035 Long Range Transportation Plan

Introduction

OUR VISION FOR 2035

By 2035, we expect to be an older population, with more people residing in downsized dwellings in compact, interconnected and walkable neighborhoods. We will be closer to essential services and urban amenities and able to get to transit easily. It will be possible to leave our auto at home more often, and more of us will be walking and biking for transportation as well as fitness. People will be able to get around more easily and safely, whether disabled or not.

Catching a convenient carpool, train, bus, or water taxi for more trips will make us less auto-dependent, and we will be using cleaner vehicles fueled by renewable energy. We will have to devote less of our income to maintaining cars and in some cases be able to get rid of a car entirely. More of our sidewalks will be shaded and our boulevards will be attractively landscaped. We will rely on technology to smooth traffic flow and increase the reliability of shipments, and we will price highways appropriately instead of always adding capacity. We will consider all modes of transportation in allocating funding to achieve a more balanced transportation system.

We aspire to a more energy-efficient and sustainable future that shields us from volatile energy prices and moves us towards energy independence. Our lifestyle will result in more sustainable land use patterns and greener, healthier forms of transportation. The way we will transport people and goods will contribute to reversing climate change and help to cope with its consequences.

Vision Statement

The 2035 Long Range Transportation Plan (*2035 Plan*) is a multi-modal plan full of choices that reflect and support the way we want to live and travel.

We are well-connected among places where people live, work, shop and play in the Tampa Bay region.

Our accessible streets are lined with green and paved with space for people, bicycles and motorized vehicles alike.

We have a variety of transportation choices, including rail, bus rapid transit and other multi-modal options.

We share rides, bike and walk securely and deliver goods safely and on time.

We support local neighborhoods and the business community while competing in the global economy with our world-class port and aviation facilities.

A MULTI-MODAL APPROACH

It's critically important that we put together a multi-modal transportation plan that will improve our citizens' quality of life and increase our economic development efforts.

Ken Hagan, County Commissioner
and MPO Board Member

The *2035 Long Range Transportation Plan (2035 Plan)* serves as a guide for coordinated, comprehensive inter-jurisdictional transportation planning throughout Hillsborough County. Fundamentally, the *2035 Plan* identifies the location, function and size of new or improved transportation infrastructure for unincorporated Hillsborough County and the cities of Tampa, Temple Terrace and Plant City.

The transit component of the *2035 Plan* calls for rail transit connecting key parts of Hillsborough County and integrated with a system serving the entire Tampa Bay region. A greatly enhanced bus service supports the rail system with feeder routes, increased frequency on existing routes and operating earlier in the day and later at night. The *2035 Plan* also includes bicycle and pedestrian projects to enhance the mobility of the community. More on-road bikeways and off-road trails are planned. To accommodate pedestrian safety and mobility, sidewalks with lighting and landscaping are planned for existing and new roadways.

Public transportation is absolutely vital, because there is no way that we would be able to build enough roads to handle the growth that we expect to have in our county.

Temple Terrace Mayor Joe Affronti, Jr., MPO Chairman

The highway component of the *2035 Plan* calls for improvements to the major thoroughfares to serve future travel demand. Highway improvements include road widenings, new road construction and enhancement projects. Enhancement projects increase the capacity of a roadway using measures other than adding through lanes, such as traffic operations improvements. Enhancements are often planned on roadways that cannot be widened or where widening is cost-prohibitive. For this reason, the *2035 Plan* is a “policy-constrained” plan.

Intelligent Transportation Systems (ITS) using computerized traffic control and communication technology are also provided. The *2035 Plan* also stresses alternative modes such as carpooling, vanpooling and other transportation demand management strategies to serve the mobility needs of the community. Special facilities are planned

to benefit freight and goods movement. In addition, the *Plan* incorporates the master plans for seaports and airports, which are major components of the diversified transportation system and critical to the economic development and vitality of Hillsborough County.

The Tampa Bay region has an opportunity to start building a world class transportation system right here, right now. We have prepared for this for decades and this will support sustainable growth for generations to come.

Tampa Mayor Pam Iorio

The MPO adopted the *2035 Plan* on December __, 2009, following an extensive public outreach program culminating with an advertised public hearing.

THE MPO AND ITS PLANNING PARTNERS

The Hillsborough County Metropolitan Planning Organization (MPO) is responsible for the continuing, cooperative, comprehensive, and coordinated transportation planning process throughout Hillsborough County and is composed of elected or appointed local representatives from:

- Hillsborough County,
- City of Tampa,
- City of Temple Terrace,
- City of Plant City,
- Tampa/Hillsborough County Expressway Authority,
- Hillsborough Area Regional Transit Authority (HART),
- Tampa Port Authority,
- Hillsborough County Aviation Authority,
- Hillsborough County City-County Planning Commission (non-voting), and
- Florida Department of Transportation (non-voting).

The MPO wishes to acknowledge the contributions made by all of its members and other planning partners, and thank them for their support for the *2035 Plan*.

WHY UPDATE THE PLAN?

Plans are not static; they change over time as conditions, trends and goals change. The *2035 Plan* reflects fundamental changes in the underlying demographics, economy, and the environment affecting our region, nation, and indeed the globe. In turn these changes engender new needs.

The major focus of this update is to:

- Enable the Plan to better reflect current transportation issues and concerns in Hillsborough County;
- Update cost and revenue assumptions for transportation projects;
- Coordinate with the plans of the Tampa Bay Regional Transportation Authority (TBARTA) and other statewide and regional initiatives; and
- Ensure that the Plan conforms to the latest federal requirements.

Federal and state legislation requires that each urbanized area with a population of at least 50,000 have a long range transportation plan to identify the general location and number of lanes of highway facilities, as well as major public mass transit facilities. The plan must cover at least a 20-year period. Under the 1990 Clean Air Act Amendment, MPOs in air quality maintenance areas are required to update long range transportation plans every three years. Tampa Bay is such an area.

Since the last major update of the *Plan*, there have been economic and legislative changes as well as new studies and evolving community issues. For example, state legislation now requires MPO plans to incorporate strategies for sustainable growth and the reduction of greenhouse gas emissions. Revenue assumptions and funding projections have changed too. Some traditional funding sources have diminished while new sources are now being considered. Funding limitations at the local, state, and federal levels necessitate that priorities be established so that the costs of transportation improvements recommended in the Plan are balanced with expected revenue. The prioritization of long range transportation improvements is a key part of the MPO's commitment to fiscal responsibility and orderly improvements to the transportation system.

Also, the following major transportation studies have been completed. These studies have, in varying degrees, provided new information used in this Plan.

Table I.1: MAJOR STUDIES COMPLETED SINCE THE 2025 PLAN	
Hillsborough County Comprehensive Pedestrian Plan (2004)	Strategic Regional Transit Needs Assessment (2007)
Hillsborough Area Intelligent Transportation System Master Plan (2004)	Regional Multi-Use Trail Element (2007)
Florida Strategic Intermodal System Plan (2005)	Florida Strategic Highway Safety Plan (2007)
2025 Florida Transportation Plan (2005)	Tri-County Access Plan (2007)
Hillsborough Congestion Management System Performance Report (2005)	Transportation Disadvantaged Service Plan (2008)
West Central Florida Regional Transit Action Plan (2005)	HART Transit Development Plan Update (2008)
Tampa Bay Strategic Regional Policy Plan (Amended 2005)	Hillsborough County Comprehensive Bicycle Plan Update (2008)
Tampa International Airport Master Plan (2006)	Tampa Comprehensive Plan Evaluation & Appraisal Report (2008)
West Central Florida Regional Congestion Management System Performance Report (2006)	Hillsborough County Comprehensive Plan (2008)
Temple Terrace Comprehensive Plan Evaluation & Appraisal Report (2006)	West Central Florida MPO Chairs Coordinating Committee Regional Long Range Transportation Plan (2009)
Plant City Comprehensive Plan Evaluation & Appraisal Report (2006)	Tampa Bay Area Regional Transportation Authority Master Plan (2009)
One Bay Regional Visioning Process (2007)	Community Plans (various)
Port of Tampa Master Plan (2007)	Corridor Studies (various)

WHAT WENT INTO THE 2035 PLAN?

In basic terms, the *2035 Plan* development process involves identifying transportation needs through the 25-year horizon, prioritizing the transportation needs, and identifying financial resources. By prioritizing the needed projects and applying available funding, projects are separated into cost affordable projects and unfunded needs. Throughout the plan development process, public involvement plays a vital role.

The transportation needs are identified through public and agency involvement, travel demand analysis, related studies and criteria derived from the goals, principles, and objectives. In turn, the needs are prioritized based upon how well each project meets the MPO goals within the context of the established evaluation criteria.

A financial analysis identifies the source and amount of money reasonably expected to be available to build and operate projects during the period of the *2035 Plan*. Input is sought from state and local agencies to quantify how much money can be expected from each revenue source and each implementing agency. Once the financial resources are determined and compared to the prioritized needs, those projects identified for funding compose the Cost Affordable Plan.

Socioeconomic data is developed by the Hillsborough County City-County Planning Commission, the local planning agency for all of Hillsborough County. It is reviewed by the MPO committees and accepted by the MPO as valid for use in the *2035 Plan* and subsequent transportation plans.

