



Tampa Arterial Bus Rapid Transit (BRT) and Circulator

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Hillsborough TPO Committees

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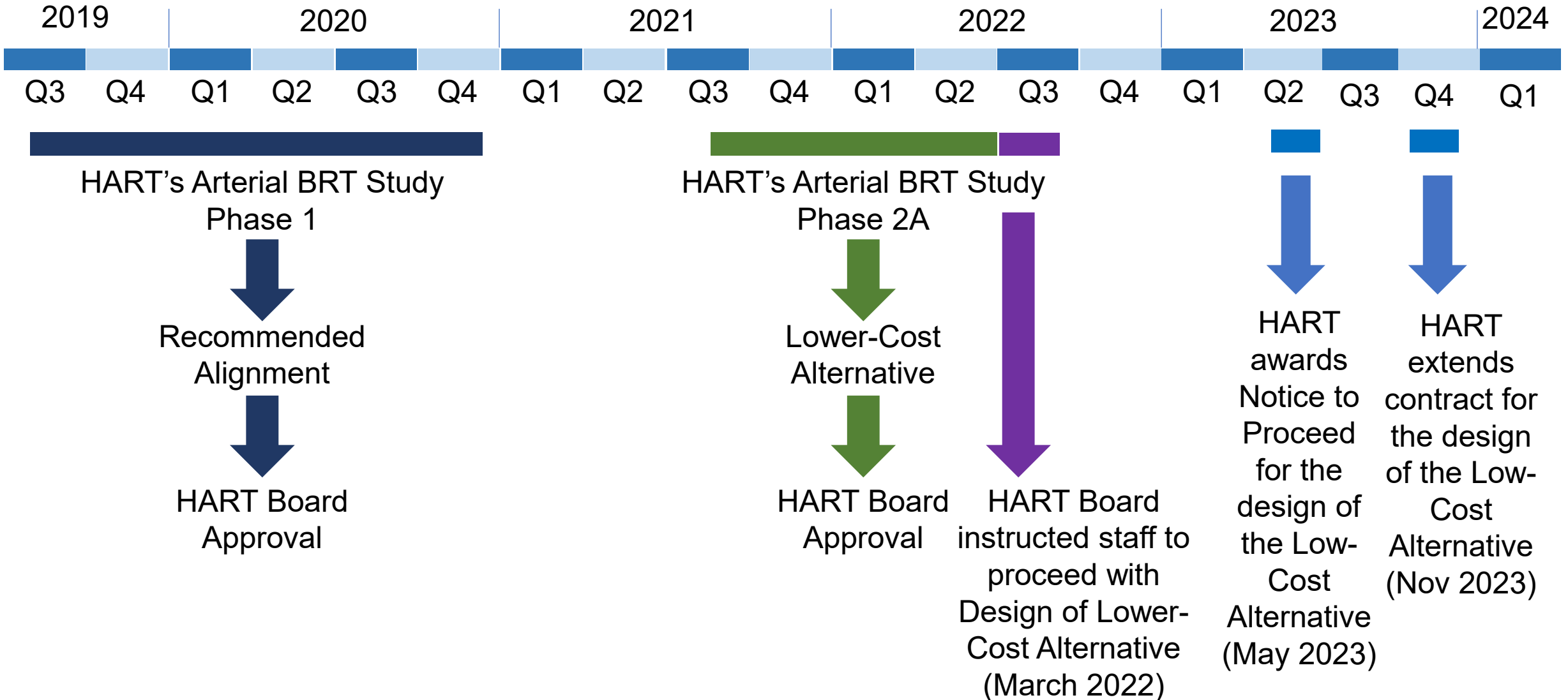
HART Board approved the TPO TIP Priority list on February 4, 2024

Two of the Eight projects are service related

- Tampa Arterial Bus Rapid Transit (BRT)
- Circulator Capital and Operations

1. *Heavy Maintenance Facility*
2. *Vehicle Replace/Mid-life Overhauls*
3. *Radio System Replacement*
4. *Real Estate Acquisition/ Satellite Operations*
5. Tampa Arterial Bus Rapid Transit (BRT)
6. *Bus Stop Capital Improvements*
7. *TECO Streetcar Extension*
8. Circulator: Capital and Operations

Tampa Arterial BRT: Timeline



Project Planning Funding Source: FDOT Grant \$2,500,000

Tampa Arterial BRT Overview

Multi-year, multi-jurisdiction collaboration

- HART
- FDOT
- City of Tampa

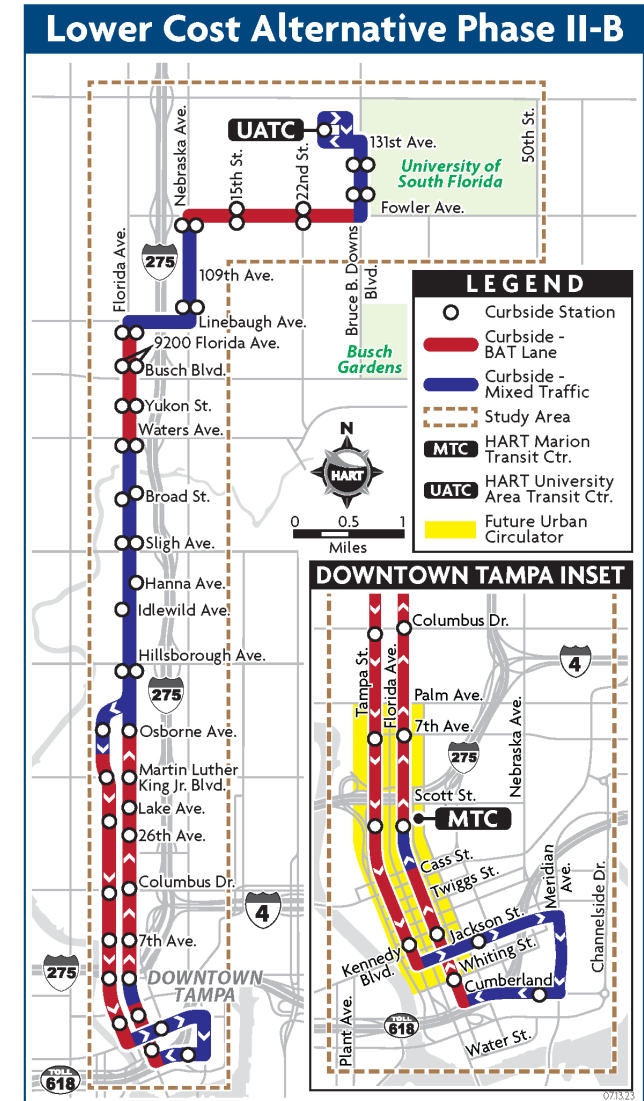
Purpose: Connect the USF Area to Downtown Tampa through several of the most densely populated and transit-dependent communities in the Tampa Bay Region.

Benefits to HART: Operate at improved frequencies with marginal increase in operating dollars. Attract outside funding.

Benefit to HART Customers & Community: Position the corridors for nearly congestion-proof transit service for decades to come. Reliable travel times for customers.

Today, five (5) routes serve this corridor in the downtown core

Those routes make up 30% of total weekday bus ridership



Projected Operational Improvements

Recommended BRT Alternative Operational Characteristics

Span of Service

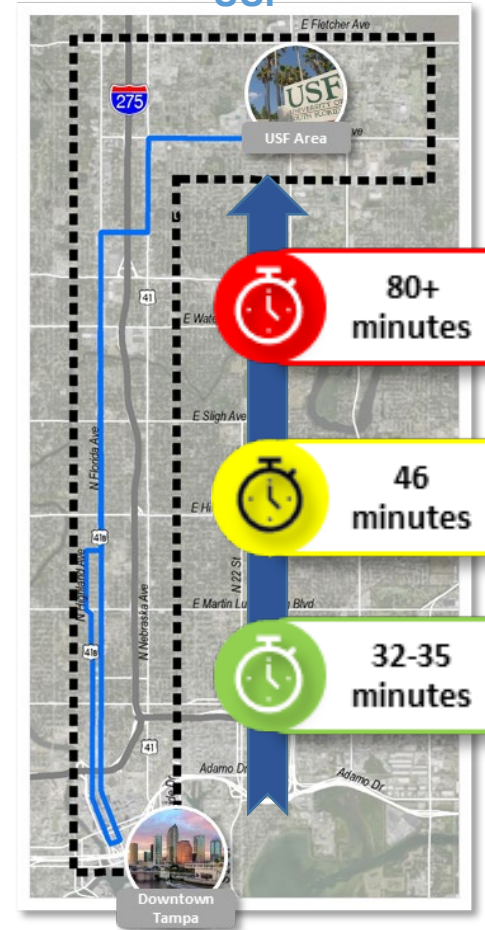
- Monday – Thursday: 5:30 AM to 12:00 AM
- Friday: 5:30 AM to 1:00 AM
- Saturday: 6:00 AM to 1:00 AM
- Sunday: 7:00 AM to 11:00 PM

Frequency

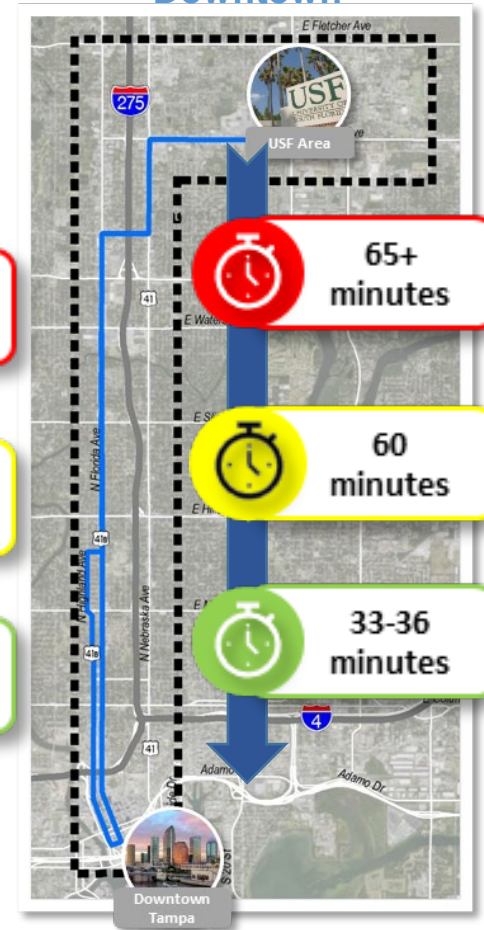
- Peak Frequency: 10-minutes
- Off-peak Frequency: 15-minutes

- Heavy Congestion Route 1 Travel Time (PM peak)
- Scheduled Route 1 Travel Time (PM peak)
- Estimated BRT Travel Time (PM peak)

Northbound: Downtown to USF



Southbound: USF to Downtown



Run-times to be updated pending design and implementation, considering Transit Signal Priority and other elements.

BRT – Current Status

HART Submitted Reconnecting Communities and Neighborhoods Grant Application

(RCN-NAE, Fall 2023) – **Not Awarded**

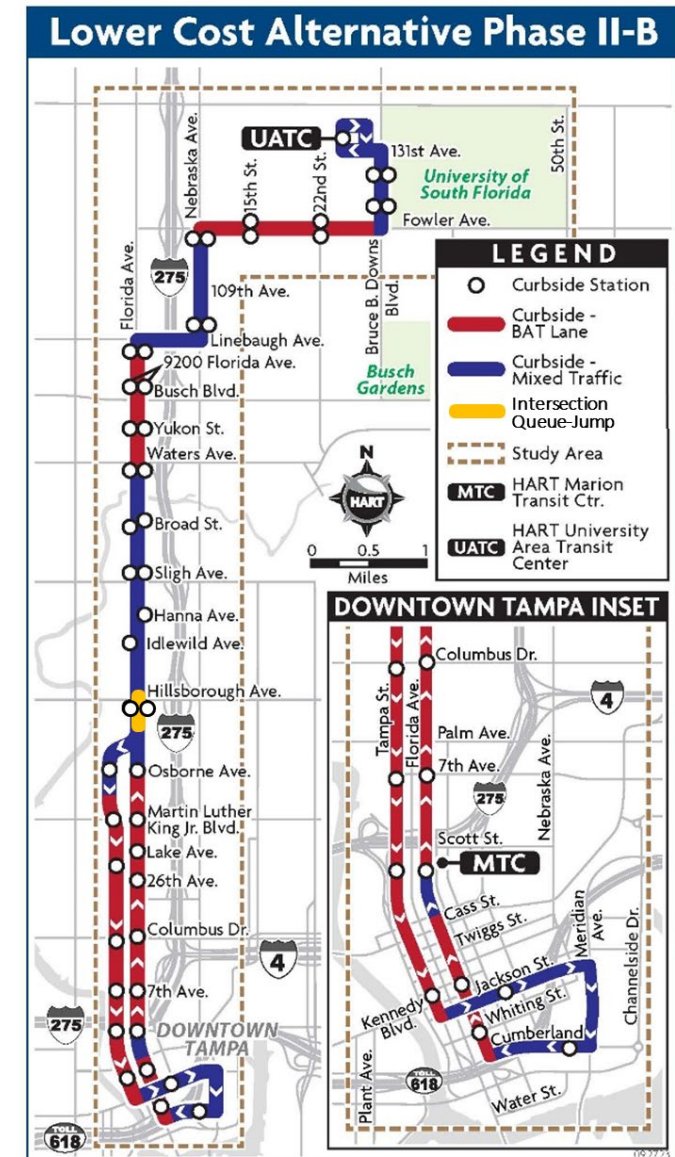
Capital for Stations and Roadway Work

0% Local Match

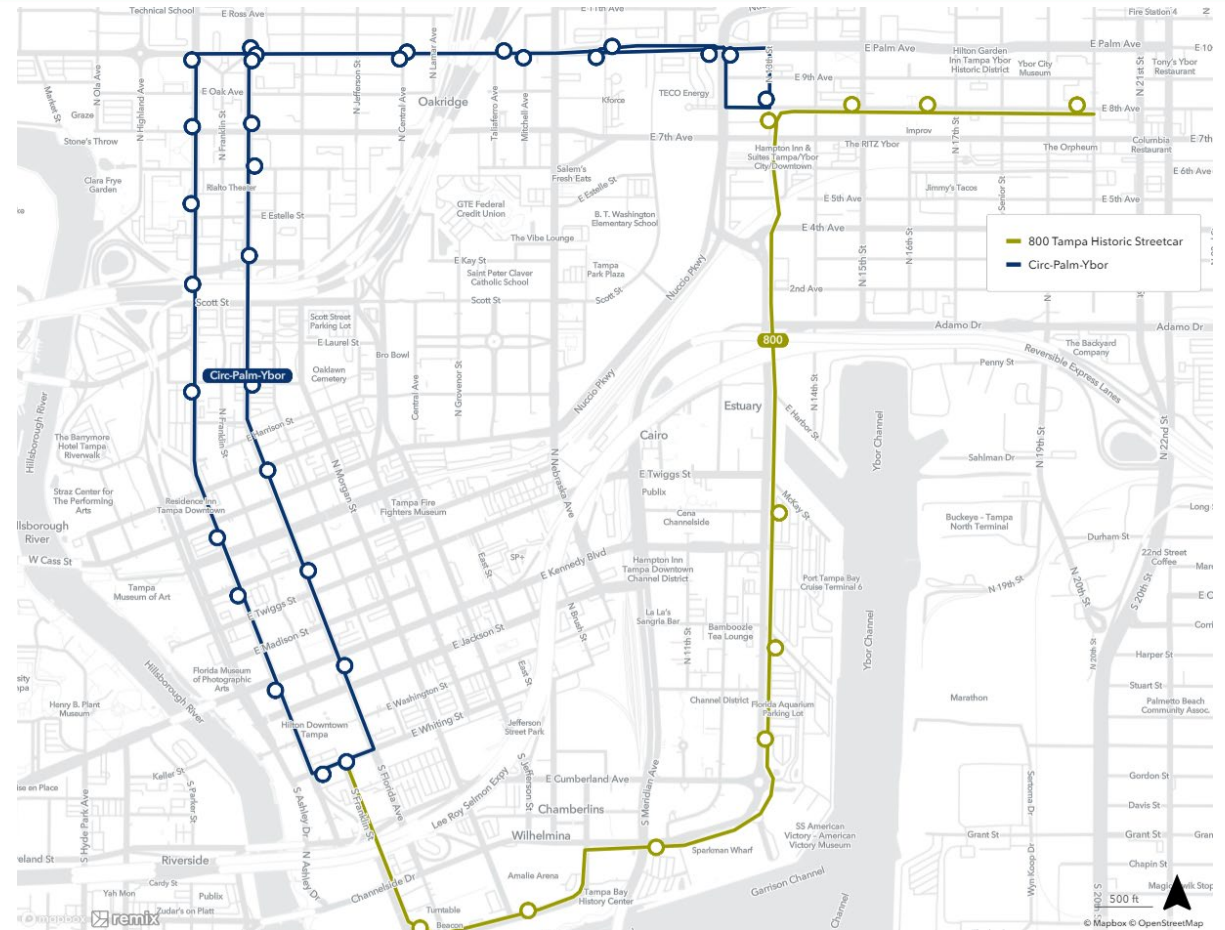
Consultant Update

30% Design Plans (coordination with FDOT)

NEPA Clearance and Station Concept Development



- Interim Transit Solution preceding City of Tampa Streetcar Extension
 - Capital for Vehicles
 - Operating Funding (partial City of Tampa commitment)
- Cost to Operate
 - \$1.2M Annual
 - > Pursuing Additional Funds
 - Vehicles TBD depending on Funding
 - Future Routings TBD



Currently dependent on 3rd party funding with no increased operational funding commitment from HART

Route	Avg. Weekday Ridership			
	Existing		2045	
	Fare	Fare Free	Fare	Fare Free
Downtown-Ybor Loop	194	1,119	765	3,053

BRT & Circulator – Current Status

Coordinating with FDOT on Projects

Heights RAISE Grant

Fowler PD&E

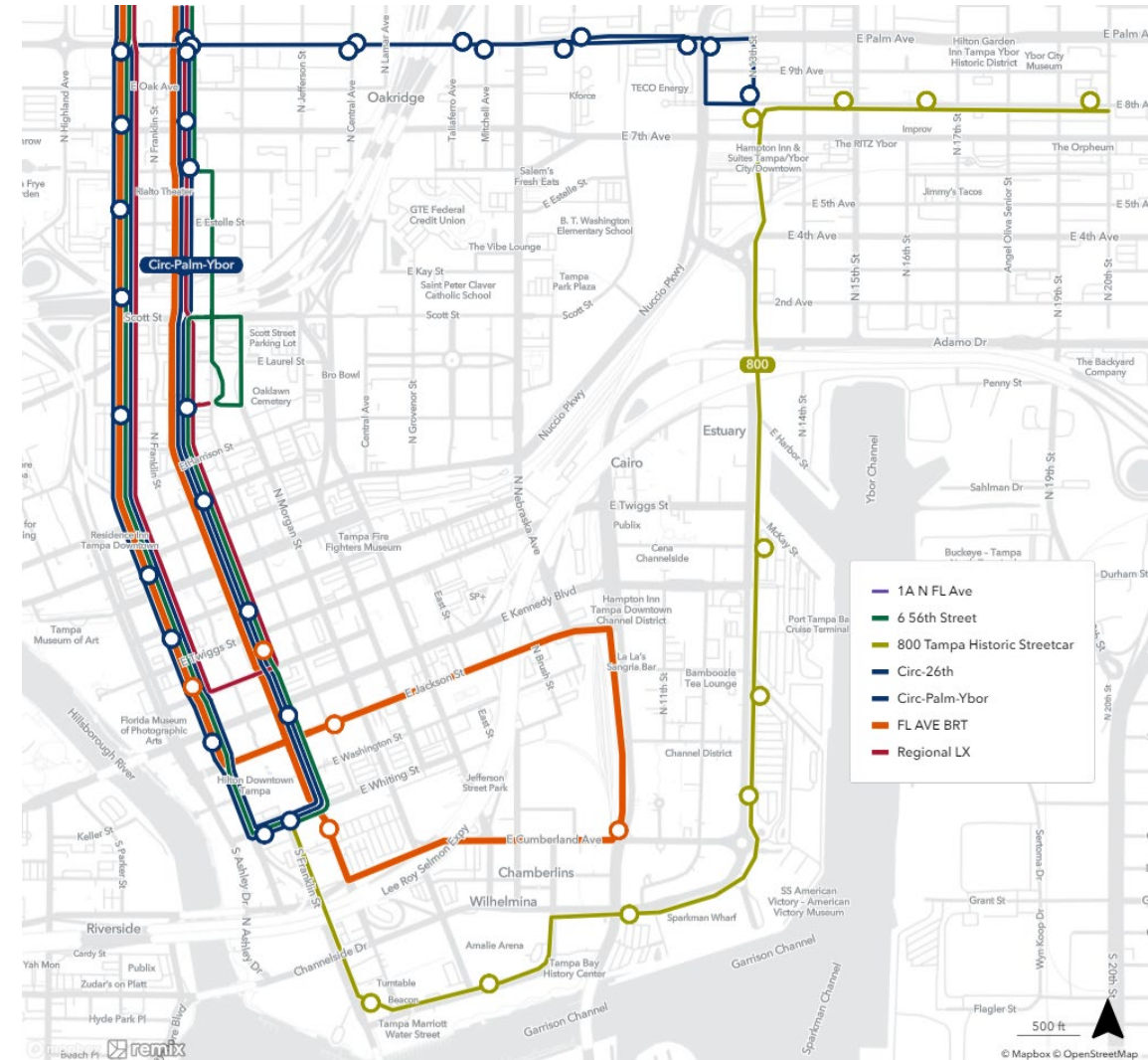
Service Plan Development for Corridor

Route 1 Evolution to Premium Service

Route 1 Replacement North of Linebaugh

Limited Express Service Overlay

Circulator Service Downtown



Thank you!

Questions or comments?

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HART Director of Planning and Scheduling