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
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
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RESOLUTION

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

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Bruce P. Cury, Chair

Robert B. Hunter, Executive Director

On motion of Commissioner Cobb, Seconded by Commissioner Kitchen

The following resolution was adopted:

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
RESOLUTION
2035 Cost Affordable Long Range Transportation Plan (LRTP)
November 9, 2009

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.
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(Available on Disk)

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2. MPO Public Participation Plan
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
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11. Freight Mobility Technical Report
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Technical Reports & Supporting Documents  
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   c. Downtown Tampa to USF
   d. Westshore to Pinellas County
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   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.
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 Area Intelligent Transportation System Master Plan (2004)
- Florida Strategic Intermodal System Plan (2005)
- 2025 Florida Transportation Plan (2005)
- West Central Florida Regional Transit Action Plan (2005)
- Tampa Bay Strategic Regional Policy Plan (Amended 2005)
- Tampa International Airport Master Plan (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)
- 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)
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.