

In This Issue

Tampa Bay RTA	2
RTA Process for LRTP Update Cycle.	3
West Central Florida MPO CCC	4
2035 Regional LRTP	6
Banquet Invitation & Registration	8

Regional LRTP Coordination

The Metropolitan Planning Organizations (MPOs) are responsible for developing Long Range Transportation Plans (LRTPs) with a future year planning horizon of at least 20 years. The four local MPOs including Hillsborough, Pinellas, Pasco and Hernando and Citrus County (not an MPO, but coordinates its transportation planning efforts with the LRTP development cycle for District 7) are in the process of updating their current LRTPs to the year 2035.

For the upcoming December 2009 Plan adoptions, each of the local agencies will include short-and long-range strategies to establish a cost feasible intermodal transportation system consistent with state and local policies. The plans will identify transportation components including highway facilities, public mass transit facilities, ITS, bicycle and pedestrian/trail projects.

The local planning model, Tampa Bay Regional Planning Model (TBRPM), has been utilized in the LRTP efforts. The TBRPM has been developed in coordination with each of the local MPOs, Citrus County, the Florida Department of Transportation (FDOT), and other local transportation agencies. Exhibit 2 provides the anticipated 2009 adoptions of the local LRTPs.



Exhibit 2 - Technical Review Team
LRTP Anticipated Adoption Schedule

Activity	2009							
	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
TBARTA Master Plan Adoption	X							
CCC Regional LRTP								
CCC Adoption							13-Nov	
HILLSBOROUGH MPO								
Open Public Comment Period							9-Nov	
MPO LRTP Adoption								9-Dec
PINELLAS MPO								
Open Public Comment Period						14-Oct		
MPO LRTP Adoption								9-Dec
PASCO MPO								
Open Public Comment Period						8-Oct		
MPO LRTP Adoption								10-Dec
HERNANDO MPO								
Open Public Comment Period						27-Oct		
MPO LRTP Adoption								15-Dec
CITRUS COUNTY								
Open Public Comment Period							X	
BOCC Adoption								

Revised October 21, 2009 - The current District Seven LRTP adoption schedule is provided with adoptions scheduled to occur in December 2009, with Citrus County in 2010.

continued on page 2

continued from page 1

From a regional perspective, the FDOT works with each MPO and Citrus County to address the transportation planning needs that go beyond individual service boundaries. The Regional Transportation Analysis (RTA) process was created through FDOT and MPO consensus and provides a forum for regional long-range planning to serve the entire Tampa Bay region. The following RTA article describes the process in more detail.

The current LRTP cycle has been underway since 2006 as supported by the RTA process. The RTA has incorporated the overall goals of the MPO's West Central Florida Chairs Coordinating Committee (CCC) during the update process. The CCC adopted the 2035 West Central Florida

(WCF) CCC LRTP on November 13, 2009 and this Regional LRTP serves as a regional policy guide for the RTA process. The LRTPs adopted by each MPO must be consistent with the CCC's LRTP.

The RTA has also reviewed and incorporated the policy direction and regional project selections of the adopted Tampa Bay Area Regional Transportation Authority (TBARTA) Master Plan. Adopted in May 2009, the TBARTA Master Plan focuses specifically on regional transit needs.

Need More Information?

Information on the RTA is located at the following website:

www.tbrta.com.

Information on the 2035 WCF CCC LRTP is provided at the following website: <http://www.regionaltransportation.org/index.html>.

Information on the TBARTA Master Plan is provided at the following website: www.tbarta.org.

Tampa Bay Regional Transportation Analysis (RTA)

The Tampa Bay Regional Transportation Analysis (RTA) is the forum for regional transportation planning in the Tampa Bay area. Created in 1991, the RTA is the technical part of the process, providing the systems modeling and technical analysis both to assess regional and local travel conditions and needs and to evaluate the effectiveness of proposed transportation improvements.

The Tampa Bay RTA has three primary missions:

1. To provide the FDOT, the MPOs and Citrus County with an affordable, implementable and mutually-agreed upon blueprint for developing and improving the region's transportation facilities and services. The RTA provides the MPOs with a tool to conduct the following:
 - Promote consistency and compatibility among the individual LRTPs;
 - Address broader regional issues which may be beyond the scope of the individual county-level planning process; and
 - Develop effective coordinated strategies for implementing regional transportation improvements and services.
2. To form a regional network to support LRTP development for the region and individual MPOs. The individual LRTPs may ultimately contain minor variances to reflect localized needs. However, the LRTPs must be compatible with regional goals to be effective and implementable.
3. To provide an on-going process and set of tools with which to address regional transportation issues in a coordinated and consistent manner.

The RTA process includes developing and validating the Tampa Bay Regional Planning Model (TBRPM). The TBRPM is developed by the MPOs, Citrus County, the FDOT District 7 and other transportation planning agencies that participate in the RTA process.

continued on page 3

continued from page 3

The regional travel demand model covers all of District 7 and a small portion of Manatee County. Agencies such as the FDOT District 1, Sarasota/Manatee MPO and the Polk County Transportation Planning Organization (TPO) are invited to participate in the RTA process to more fully-represent policies and projects of regional

significance. The TBRPM is used by the MPOs to assess regional transportation conditions and travel characteristics in the Tampa Bay area and to assess the impacts of projects on their individual LRTPs.

Technical Advisory Team (TRT)

The Technical Advisory Team (TRT) acts as a

technical advisory body to the RTA. The TRT is chaired by the FDOT's Project Manager for the RTA and consists of technical staff representatives from the FDOT, the MPOs, and other participating transportation agencies. The TRT has three main purposes:

continued on page 4

RTA Process for LRTP Update Cycle

A summary of the RTA process that is followed during a typical LRTP update cycle is provided below. The RTA process for the 2009 LRTP adoption schedule began in 2006. The regional process included the following major steps: Review of the Tampa Bay Regional Planning Model (TBRPM) to identify needed model improvements and enhancements; Collection and analysis of survey data to support model improvements and validation; Development of model improvements; Base year (2006) highway and transit model networks and socioeconomic (ZDATA) preparation; Validation of the improved model; Development of future year socioeconomic data (ZDATA); Analysis of projects for inclusion in the Needs Plans and Cost-Affordable Plans; and Adoption of LRTPs for each individual MPO and Citrus County. The MPOs, Citrus County, FDOT and other participating transportation agencies are integral to this regional LRTP process.

Tampa Bay Regional Planning Model ,Version 7.0 – 2009 LRTP Development Schedule

2006												2007												2008												2009											
J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
																	X																														X
												Travel Characteristic Surveys																																			
												Survey Data Processing																																			
												2006 ZData/Network Preparation																																			
												Future Year Zdata Preparation																																			
												Model Enhancements																																			
												Validation for 2006 Base Year																																			
												LRTP Alternatives Analysis & Plan Adoption																																			

TARGET YEARS SCHEDULE:
Base Year = 2006

E + C = 2013
Interim Year = 2025

Future Year = 2035
Updated May 15, 2008

continued from page 3

- Provide technical input/review and guidance on all phases of the RTA;
- Report to MPO Boards on the progress results and decisions of the RTA; and
- Coordinate with FDOT's Project Management on any issues, concerns, criticisms and recommendations of their respective agencies regarding the RTA.

Coordination for the RTA

The RTA process involves three groups that work together to coordinate the development of long range transportation plans: the MPOs' West Central Florida Chairs Coordinating Committee (CCC), the staff directors from each MPO Board, and the TRT. The CCC provides broad-level regional policy guidance for the overall RTA process. The MPO staff directors use the CCC's regional policy guidance and the technical information from the TRT to coordinate projects and allocate resources for the individual MPOs.

The CCC adopts a regional LRTP that uses the RTA network as a base, and incorporates additional projects outside of the TBRPM's service boundary. The MPO Staff Directors use the CCC's LRTP as additional policy guidance for individual LRTP development.

The RTA process ensures that the individual MPO LRTPs are developed to address individual transportation system needs and the regional transportation network as one complementary system.

To date, the RTA has supported the development of five LRTP cycles. For more information on the RTA, please visit the website: www.tbrta.com, or you may contact the FDOT District 7 RTA Project Manager, Mr. Danny Lamb at daniel.lamb@dot.state.fl.us.

2010 TBAG Meetings

March 4, 2010

May 20, 2010

August 26, 2010

October 28, 2010



www.regionaltransportation.org

West Central Florida MPO Chairs Coordinating Committee (CCC)

By: CCC Staff

The West Central Florida Metropolitan Planning Organization Chairs Coordinating Committee (CCC) is responsible for coordinating, developing and promoting regional transportation solutions that enhance the connectivity, mobility and economic vitality of the seven-county region of West Central Florida.

Created by the Florida Legislature, the CCC is comprised of MPOs serving Hernando, Hillsborough, Manatee, Pasco, Pinellas, Polk, and Sarasota Counties, along with Citrus County. The Florida Statutes that apply to the CCC include Section 339.175 (5) (i), Sections 339.175, 339.155 and 163.01, Florida Statutes, relating to Interlocal Agreements.

An amendment in 2005 to the interlocal agreement added the requirements for the Transportation Regional Incentive Program (TRIP) (Section 339.115(5), Florida Statutes) to the CCC's planning process. On June 9, 2006, the interlocal agreement was amended to include Citrus County as a voting member for the purposes of participating in TRIP and to incorporate the adopted CCC Conflict Resolution Process in the Agreement. An amendment in 2009 added the Tampa Bay Area Regional Transportation Authority (TBARTA) as a partner entity.

continued on page 5

continued from page 4

The CCC must at a minimum:

1. Coordinate transportation projects deemed to be regionally significant by the committee;
2. Review the impact of regionally significant land use decisions on the region;
3. Review all proposed regionally significant transportation projects which affect more than one of the MPOs represented on the committee; and
4. Institute a conflict resolution process to address any conflict that may arise in the planning and programming of such regionally significant projects.

The voting membership of the CCC includes the Chair of each of the six member MPOs. An alternate, who is an elected official, may represent the respective MPO if so designated. Each member has one vote, and a simple majority of the voting membership is required to pass motions. Citrus County is a voting member regarding any issues relating to TRIP funding.

Non-voting membership includes: the FDOT Secretaries for Districts 1 and 7; the Florida's Turnpike Enterprise; TBARTA; and the Chairs of the Tampa Bay, Withlacoochee, Southwest Florida, and Central Florida Regional Planning Councils.

Meetings are held at least quarterly on a rotating basis with the meeting host rotating each quarter among the MPOs.

The interlocal agreement has a term of five years from the effective date and automatically renews at the end of five years for another five-year term and every five years thereafter. The interlocal agreement continues in force until terminated, with or without cause, by a unanimous vote of the MPOs and Citrus County.

For more information on responsibilities and planning partners, please visit the CCC website:

www.regionaltransportation.org.

CCC Partners in Regional Transportation Planning

CCC Partner Agencies

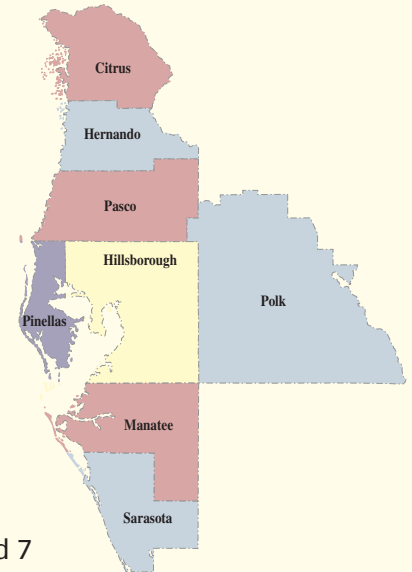
- Citrus County
- Hernando County MPO
- Hillsborough County MPO
- Pasco County MPO
- Pinellas County MPO
- Polk TPO
- Sarasota/Manatee MPO

CCC Partner Entities:

- Central Florida Regional Planning Council
- Florida Department of Transportation, Districts 1 and 7
- Florida's Turnpike Enterprise
- Southwest Florida Regional Planning Council
- Tampa Bay Area Regional Transportation Authority (TBARTA)
- Tampa Bay Regional Planning Council
- Withlacoochee Regional Planning Council

Transportation Planning Organizations/Agencies Coordinating with CCC:

- Association of Metropolitan Planning Organizations
- Federal Highway Administration
- Florida Metropolitan Planning Organizations Advisory Council



2035 Regional LRTP Cost Affordable Plan

West Central Florida MPO Chairs Coordinating Committee

By: CCC Staff

Introduction

The 2035 Regional Cost Affordable Plan (adopted November 13, 2009) is an update of the LRTP adopted by the West Central Florida Metropolitan Planning Organization (MPO) Chairs Coordinating Committee (CCC) in 2004. The Regional LRTP provides a regional framework for the LRTPs under development concurrently by the Hillsborough, Hernando, Pasco and Pinellas MPOs and Citrus County.

The 2035 Regional LRTP identifies the projects that the CCC members will commit federal, state, and in some cases, local funding over the next 25 years. The regional projects are also included in individual MPO and Citrus County LRTP plans and complement planned local improvements within the region's counties and cities.

Developing the 2035 Regional Cost Affordable Transportation Plan began with the preparation of the Regional Transportation Needs Assessment, which identified the highway, transit and multi-modal projects that addressed existing and future deficiencies regardless of costs.

The next step included prioritizing corridors from the Needs Assessment based on the CCC's prioritization process.

Project Corridor Prioritization

Once the CCC endorsed the Needs Assessment, the candidate projects were prioritized using the evaluation criteria and supporting data to measure the effectiveness of highway and transit projects to achieve regional mobility and livability objectives. In addition to these objective evaluations, the CCC Staff Directors ranked project corridors within each defined travel market based on the following evaluation criteria:

- Supports and Provides Connectivity to the Strategic Intermodal System,
- Supports Emergency Evacuation Corridors,
- Strengthens Connectivity to Defined Regional and/or Freight Activity Centers,
- Aids in the Reduction of Traffic Congestion on Regional Facilities, and
- Improves Safety in High Crash Areas.

Cost Affordable Plan

The Regional LRTP specifically focuses on regional transportation needs. The CCC and its committees identified roads of regional significance, which included all roads on the Strategic Intermodal System (SIS), as well as non-SIS roads that meet certain criteria for regional mobility and connectivity.

The SIS is designated by FDOT and includes roads deemed important by FDOT for intermodal access and connectivity among urban centers. To ensure adequate intermodal travel, the state dedicates a portion of its total funding to maintaining the SIS. These funds are included during plan development. Improvements to non-SIS roads of regional significance must be funded with non-SIS sources, including state sources such as Other Arterial (OA), Transportation Management Area (TMA), State Bridges Replacement, and Transportation Regional Incentive Program (TRIP) funds. Local sources, such as local option gas tax revenues, Penny for Pinellas infrastructure sales tax, and impact fees are also used for funding. Because there is no

dedicated funding source for the non-SIS regional facilities, improvements to these non-SIS facilities were developed in coordination with the MPOs and Citrus County.

The identified cost affordable improvements to the regional roadway network were coordinated with the LRTPs of each individual MPO to define the Regional Cost Affordable Roadway improvements. Regional cost affordable projects included in the adopted LRTPs for the Polk Transportation Planning Organization (TPO) and the Sarasota/Manatee MPO were also included in the 2035 Regional Cost Affordable Plan.

The 2035 Regional LRTP provides an implementation strategy for regional roadway improvements given reasonably available funding over the next 25 years.

For more information on the 2035 Regional Cost Affordable Plan, please visit the website: <http://www.regionaltransportation.org>.

Thank you to all of the companies who sponsored the 2009 Banquet and to everyone who has supported TBAG throughout the year.



The Tampa Bay Applications Group Newsletter is published under contract to the FDOT District Seven Planning Office in Tampa. FSUTMS users and TBAG members contribute all information and material contained in the newsletter. Please contact the editors to submit articles for future issues or to get on the mailing list.

Co-editor:

Michael Dorweiler
PBS&J
5300 West Cypress St.
Suite 300
Tampa, FL 33607
(813) 282-7275
mjdorweiler@pbsj.com

Co-editor:

Kasey Cursey
Gannett Fleming, Inc.
9119 Corporate Lake Dr.
Suite 150
Tampa, FL 33634
(813) 882-4366
Fax: (813) 884-4609
kcursey@aol.com

FDOT - District Seven,
Intermodal Systems
Development
11201 North McKinley Dr.
Tampa, FL 33612

Tampa Bay Applications Group

Annual Year-End Meeting and Awards Presentation

December 3, 2009
12:00 p.m. to 2:00 p.m.

Meeting Location

USF Embassy Suites
3705 Spectrum Blvd
Tampa, Florida 33612
813-977-7066

Agenda

- 12:00 to 12:30 Hot buffet lunch
- 12:30 to 1:00 Keynote presentation
- 1:00 to 1:30 Presentation of awards
- 1:30 to 2:00 Dessert and social time

Cost \$20.00*

E-mail RSVP required
by November 20.
No cancellations
accepted after
November 20.

Keynote Speaker

Bob Clifford, AICP
Executive Director,
TBARTA

Menu

Hot Buffet Lunch
(as prepared by
Mangroves Grill Café)
with salad and drink

R.S.V.P.

Name: _____

Company: _____

E-Mail: _____

RSVP to Kasey Cursey at kcursey@gfnet.com.

No cancellations will be accepted after November 20, 2009. Payment of \$20.00 can be paid at the door by cash or check. Please make checks payable to Kasey Cursey. A receipt will be provided. Once registered, the \$20.00 fee is required even if you are unable to attend the event as seats are paid for based on reservations.