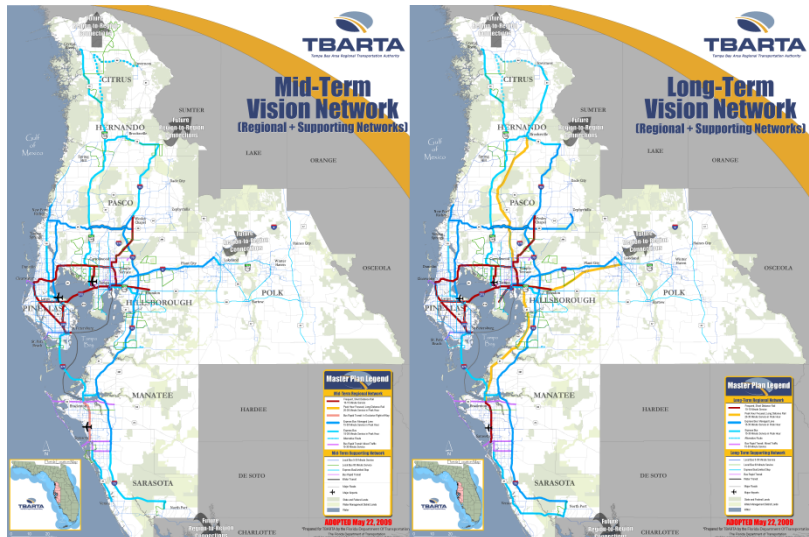


Client: Florida Department of
Transportation (FDOT)

Location: Tampa, FL

Tampa Bay Area Regional Transportation Authority (TBARTA) was created in July 2007 by Florida Legislature to plan and develop a multimodal transportation system that will connect the seven counties in the region. These counties include Citrus, Hernando, Pasco, Hillsborough, Pinellas, Manatee, and Sarasota. TBARTA has developed a Regional



Transportation Master Plan for the years 2035 and 2050. Connetics Transportation Group has been part of a multi-firm team task with the development of the Transportation Master Plan. This process was composed of three screens. Screen 1 identified preliminary route options. Screen 2 identified the best type of transportation improvement for each route option, and Screen 3 identified the best performing networks. CTG was tasked with the development of transit operating plans for all study phases for the seven-county region, as well as the addition of Polk County. Specific tasks CTG completed include:

Background Network Development: To develop the background network, CTG reviewed and documented the LRTP Cost Affordable and Needs Networks; met with transit providers to assemble existing service data (e.g. service statistics) and planned service initiatives (TDP's, LRP's); conducted field work to establish Base Bus Networks; reviewed and documented future highway networks, land use and socio-economic data; developed multi-modal travel time estimates for all corridor alternatives to be used in travel demand modeling; developing 2035 and 2050 Base Bus Networks to be used during Screen 2 and 3; followed-up with transit providers on 2035 and 2050 Base Bus Networks; modified these Bus Networks for each Screen 2 Corridor and Screen 3 Network, and assisted with bus network coding as needed.

Alternatives Testing: As part of the alternatives testing, CTG reviewed model results for optimization of the 2035 and 2050 Bus Networks; developed operating statistics for both Base Bus Network (Needs and Needs Optimized bus networks), as well as for each Screen 2 Corridor; developed Multi-Modal Operating & Maintenance (O&M) cost models for use in estimation of O&M Costs; estimated Base Bus Network and Corridor Level O&M costs; and coordinated Bus Network Plans with Travel Demand Modeling staff.

Analysis Documentation and Mapping: CTG has developed a Transit Operations Plans Report and O&M Cost Methodology and Results Report as a result of this effort.