



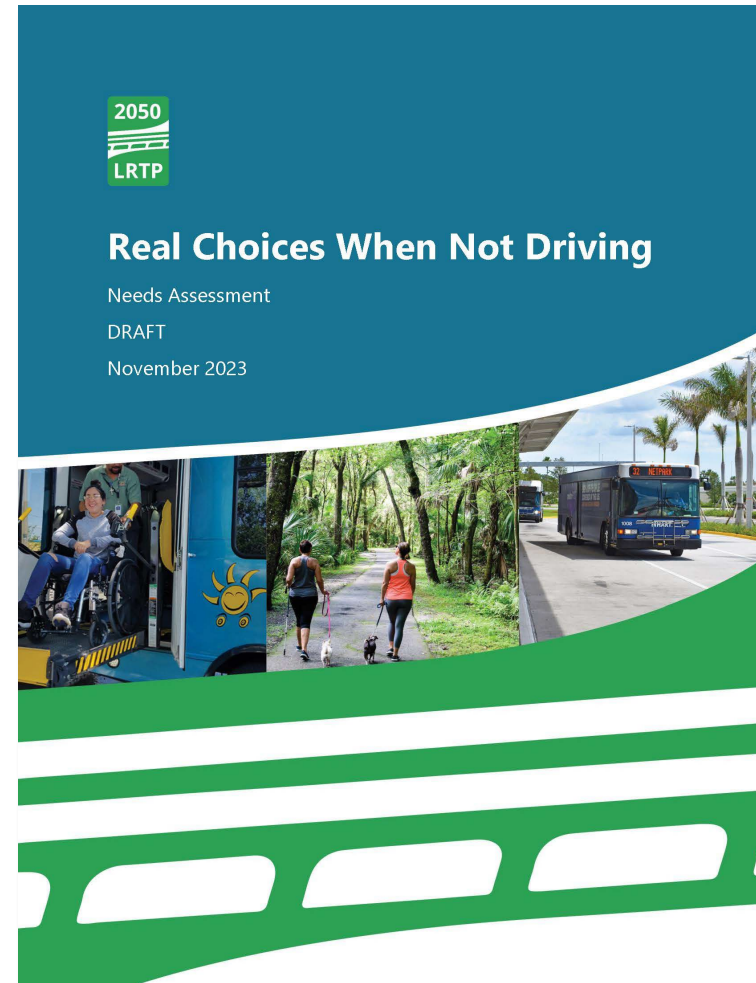
Real Choices When Not Driving Needs Assessment

TPO Committees & Board
November/December 2023



Program Overview

- Expand mobility options
 - Bus service
 - Transportation disadvantaged
 - Trails and sidepaths
- Informs 2050 LRTP
- Systems-level analysis
- Benefits vs Costs



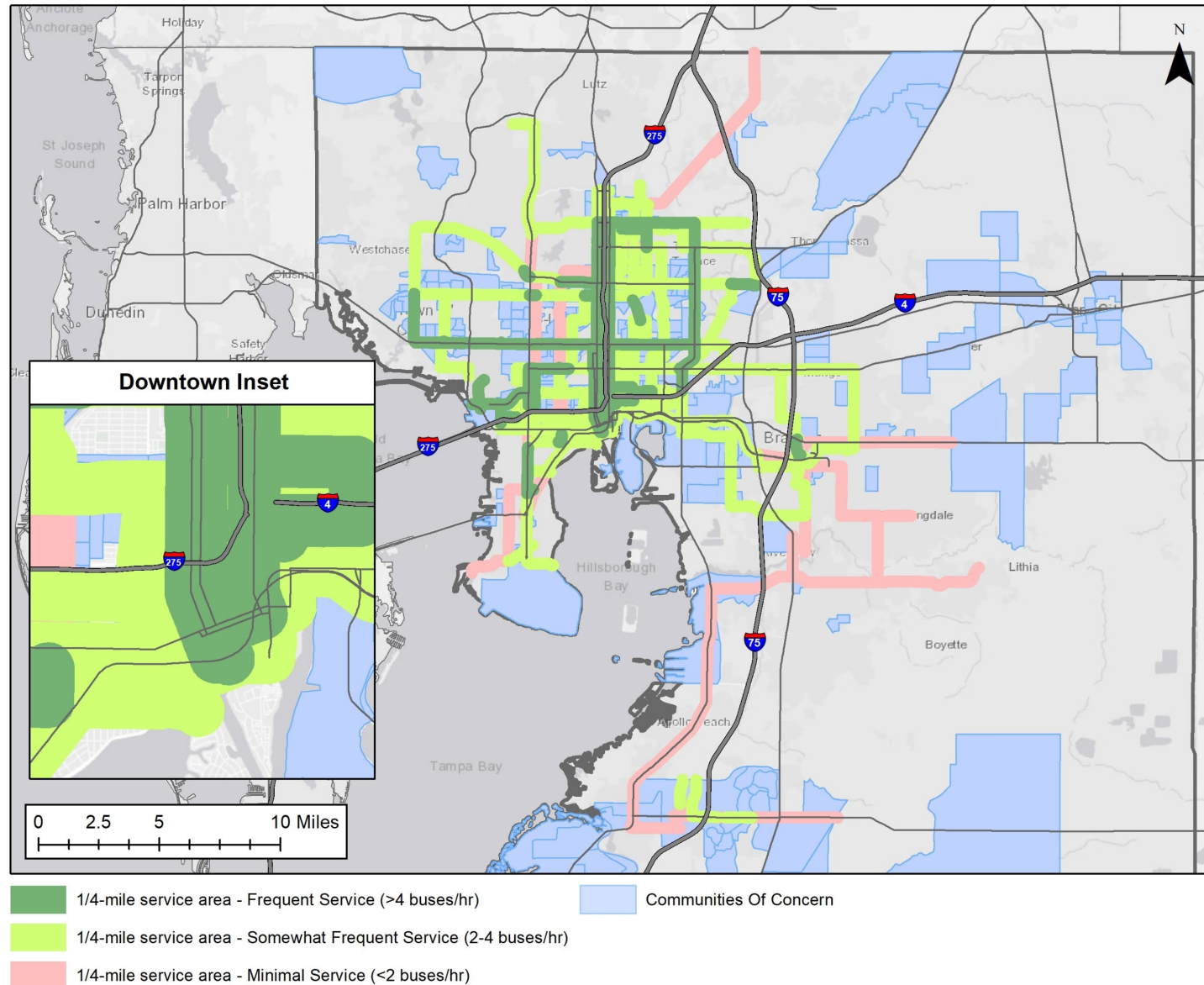
Bus Service Needs Assessment

- Data Sources
 - HART TDP (Needs Development, Financial & Implementation Plans)
- Investment Levels
 - Trend/Status Quo
 - Unconstrained Vision
- Performance Measures
 - Transit Level of Service (TLOS)
 - Population and jobs served



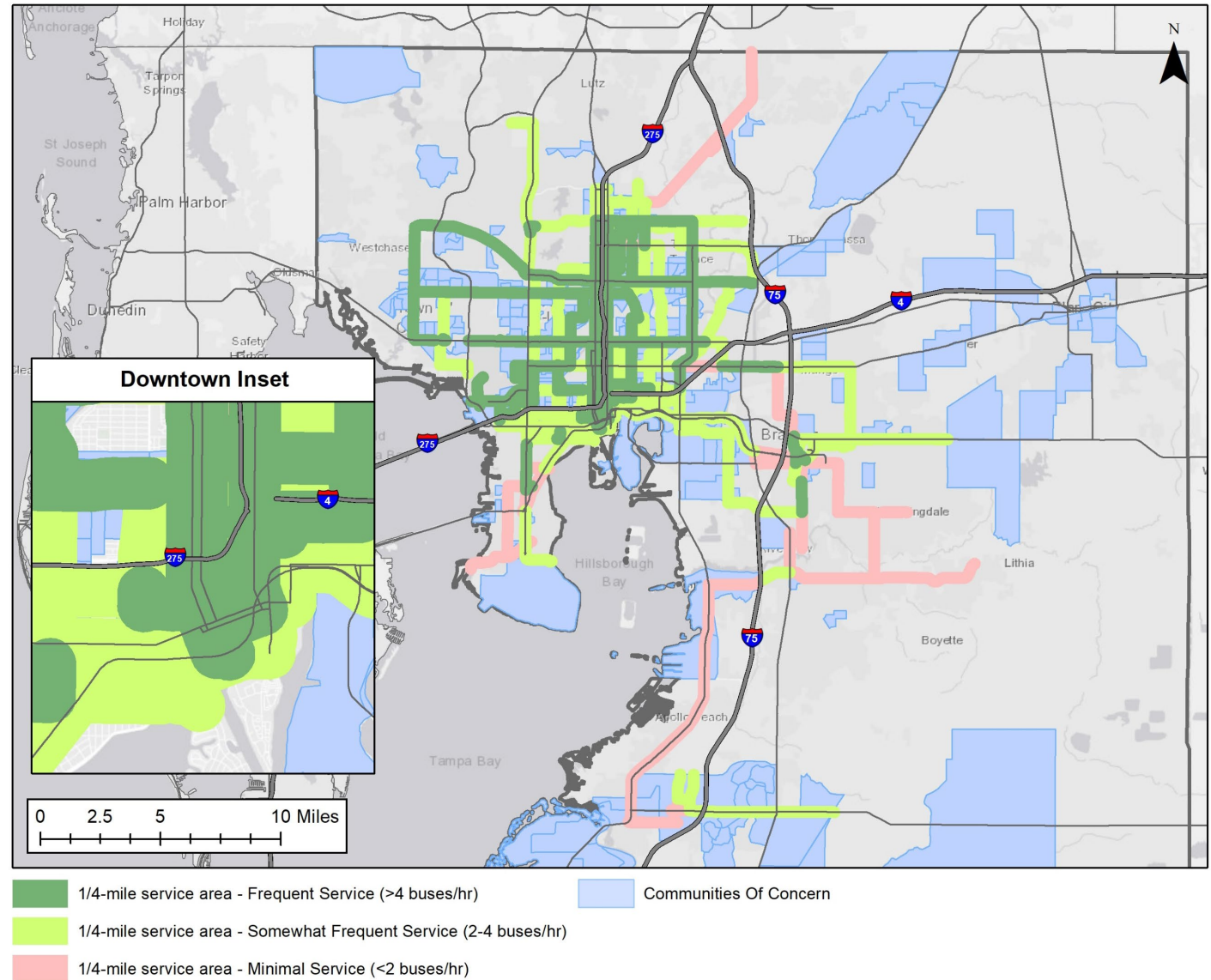
Bus Service – Existing Services

- Existing HART services (2023)
- Current Performance
 - Countywide Pop + Jobs
 - Frequent Service: 33%
 - Somewhat Frequent: 29%
 - Minimal/None: 38%
- 2023 Budget
 - Total Op + Cap ~\$160M



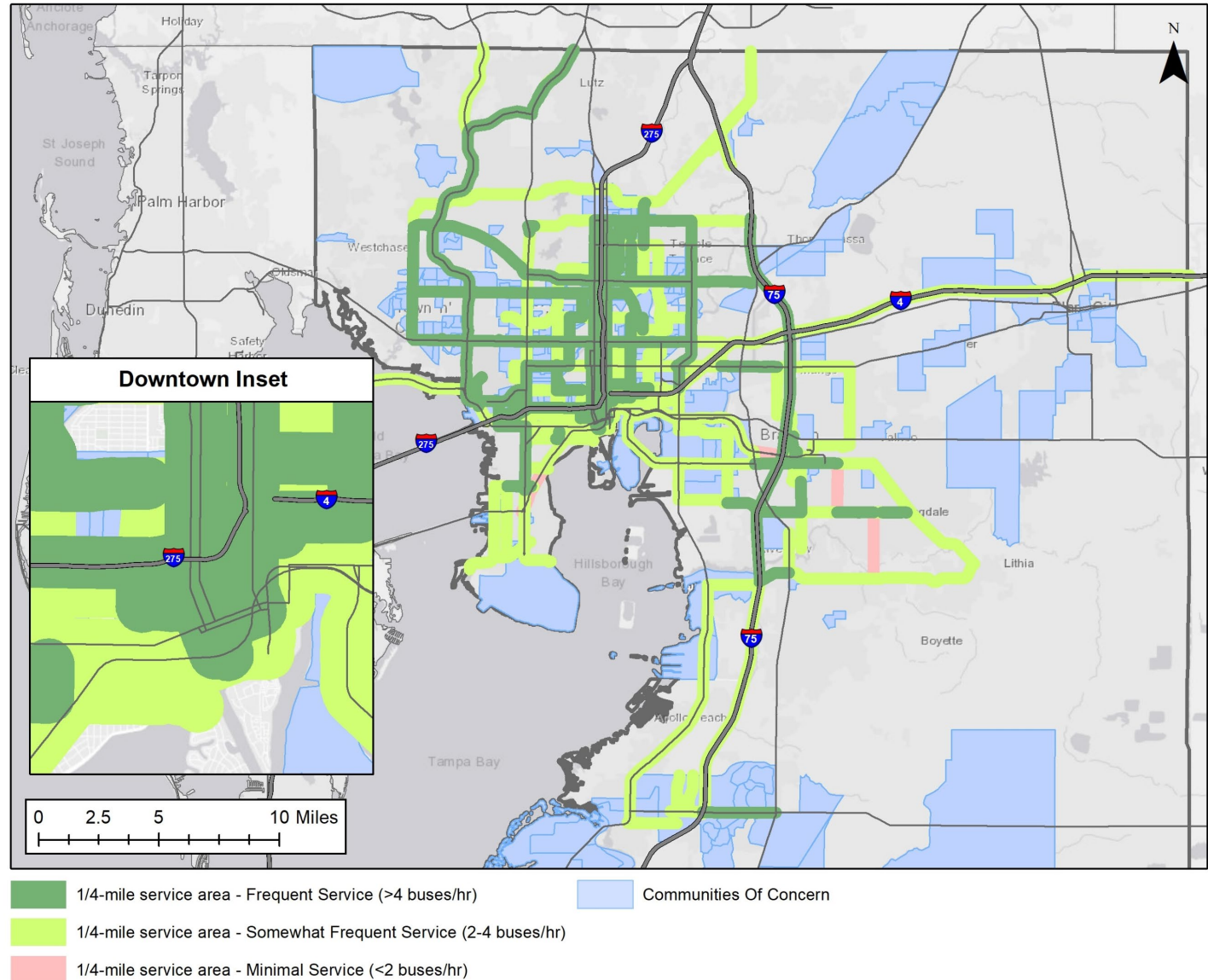
Bus Service – Trend/Status Quo Investment

- Financially constrained
- Improvements
 - Higher frequency on certain routes
- Benefits
 - Countywide Pop + Jobs
 - Frequent Service: 40%
 - Somewhat Frequent: 24%
 - Minimal/None: 35%
 - \$28.2B Estimated Economic Impact
- Cost (2030-2050)
 - Total: \$5.63B (Op \$5.01B/Cap \$618.76M)
 - Annual: \$281.52M



Bus Service – Unconstrained Vision Investment

- Financially unconstrained
- Improvements
 - Higher frequency on more routes
 - 14 New local and express routes
 - 4 on demand circulators
- Benefits
 - Countywide Pop + Jobs
 - Frequent Service: 57%
 - Somewhat Frequent: 19%
 - Minimal/None: 24%
 - \$44.5B in Estimated Economic Impact
- Cost (2030-2050)
 - Total: \$8.91B (Op \$8.32B/Cap \$587.67M)
 - Annual: \$445.35M



Transportation Disadvantaged Services

- Door-to-door services provided by Sunshine Line
- Service area based on proportion of countywide population without access to HART services

TRANSPORTATION DISADVANTAGED SERVICES NEEDED BASED ON BUS SERVICE INVESTMENT LEVELS

Investment Level	TD Population Unserved by Transit in 2050	Annual Paratransit Trips Needed in 2050	Fleet Needed in 2050	Total Operating Cost, 2030-2050	Total Capital Cost, 2030-2050	Total Capital + Operating Cost, 2030-2050
Trend/Status Quo	158,130	1,084,811	376	\$563,690,298	\$9,441,887	\$573,132,185
Vision	115,556	792,747	277	\$460,241,703	\$380,679	\$460,622,382

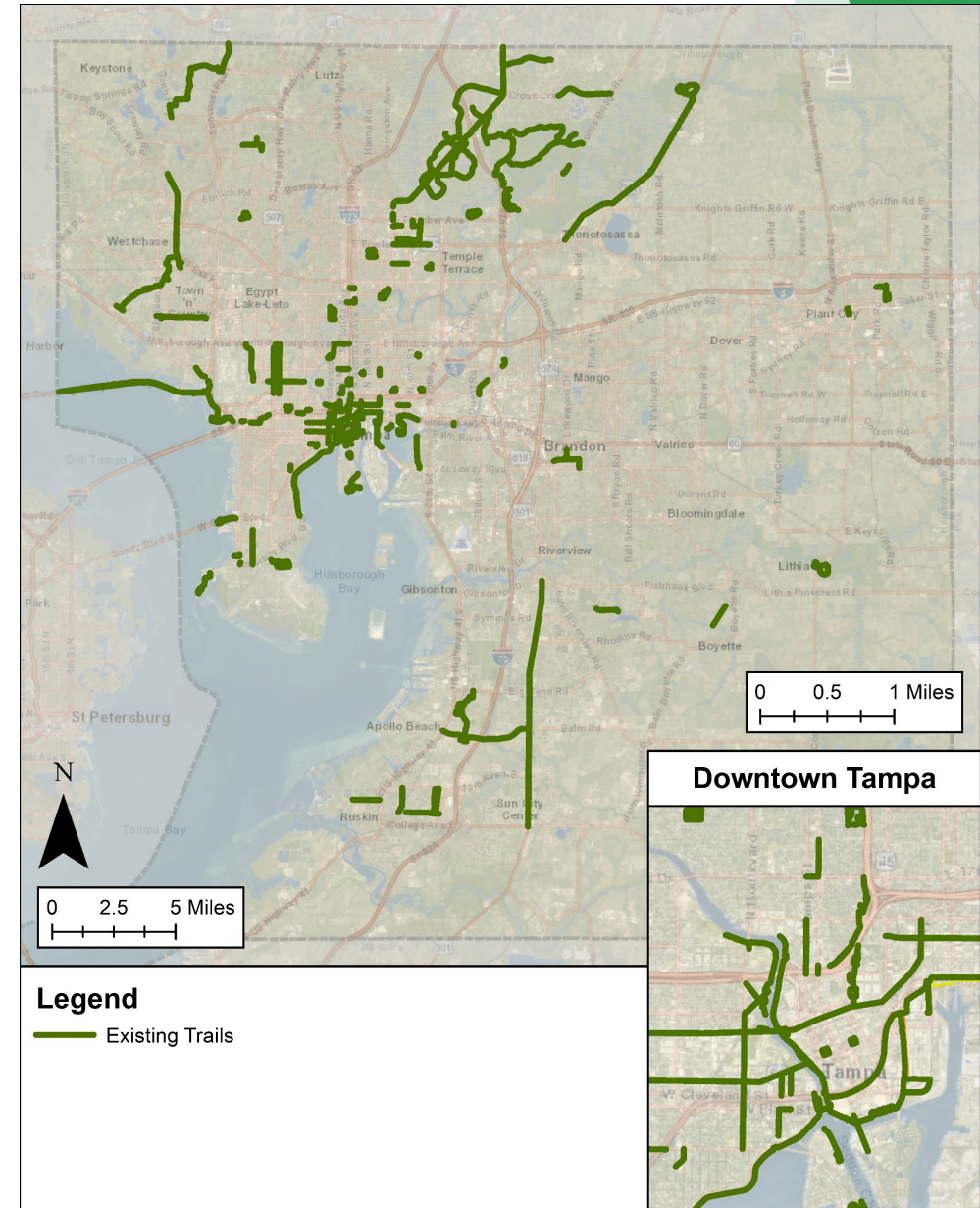
Trail & Sidepath Needs

- 205 miles of Existing Trails and Sidepaths

Included:

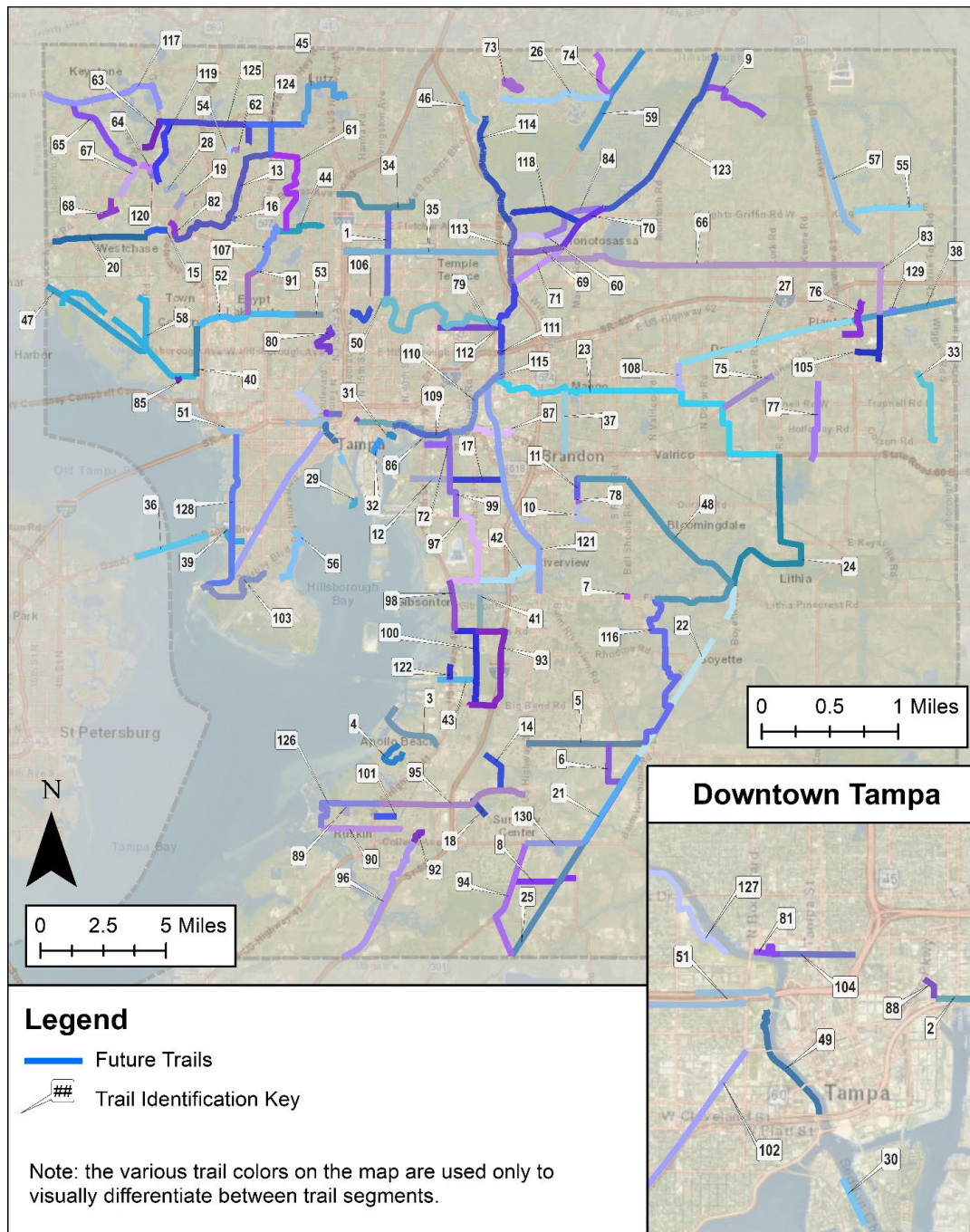


Not Included:



Planned Trails

- 2045 LRTP
 - 53 projects
 - 149 added miles
- Hillsborough County Greenways Master Plan Update
- 2050 LRTP
 - 130 projects
 - 408 added miles
- Full Buildout
 - 600+ mile network
 - 3x the number of people with a trail ¼-mile from their home



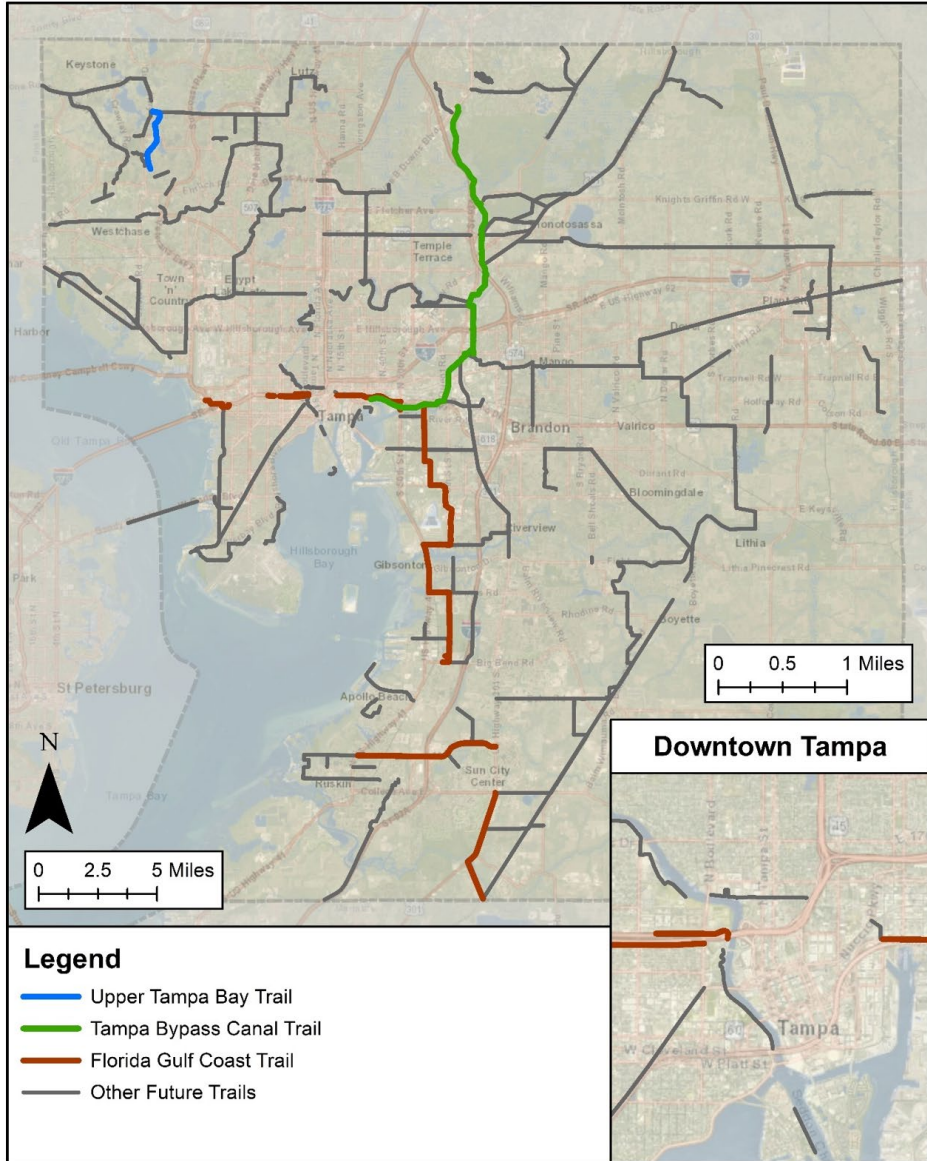
Trail Costs

- 2045 LRTP
 - \$945,081 per mile estimate for construction
 - 149 miles
 - \$141,091,142 total need
- 2050 LRTP
 - \$3M per mile planning-level estimate total project cost for planning, design, land acquisition, structures, crossings, and construction
 - 408 miles
 - \$1.2B total need

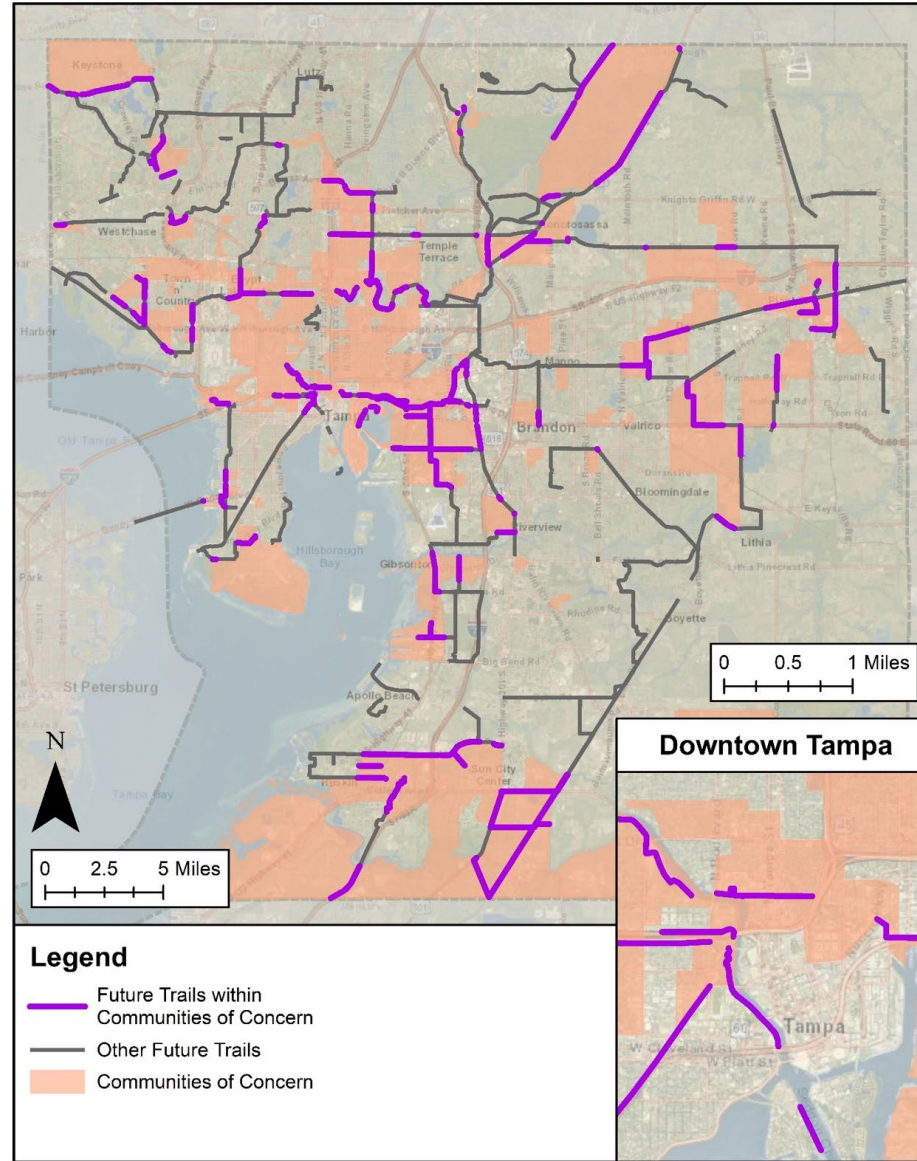


Project Delivery Approaches

PLANNED TRAILS AND SIDEPATHS ALONG REGIONAL PRIORITY CORRIDORS



PLANNED TRAILS AND SIDEPATHS WITHIN COMMUNITIES OF CONCERN



2050 Target Investment Levels

ANNUAL INVESTMENT NEEDED TO COMPLETE PLANNED TRAILS BY 2050

Delivery Scenario	Length (Mi)	Estimated Cost Per Mile	Total Cost	2050 L RTP Horizon (years)	Investment Level Required Per Year
Full Planned Trail & Sidepath Network	407.9	\$3,000,000	\$1,223,643,000	25	\$48,945,720
Regional Priority Corridors Only	53.9	\$3,000,000	\$161,839,000	25	\$6,473,560
Trails through Communities of Concern Only	106.8	\$3,000,000	\$320,457,000	25	\$12,818,280



Recommended Action

Approve the Draft 2050 Plan Needs Assessment for Real Choices When Not Driving

Questions? 