

2035 Long Range Transportation Plan

*One generation plants the trees
so the next can enjoy the shade*

*A vision
for the
future of*

*Tampa, Temple Terrace, Plant City and
unincorporated Hillsborough County*

Adopted December 9, 2009

**METROPOLITAN
PLANNING
ORGANIZATION**
FOR TRANSPORTATION



*601 East Kennedy Boulevard, 18th Floor
Tampa, Florida 33602*

phone: 813/272-5940 email: mpo@plancom.org

web: www.mpo2035.org

twitter: HillsboroughMPO



The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Hillsborough County 2035 Long Range Transportation Plan

Adopted December 9, 2009

AMENDED August 3, 2010

MODIFIED September 1, 2010

AMENDED January 4, 2011

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

www.hillsboroughmpo.org

The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Acknowledgements

HILLSBOROUGH COUNTY METROPOLITAN PLANNING ORGANIZATION

Mayor Joe Affronti (Chair)
City of Temple Terrace

Councilwoman Mary Mulhern
Tampa City Council

Joseph Waggoner, Executive Director
Tampa/Hillsborough County Expressway Authority

Commissioner Kevin Beckner
Board of County Commissioners

Councilman Joseph Caetano
Tampa City Council

Commissioner Ken Hagan
Board of County Commissioners

Louis E. Miller (P)
Hillsborough County Aviation Authority

EX-OFFICIO MEMBERS

Frank M. Chillura
The Planning Commission

STAFF

Ray Chiaramonte, AICP
MPO Executive Director

Adam Gormly, Esq.
MPO Attorney

Commissioner Rose Ferlita, (Vice-Chair)
Board of County Commissioners

Mayor Rick A. Lott
City of Plant City

Councilman Tom Scott
Tampa City Council

Commissioner Mark Sharpe
Board of County Commissioners

Councilman John Dingfelder
Hillsborough Area Regional Transit

Richard Wainio
Tampa Port Authority

Donald J. Skelton, P.E.
Florida Department of Transportation

Linda M. Ferraro, Administrative Assistant
Hillsborough County MPO Hillsborough

**HILLSBOROUGH COUNTY
METROPOLITAN PLANNING ORGANIZATION
CITIZENS ADVISORY COMMITTEE**

Joseph Amon, Chair

Ed Austin, Vice Chair

Margaret Vizzi

Clinton Paris

Patrick Leduc

Leonard Plotkin

Jill Collins,

Teri Saltzmann, Alternate

Pierre Mathurin Joint Cac Member

Seth R. Nelson

Frank Rosenblatt

Alan Steenson

Laurel E. Lockett

David Penoyer

Don Walden

**HILLSBOROUGH COUNTY
METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE**

Ned Baier, Chairman
Hillsborough County Planning and Growth Management
Department

Reginald Sanford
Environmental Protection Commission

Avera Wynne
Tampa Bay Regional Planning Council

Phillip Searce
City of Plant City

David Borisenko
School District of Hillsborough County

Calvin Thornton
City of Tampa Transportation Planning Section

Steve Griffin
The Planning Commission

Mary Shavalier
Hillsborough County Regional Transit Authority

Lee Royal
Florida Department of Transportation

Robert Wong
Florida Department of Environmental Protection

Sheila C. Martin Vice Chairman
Bay Area Commuter Services, Inc.

Joe Zambito
Planning Commission/MPO

Mike Williams
Hillsborough County Public Works Department

Jim Burnside
City of Tampa

Ram Kancharla
Tampa Port Authority

Nadine Jones
Hillsborough County Aviation Authority

Linda Stachewicz
Florida Department of Transportation

Martin Stone
Tampa-Hillsborough County Expressway Authority

Michael Hall
City of Temple Terrace Engineering Department

**HILLSBOROUGH COUNTY
METROPOLITAN PLANNING ORGANIZATION
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE**

Tina Russo – Chair

At-large

Patrick Schuck

Temple Terrace

James Fogarty

Hillsborough Area Regional Transit Authority

Brett Gocka

Plant City

Ed Hillman

University of South Florida

Debb Carreno

Hillsborough County

Brian Eckman

Carrollwood Bicycle Emporium – At-large

Richard Johnson

At-large

Joanna Swindell

At-large

Alain Watson

Environmental Protection Commission of
Hillsborough County

Jim Shirk – Vice Chair

At-large

Alen Snel

At-large

Kerla Rrice

City of Tampa Parks & Recreation

Lori Snivey

Florida Department of Transportation District 7

Deputy Bill Sanders

Hillsborough County Sheriff's Office

Gary Tait

At-large

Deputy Tom Chavez

Hillsborough County Sheriff's Office

John Mash

City of Tampa

Eric Pages

At-large

Raymond Potter

Hillsborough County Parks & Recreation

**HILLSBOROUGH COUNTY MPO
LIVABLE ROADWAYS COMMITTEE**

Mary Mulhern

Chair

Robert Anders

City of Plant City

Ned Baier

Hillsborough County Planning and Growth
Management

Tom Berry

TECO and Plant City Community Liaison

Ralph Bosek

City of Temple Terrace

Ignacio Correa-Ortiz

Planning or Design Professional 2

Lea Del Tosto

American Society of Landscape Architects

Ben Gelston

Urban Land Institute

Arizona Jenkins

Community Liaison

Karen Kress

Tampa Downtown Partnership

Carlton Lewis

Hillsborough County Community Liaison

Nina Mabileau

City of Tampa Public Works

Laura Martinez

Hillsborough County Public Works

Lynda Mifsud

Hillsborough Area Regional Transit

Parviz Moosavi

Hillsborough County Planning and Growth
Management

Mike Peterson

Hillsborough County Community Liaison

Laurie Potier-Brown

Planning or Design Professional 1

Karla Price

City of Tampa Parks and Recreation or BPAC
(Member)

Angelo Rao

Planning or Design Professional 3

Lee Royal

Florida Department of Transportation

Linda Saul-Sena

Hillsborough MPO

David Scher

Development Professional

Lisa Silva

The Planning Commission

John Simpson

Florida Department of Transportation

Gary Smith

American Institute of Architects

Wilson Stair

City of Tampa Urban Development Department

Marcie Stenmark

American Planning Association

Michele Ogilvie

Committee Staff

Chris Weber

Westshore Alliance

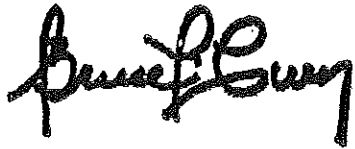

Matt Wey

Institute of Transportation Engineers



RESOLUTION

ITEM: 2035 Cost Affordable Long Range Transportation Plan (LRTP)

AYE	NAY	ABSENT	DATE: November 9, 2009
			 Bruce P. Cury, Chair
X			
			 Robert B. Hunter, Executive Director
X			
X			
X			
X			
X			
X			
X			
On motion of <u>Commissioner Cobb</u> Seconded by <u>Commissioner Kitchen</u>			
The following resolution was adopted:			

Bruce P. Cury
Chair
 Terri G. Cobb
Vice Chair
 Frank M. Chillura
Member-at-Large
 Jill Buford
 Derek L. Doughty, P.E.
 Miller Q. Dowdy
 Edward F. Giunta, II
 Vivian M. Kitchen
 Hung T. Mai, P.E.
 Gary D. Sears

 Robert B. Hunter, FAICP
 Executive Director

WHEREAS, the Hillsborough County City-County Planning Commission is the Local Planning Agency (LPA) charged with reviewing long range plans and master plans for consistency with applicable local Comprehensive Plans per Chapter 163, Florida Statutes and Chapter 97-351, Laws of Florida; and

WHEREAS, the Hillsborough County Metropolitan Planning Organization (MPO) has completed the 2035 Cost Affordable Long Range Transportation Plan (LRTP); and

WHEREAS, the LRTP identifies and prioritizes needed improvements and transportation goals 20+ years into the future; and

WHEREAS, the LRTP, updated every 5 years based on regional population and economic growth projections, reflects ever-changing conditions and new planning principles; and

WHEREAS, the LRTP estimates almost \$15 billion in roadway needs through 2035; and

WHEREAS, the LRTP estimates \$479 million in transit needs through 2035; and

WHEREAS, the LRTP contains \$11.9 billion in cost affordable projects through 2035; and

WHEREAS, Intergovernmental Cooperation Element Policy 71.5.3 of the City of Tampa Comprehensive Plan provides guidance as follows:

“The City of Tampa, shall coordinate with the metropolitan transportation planning process, in the development of a multi-modal transportation system. Such coordination shall include:

- Consideration of all updated Transportation Improvement Program and the Long Range Transportation Plan by the Hillsborough County Metropolitan Planning Organization to cooperatively implement the Comprehensive Plan;
- Implementation of land development strategies which integrate urban design, neighborhood planning and density/intensity for rail transit stations; and
- Coordination of surface transportation access to the airport and port consistent with individual master plans and the MPO’s Long Range Transportation Plan.”

WHEREAS, Transportation Element Policy 1.B.4 of the City of Plant City Comprehensive Plan provides guidance as follows:

“The City shall participate in the update of the MPO’s Long Range Transportation Plan to ensure that the update is consistent with the Goals, Objectives and Policies of the Plant City Comprehensive Plan.”

WHEREAS, Mobility Element Policy 1.5.1 of the City of Temple Terrace Comprehensive Plan provides guidance as follows:

“Coordinate the implementation of the Mobility Element with the plans and programs of Hillsborough County, the Florida Department of Transportation, the Hillsborough County

Metropolitan Planning Organization, the Tampa Bay Regional Planning Council and the Hillsborough Area Regional Transit Authority.”

WHEREAS, Transportation Element Policy 1.5.8 of the Unincorporated Hillsborough County Comprehensive Plan provides guidance as follows:

“Coordinate the implementation of the Hillsborough County Transportation Element with the plans and programs of the Florida Department of Transportation, the Hillsborough County Metropolitan Planning Organization, the Tampa Bay Regional Planning Council, the Hillsborough Area Regional Transit Authority and the plans of adjacent jurisdictions.”

NOW, THEREFORE, BE IT RESOLVED, that the Hillsborough County City-County Planning Commission finds the 2035 Cost Affordable Long Range Transportation Plan (LRTP) CONSISTENT with the Comprehensive Plans of the Cities of Tampa, Plant City and Temple Terrace and Unincorporated Hillsborough County; specifically City of Tampa Policy 71.5.3, Plant City Transportation Element Policy 1.B.4, Temple Terrace Mobility Element Policy 1.5.1 and Unincorporated Hillsborough County Transportation Element Policy 1.5.8.

Table of Contents

Introduction

Our Vision for 2035	2
A Multi-modal Approach	3
The MPO and Its Planning Partners.....	4
Why Update the Plan?	4
What Went into the 2035 Plan?.....	6

Chapter 1: Goals, Objectives, Policies

Goal I	1-2
Goal II	1-3
Goal III	1-5
Goal IV	1-6
Goal V	1-7
Goal VI	1-9

Chapter 2: Public Engagement

How Citizens and Agency Partners Helped Shape the Plan	2-2
Public Participation in Studies Leading up to the 2035 Plan	2-3
Letting People Know about the 2035 Plan	2-5
Getting Involved & Being Heard.....	2-9
What did the Public Say?.....	2-14
Selecting Projects for Funding	2-19
Town Call Meetings	2-20
Public Hearing to Adopt the 2035 Plan	2-24
Coordinating with Partnering Agencies.....	2-25
How Does the 2035 Plan Respond to Public Concerns?	2-28

Chapter 3: Planning for Growth

Growth Trends & Practices	3-3
Organizing Growth: Hillsborough County's Geography of Community Elements	3-13
Hillsborough County Growth Concept	3-17

Chapter 4: Freight Mobility and Intermodal Transportation

Freight Mobility in Hillsborough County	4-2
Freight & Goods Movement Needs	4-17
Intermodal Transportation	4-32
Intermodal Planning & Coordination	4-38
How was This Information Used to Shape the 2035 Plan?	4-40

Chapter 5: Transportation Safety & Security

Transportation Safety in Florida & Hillsborough County	5-2
Florida Strategic Highway Safety Plan.....	5-2
Hillsborough County Safety Initiatives	5-2
Transit Safety.....	5-5
Bicycle and Pedestrian Safety Planning	5-5
Safety Analysis.....	5-6
Transportation Security.....	5-19
How was this Information used to Shape the 2035 Plan?	5-34

Chapter 6: Regional Transportation

Regional Transportation Planning Coordination.....	6-2
Regional Transportation Needs.....	6-5
Regional Transportation Strategy	6-17

Chapter 7: Environmental Considerations

Federal and State Environmental Planning Provisions	7-2
Efficient Transportation Decision-Making Process	7-4
Constrained Corridors	7-8
Environmental Mitigation	7-15
Air Quality	7-24
Sustainability	7-26

Chapter 8: Congestion Management and Alternatives to Driving

Overview of Existing Transportation Network.....	8-2
Congestion Management.....	8-4
Alternatives to Driving	8-18
Conclusion	8-31

Chapter 9: Financial Plan & Prioritization of Needs

Existing Revenue Projections	9-2
Federal and State Funding Sources	9-3
Local Funding Sources	9-4
New Revenue Sources	9-6
Summary	9-7
Project Cost Estimates.....	9-9
Prioritizing Projects for Funding	9-13

Chapter 10: Cost Affordable Plan

Components of the Cost Affordable Plan.....	10-2
Benefits of the Cost Affordable Plan	10-17

Appendices

A: 2035 Long Range Transportation Plan Needs Assessment Project Prioritization with Potential Funding Source	
B: Cost Affordable Highway, Bicycle, and Pedestrian Projects	
B-1: CA & Unfunded Highway, Bicycle, and Pedestrian – Priority Order	
B-2: CA & Unfunded Public Transportation – Time Frame	
B-3: Project Costs and Revenues – Source	
C: Cost Affordable Highway Projects and Unfunded Needs – Alphabetical Order	
D: Cost Affordable Transit Projects and Unfunded Needs	
E: Cost Affordable Bicycle and Trails Projects and Unfunded Needs	
F: Cost Affordable Pedestrian Projects and Unfunded Needs	

List of Maps

2.1 Transit Study Consolidated Public Input Map.....	2-3
2.2 2035 Plan Public Outreach Locations	2-12
3.1 Historical Growth Patterns	3-4
3.2 2006 Relative Population Density	3-6
3.3 2006 Relative Employment Density.....	3-7
3.4 Relative Population Growth, 2006-2035	3-8
3.5 Relative Employment Growth, 2006-2035	3-9
3.6 2035 Relative Population Density.....	3-11
3.7 2035 Relative Employment Density.....	3-12
3.8 Regional Activity Centers	3-16
3.9 Hillsborough County Growth Concept.....	3-18
4.1 Existing and Emerging FACs in Hillsborough County	4-3

List of Maps (Continued)

4.2	Rail Lines and Volumes	4-7
4.3	Hillsborough County SIS Facility Corridors	4-11
4.4	County Regional Goods Movement Corridors.....	4-12
4.5	Hillsborough County Designated Truck Routes	4-15
4.6	Hillsborough County Freight Hot Spots	4-18
4.7	Above-Capacity Truck Routes	4-26
5.1	High Crash Intersections, 2005-2007.....	5-10
5.2	Top 50 High Crash Segments, 2005-2007	5-12
5.3	Injury Crash Locations, 2005-2007	5-13
5.4	Fatal Crash Locations, 2005-2007.....	5-15
5.5	Bicycle Crash Locations, 2005-2007.....	5-16
5.6	Pedestrian Crash Locations, 2005-2007	5-18
5.7	Critical Infrastructure/Key Resources.....	5-29
6.1	Hillsborough/Pasco Regional Travel Market Mobility Needs	6-7
6.2	Tampa/Lakeland Regional Travel Market Mobility Needs	6-11
6.3	South Brandon Regional Travel Market Mobility Needs	6-13
6.4	Cross-Bay Regional Travel Market Mobility Needs	6-15
6.5	2035 Regional Cost Affordable Plan Transit Improvements	6-18
6.6	2035 Regional Cost Affordable Plan Roadway Improvements	6-19
7.1	Constrained Roads in Adopted Comprehensive Plans	7-10
7.2	Environmental Constraints	7-18
8.1	2009 Existing Transit Routes.....	8-3
8.2	2006 Deficient Roads.....	8-7
8.3	2014 Number of Lanes with E+C Improvements.....	8-9
8.4	2035 Plan Needed Roadway Improvements	8-13
8.5	2035 Congestion with Existing + Committed Improvements	8-19
8.6	2009 Existing Transit Level of Service.....	8-20
8.7	2035 Plan Needs Assessment Transit System	8-22
8.8	Bicycle & Pedestrian Latent Demand	8-28
8.9	Bicycle and Trail Needs Assessment.....	8-29
8.10	Pedestrian – Sidewalk Needs Assessmetn.....	8-30

List of Maps (Continued)

10.1	Cost Affordable Transit System	10-3
10.2	Cost Affordable Bicycle and Multi-Use Trail Improvements....	10-5
10.3	Cost Affordable Pedestrian & Sidewalk Improvements	10-7
10.4	Cost Affordable Roadway Capacity Improvements	10-9
10.5	Cost Affordable Intelligent Transportation System Improvements.....	10-11
10.6	2025 Interim Cost Affordable Roadway Capacity Improvements.....	10-15
10.7	2035 Cost Affordable Transit Level of Service	10-25
10.8	Jobs and Population Density in Proximity to Cost Affordable Rail Transit Investments	10-28

List of Figures

2.1	Survey Results, Fall 2008 Mobility Focus	2-14
2.2	Survey Results, Spring 2009 Mobility Focus	2-16
2.3	Survey Results, Spring 2009 Mobility Focus	2-17
2.4	Newsletter Survey Results vs “The Money Game”	2-18
2.5	Public Comments by Mode	2-20
2.6	Town Call Meeting Poll Results	2-23
4.1	TPA Master Plan Update Long-Term Development Plan.....	4-35
5.1	State of Florida vs. Hillsborough County Crash Rates per 100 Million Vehicle Miles of Travel (VMT), 1995-2007	5-6
5.2	State of Florida vs. Hillsborough County Injury Rates per 100 Million VMT, 1995-2007	5-7
5.3	State of Florida vs. Hillsborough County Fatality Rates per 100 Million VMT, 1995-2007	5-7
5.4	Total Crashes by Severity Type	5-8
5.5	Intersection Crashes by Type, Top 50 Intersections	5-9
5.6	Segment Crashes by Type, Top 50 Segments	5-11
5.7	An All-Hazards Approach to Safety, Security, and Emergency Management.....	5-20
5.8	Stakeholders in Emergency Management Planning and Transportation Security	5-21
5.9	Hillsborough County FEMA Flood Zones.....	5-23
5.10	Tampa/St. Petersburg: Areas Vulnerable to 27 Inches of Sea-Level Rise.....	5-26
8.1	Roadway to Rail Cost Comparison	8-15
9.1	Revenue Summary by Source	9-7
9.2	Modeled U-Shaped Rail Segment	9-18

List of Figures (Continued)

9.3	Variations of U-Shaped Rail Line.....	9-19
9.4	Travel Time Comparisons	9-20
9.5	Ridership per Mile of Rail	9-21
9.6	Capital Cost per Rail Passenger Mile over 40 Years.....	9-21
10.1	Cost Affordable Plan Improvements by Type	10-13
10.2	Sales Tax Spending.....	10-14
10.3	Annual User Benefits (Truck + Business Auto) Comparing “With Sales Tax” and “Without Sales Tax” Scenarios.....	10-18
10.4	Percent of Residents and Jobs within in ¼ Mile of Transit Service.....	10-27

List of Tables

I.1	Major Studies Completed Since the 2025 Plan Was Adopted In 2004	5
2.1	2035 Plan Public Presentations and Events.....	2-11
2.2	Performance Criteria	2-15
2.3	How the Plan Responds to Public Concerns	2-29
3.1	Hillsborough County Population and Employment Growth.....	3-10
4.1	Port of Tampa Commodities.....	4-5
4.2	Roadway Corridors that Serve the Port of Tampa.....	4-5
4.3	Estimated Port of Tampa Annual Truckload Generation.....	4-6
4.4	Goods Movement Roadway Corridors	4-13
4.5	Hillsborough County Freight Hot Spots	4-19
4.6	Route Segments Requiring Capacity Improvements	4-27
5.1	Crash Summary Data, 2005-2007	5-8
5.2	Top Ten Injury Crash Locations, 2005-2007	5-11
5.3	Top Ten Fatality Crash Locations, 2005-2007.....	5-14
5.4	Top Ten Bicycle Crash Locations, 2005-2007.....	5-14
5.5	Top Ten Pedestrian Crash Locations, 2005-2007	5-17
5.6	Key Regional Plans and Leading Agencies	5-22
5.7	Potential Hazards and Threats.....	5-23
5.8	Sample List of Potential Impacts of Hazards and Threats	5-24
5.9	Critical Infrastructure / Key Resources (CI/KRs) Identified During the 2035 Plan Update Process	5-28
5.10	Ranking of the Regional Transportation System’s Critical Infrastructure / Key Resources (CI/KRs)	5-30
5.11	Gap Analysis of the Regional Transportation System.....	5-32

List of Tables (Continued)

7.1	2035 Plan ETDM Projects	7-7
7.2	Constrained Roads	7-11
7.3	Predominant Natural Habitats of Hillsborough County.....	7-15
7.4	Existing and Approved ELAPP Conservation Lands.....	7-19
8.1	Congestion Management Process Steering Committee	8-5
8.2	Congestion Management Performance Measures.....	8-5
8.3	Delay in 2035, Assuming Committed Improvements are Built	8-8
9.1	Revenue Summary by Period of Expenditure	9-8
9.2	Project Performance Criteria	9-14
10.1	Intelligent Transportation System Projects	10-13
10.2	Economic Benefits of cost Affordable Plan.....	10-17
10.3	Where Do Affordable Improvements Impact Congestion the Most?	10-19
10.4	Air quality and Greenhouse Gas Benefits of Cost Affordable Plan	10-22
10.5	Cost Affordable Plan’s Ability to Manage Growth.....	10-23
10.6	Cost Affordable Plan’s Ability to Manage Growth, Infrastructure Support for Title VI Protected Communities..	10-23
10.7	Transit Service Benefits of Cost Affordable Plan Forecast Daily Transit Riders by Service Type	10-24
10.8	Transit Service Benefits of Cost Affordable Plan Percent of Population in Proximity to Transit Services	10-24
10.9	How the Plan Performs County-Wide.....	10-29

Technical Reports & Supporting Documents

(Available on Disk)

1. Matrix Cross Referencing 2035 Goals, Objectives and Policies with SAFETEA-LU Planning Factors
2. MPO Public Participation Plan
3. Detailed Public Engagement Report (2010)
4. Socioeconomic Projections Methodology
5. 2006 Traffic Analysis Zone Map
6. Socioeconomic Data
7. Reasonably Available and New and Additional Revenue Sources
8. Assessment of Economic Trends and Transportation Needs
9. Economic Evaluation of LRTP Plans
10. LRTP Sustainability and Greenhouse Gas Reduction Strategies
11. Freight Mobility Technical Report
12. Safety Technical Report
13. Security Technical Report
14. ETDM Review of Candidate Projects

Technical Reports & Supporting Documents

(Continued) (Available on Disk)

15. Needs Assessment Cost Estimates
16. Analysis of Greenhouse Gas Emissions-Reduction of Implementing Hillsborough MPO's Cost Affordable Plan
17. Transit Level of Service Evaluation - Existing Conditions
18. Transit Level of Service Evaluation - 2035 Conditions
19. Needs Assessment Segment Summaries
 - a. Busch Boulevard/Linebaugh Avenue East
 - b. USF to Wesley Chapel
 - c. Downtown Tampa to USF
 - d. Westshore to Pinellas County
 - e. Downtown Tampa to South Tampa
 - f. Downtown Tampa to Tampa International Airport
 - g. Carrollwood Village to Tampa International Airport
 - h. Busch Boulevard/Linebaugh Avenue Corridor West
 - i. Brandon to Downtown Tampa



Introduction

Looking 25 years into the future, visualize a Tampa Bay where you can choose how you want to get around, whether it's walking, biking, driving, taking a bus, a train, or even a ferry. Where communities are walkable and inviting, where you can breathe easier knowing we are taking better care of the environment, where it's safe to let your kids walk or ride their bikes to school. That's a place we want to be and where we want our children to grow up. To achieve this quality of life, we must look at how we grow and how we are connected.

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

Contents

Our Vision for 2035	2
A Multi-modal Approach.....	3
The MPO and Its Planning Partners	4
Why Update the Plan?	4
What Went into the 2035 Plan?.....	6



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 automobile 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

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.

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. These roads are constrained and therefore the *2035 Plan* is considered 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 MPO adopted the *2035 Plan* on December 9, 2009, following an extensive public outreach program culminating with an advertised public hearing.



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 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

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 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 *2035 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 *2035 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 non-attainment areas are required to update long range transportation plans every four years. Under pending rules, Tampa Bay is likely to become such an area.

Since the last major update of the *2035 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 *2035 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.

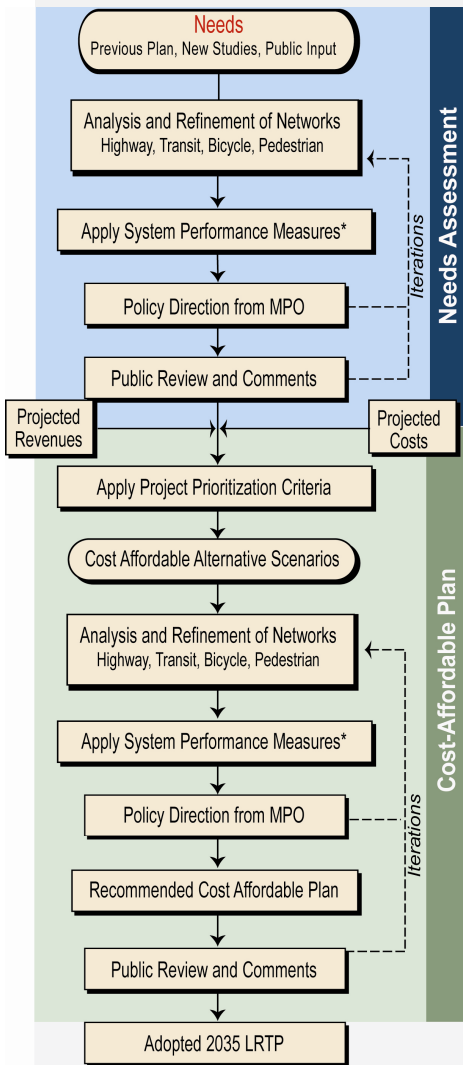
Also, the following major transportation studies have been completed. These studies have, in varying degrees, provided new information used in the *2035 Plan*.

Table I.1: Major Studies Completed Since the 2025 Plan was Adopted in 2004

◆ Hillsborough County Comprehensive Pedestrian Plan (2004)
◆ Hillsborough Area Intelligent Transportation System Master Plan (2004)
◆ Florida Strategic Intermodal System Plan (2005)
◆ 2025 Florida Transportation Plan (2005)
◆ Hillsborough Congestion Management System Performance Report (2005)
◆ West Central Florida Regional Transit Action Plan (2005)
◆ Tampa Bay Strategic Regional Policy Plan (Amended 2005)
◆ Tampa International Airport Master Plan (2006)
◆ West Central Florida Regional Congestion Management System Performance Report (2006)
◆ Temple Terrace Comprehensive Plan Evaluation & Appraisal Report (2006)
◆ Plant City Comprehensive Plan Evaluation & Appraisal Report (2006)
◆ One Bay Regional Visioning Process (2007)
◆ Port of Tampa Master Plan (2007)
◆ Transit Concept for 2050 (2007)
◆ Hillsborough County Transportation Task Force – Phase I and II Recommendations (2007-2008)
◆ Strategic Regional Transit Needs Assessment (2007)
◆ Regional Multi-Use Trail Element (2007)
◆ Florida Strategic Highway Safety Plan (2007)
◆ Tri-County Access Plan (2007)
◆ Transportation Disadvantaged Service Plan (2008)
◆ HART Transit Development Plan Update (2008)
◆ Hillsborough County Comprehensive Bicycle Plan Update (2008)
◆ Tampa Comprehensive Plan Evaluation & Appraisal Report (2008)
◆ Hillsborough County Comprehensive Plan (2008)
◆ West Central Florida MPO Chairs Coordinating Committee Regional Long Range Transportation Plan (2009)
◆ Tampa Bay Area Regional Transportation Authority Master Plan (2009)
◆ Community Plans (various)
◆ Corridor Studies (various)



2035 Plan Development



*For Comparison Only

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.