



Community Working Group Westshore/West Tampa/South Tampa

October 5, 2017
Real Time Record



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Community Working Group – Westshore/West Tampa/South Tampa

October 5, 2017

5:30 p.m. to 7:30 p.m.

Urban Centre, Centre Club (8th floor), 123 S. Westshore Blvd., Tampa FL

| | |
|-----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>6:30 p.m. – 6:40 p.m.</p> | <p align="center"><u>Welcome / Objectives / Event Structure</u> Tina Fischer, Collaborative Labs</p> |
| <p>6:40 p.m. – 7:00 p.m.</p> | <p align="center"><u>FDOT District Seven Presentation</u> Edward McKinney</p> |
| <p>7:00 p.m. – 7:20 p.m.</p> | <p align="center"><u>Hillsborough County MPO Presentation</u> Beth Alden</p> |
| <p>7:20 p.m. – 7:40 p.m.</p> | <p align="center"><u>Regional Transit Feasibility Plan Presentation</u> Scott Pringle</p> |
| <p>7:40 p.m. – 8:30 p.m.</p> | <p align="center"><u>Roundtable Discussions</u></p> <ul style="list-style-type: none"> - Florida Department of Transportation/District Seven - Hillsborough County Metropolitan Planning Organization - Regional Transit Feasibility Plan |
| <p>8:30 p.m. – 8:35 p.m.</p> | <p align="center"><u>Closing</u></p> |

Welcome / Objectives / Event Structure
 Tina Fischer, Collaborative Labs



Welcome

Westshore/West Tampa/South Tampa
 Community Working Group
 October 5, 2017
Tina Fischer
 Collaborative Labs
 St. Petersburg College




Tina Fischer, Manager, Collaborative Labs, St. Petersburg College: Thank you for being here this evening. I’m with Collaborative Labs at SPC. How many of you were here for the last Community Working Group? Quite a few of you. You’re going to hear three great presentations followed by an opportunity to see the maps up close and talk to the presenters.

There are some important events that are coming up. The Tampa Interstate Study SEIS Public Workshop will be taking place this Monday and Tuesday. We also have the Howard Frankland Public hearing coming up in November. Both flyers are sitting on the table out front. Please pick one up.

If you are not able to make tonight’s meeting in person, you are able to dial into the webinar. You can also call in on your phone. It’s muted, but you can ask your questions by utilizing the chat bar on the right side of your screen.

Welcome to those viewing by webinar

LISTENING OPTIONS

- Your listening options are provided in the “Audio” pane of your Control Panel.
- Telephone (Phone number, access code, and audio pin provided under “Audio”)
- Computer or VoIP (Must have speakers)
- You will join the webinar in listen-only mode for the duration of the session



Since we have web-viewers, please silence your cell phones and limit shuffling of papers so that they can hear.

For those attending in-person

- Please be considerate of web-viewers by limiting outside conversations and shuffling paper during the webinar.
- Place cell phones in quiet mode and leave the room to take calls.



We will have presentations from three different groups: the Florida Department of Transportation – District 7, the Hillsborough Metropolitan Planning Organization, and the Regional Transit Feasibility Plan representative.

Our agenda this evening

- Tonight will include presentations about ongoing and upcoming activities from the Florida Department of Transportation (FDOT) District Seven, the Hillsborough County Metropolitan Planning Organization and an update on the Regional Transit Feasibility Plan.
- The first half of the meeting will be presentations that can be viewed online or in-person.
- The second half of the meeting will be breakout sessions with FDOT, Hillsborough County Metropolitan Planning Organization, HART and the Regional Transit Feasibility Plan for those who are attending in-person.



Please hold your questions until the end when we all meet in the back to view the different maps. At this time, you will be able to ask the presenters questions. We want to give you plenty of time to do that. In addition, there are comment cards available for you to write your additional questions on. Those questions and comments will be addressed and uploaded to *tampabaynext.com* next week.

Questions Will Be Addressed During and After Breakout Sessions

- We have a lot of information to share with you tonight. In order to get through all the presentations, we will address questions during the breakout sessions.
- FDOT leadership and staff will be available after the breakout sessions if you have additional questions or would like further discussion.



We already talked about this when I addressed the webinar options for those who cannot be here in person.

Webinar Questions

- For those viewing online, please utilize the chat bar on the right side of your screen to send questions to the Tampa Bay Next team.
- Online questions will be collected and addressed by topic experts.
- Responses will be posted on TampaBayNext.com next week.
- An email notification will be sent to those registered online and those in the TampaBayNext outreach list once questions and responses have been posted.



We have team members with us here tonight. PJ is in charge of all the technology. Candace is here in the corner and she is creating the Real-Time-Record. It contains all your notes for this meeting. All the Real-Time Records from all the previous meetings are also available at tampabaynext.com.

Real Time Record

- The Real Time Record will include the first half of tonight's agenda. Due to the format of the breakout sessions, all comments and discussions cannot be recorded.
- If you would like to have your comment included in the Real Time Record, please submit a written comment on one of the comment cards provided, submit your comment via TampaBayNext.com, or submit a comment via the webinar tonight.

TampaBayNext.com

(813) 975-NEXT

TampaBayNext@dot.state.fl

 TampaBayNext

 @TampaBayNext

.us



We are so glad that you are here and participating in this discussion. Let me turn it over to Bill Jones and Edward McKinney.

**Your input matters. Your ideas help
shape the Tampa Bay Next program.**

Now on to our presentations



FDOT District Seven Presentation

Edward McKinney



Bill Jones, Director of Transportation Development: I am the Director of Transportation Development and Ed McKinney is the Program Administrator of FDOT District 7. In my department, we develop concepts, and then we hand them over to Ed’s department to construct them. We hope this is beneficial to you. Before we get started, are there any elected officials tonight? Ed and I are going to present as a team tonight. With that, I’m going to pass it off to Ed.





Edward McKinney, Florida Department of Transportation District 7 Program Management Administrator: Before I get started, there is a statistic that I want to share with you. Ninety-eight percent of people on the roads wished that everyone else used public transit. Now, my daughter thought that was funny when I told her. Come on. That was a very funny joke.

Laughter

You talked. We listened. We formed the next phases of our plan with the feedback that we took from the Community Working Groups. Now, we’ve rolled into the next phase of our plan.

When it comes to technology, Bill has asked us to form a task team who will look for opportunities to incorporate ideas used in other parts of the country.

We heard from you about neighborhood preservation and are looking at ways to decrease the footprint of our projects.

We are working with the City and County on using technology to enhance safety. We’ve developed the Citizens Transportation Academy to educate you on all the topics related to transportation to ensure that we are all on the same page. I have a schedule for the educational events that I will show you later.

This is all a result of the feedback we received from you.

You Talked. We Listened.

| What you said you want to see: | What we’re doing about it: |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> ▶ Hub System for Transit ▶ Multimodal Options ▶ Technology Solutions ▶ Neighborhood Preservation ▶ Prioritize Safety ▶ Education/Explain Transportation ▶ More Online & Recorded Meetings | <ul style="list-style-type: none"> ▶ Intermodal Center Study ▶ Funding Next Phase of Project Development for RTPP ▶ Formed Tech Team; Working with City and County to Maximize Existing Pavement ▶ Advanced the Heights Study; Created New Downtown Interchange Concepts ▶ Complete Streets; Working on Improved Road Geometry; Tech Solutions to Enhance Safety ▶ Developed Citizens Transportation Academy ▶ Utilizing Webinars and Posting Recordings Online |

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Ed: We need to change the geometry of roadways to make them more functional. We are also preparing for new technology, like autonomous vehicles, which will be coming in the future. As a part of this conversation, we are embracing collaboration and innovation.



Modernize infrastructure
Prepare for the future
Embrace collaboration and innovation



This is what Tampa Bay Next is. We are working with you to find solutions.



Tampa Bay Next is a program and process of working with the community to come up with an action plan for transportation.



These are tonight's topics. We have maps of these on display in the back.

Tonight's Topics

- Howard Frankland Bridge Project
- Operational Improvements for SR 60/Veterans Expressway Southbound
- Operational Improvements to I-275
- Westshore Interchange Reconstruction Concept (SEIS)

Tampa Bay **Next** FDOT

I am going to pass it back to Bill to talk about the Howard Frankland Bridge.

FDOT

TAMPA BAY **Next**

THE FUTURE OF TRANSPORTATION

HOWARD FRANKLAND BRIDGE DESIGN UPDATES

Bill: This is the feedback that we received from the community on the Howard Frankland Bridge, and this is what we are addressing in our plan.

Howard Frankland Bridge

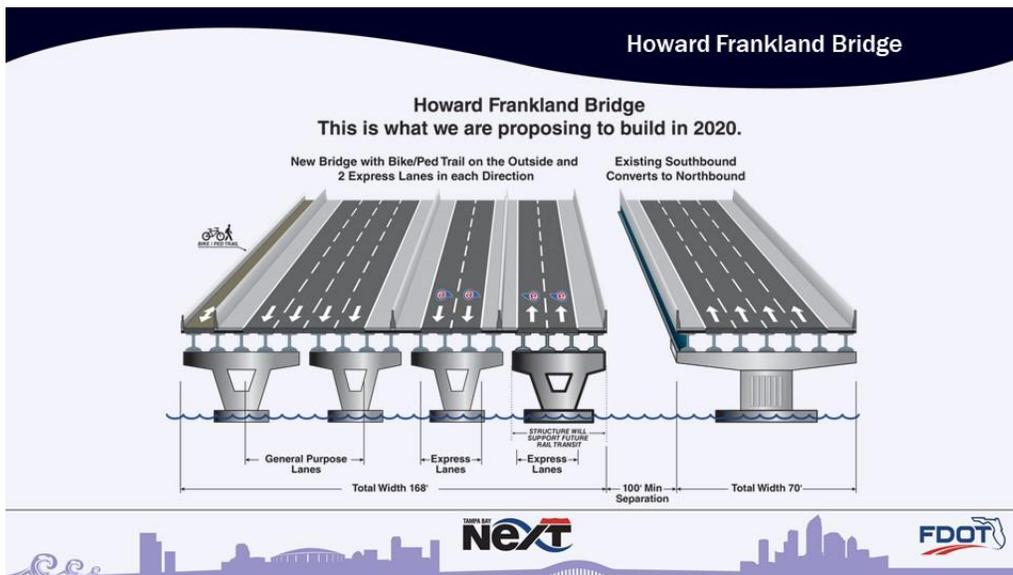
You talked. We listened.

The community has made it clear that they want:

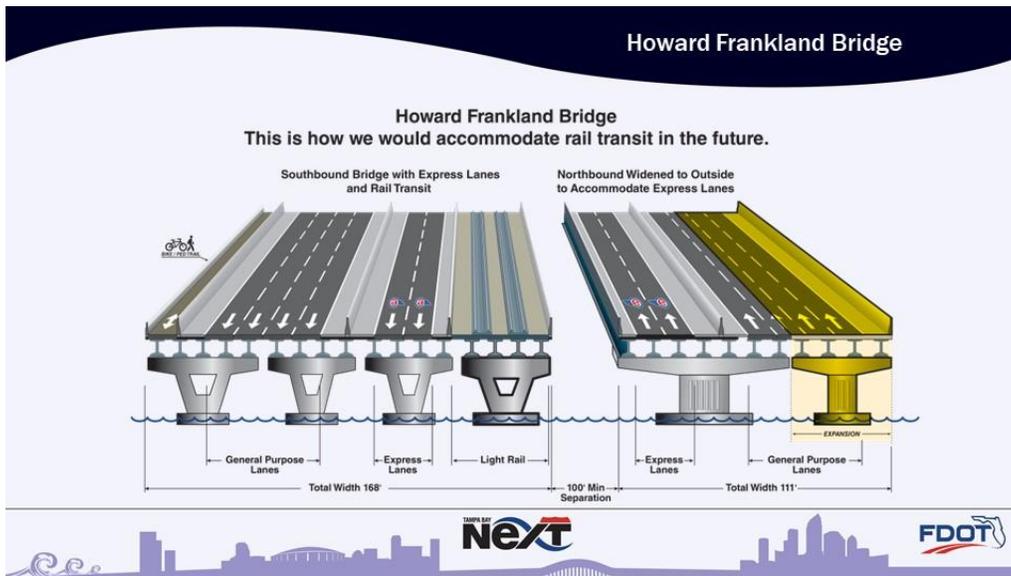
- ◆ **infrastructure that can accommodate transit**, with flexibility across modes
- ◆ **safety to be a top priority**, including **incident management** and **evacuation preparedness**
- ◆ **transportation improvements** that **anticipate future demand** and are **cost effective**
- ◆ **more bicycle and pedestrian options** across the entire region



This bridge on the right is the existing Howard Frankland Bridge. The bridge on the left is the one that we are talking about constructing. It has four lanes. In addition, we are going to strengthen the substructure as well as the super structure to find opportunities to convert it to a light rail system in the future.



We would then widen the existing bridge and strengthen it to accommodate the light rail option.



We learned a big lesson from the Irma evacuations. We are going to add two extra lanes to improve this. These are all the new design benefits. We no longer need to build a third bridge. This also makes it so we can prepare the bridge for autonomous vehicles.

New Design Benefits

- ▶ Improves **incident management** and **hurricane evacuation**
- ▶ Improves operations of **Express Bus Service** and accommodates **future transit**
- ▶ Includes **bicycle/pedestrian trail**
- ▶ **Eliminates the need** for a third bridge
- ▶ Accommodates **future demand**
- ▶ Prepares bridge for **autonomous vehicles**

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Howard Frankland Bridge

HOWARD FRANKLAND BRIDGE

Construction Sequence for 2020



This is the existing set-up of the Howard Frankland Bridge.

On your right is the northbound bridge that was built in 1960, which we will need to replace.

The southbound bridge was built in 1990.



To the left of the southbound lane, we will add bridges.



We anticipate that when we are finished, we will be able to put in bike and express lanes coming from the north side.





Once we are finished with that, we will switch the traffic over and covert it so that we can demolish the existing bridge.



We decided to get rid of it because it would cost millions to rehabilitate it, and it is not a liability we can keep moving forward.

This will be your bridge in 2024.





Bill: We are also looking to add lanes to the Veterans Expressway as well and will be moving into construction by 2018. It will take \$2.9 million to make this happen.

Project Overview

- FPID: TBD
- Construction Estimate: \$2.9M
- Design/Build NTP: 2018
- No ROW required
- Description: Improves transition from Veteran's Expressway to SR 60 and Tampa Airport Interchange

Southbound SR 60/Veterans Expressway Operational Improvements

We will be adding a lane here.



We will be doing some minor widening of a one-mile stretch that is in the north.



We will also be doing some minor shoulder widening here.





We will be making some operational improvements to I-275 from north of the Howard Frankland Bridge to west of Lois Avenue. This is a \$25 million project and will be completed before the Howard Frankland Bridge project.

Project Overview

- FPID: 441111-1
- Construction Estimate: \$25M
- Design/Build Notice To Proceed: 2019
- No ROW required
- To be completed prior to Howard Frankland Bridge project
- Description: Adds one additional general purpose lane to I-275 northbound and southbound to alleviate congestion entering and exiting Howard Frankland Bridge



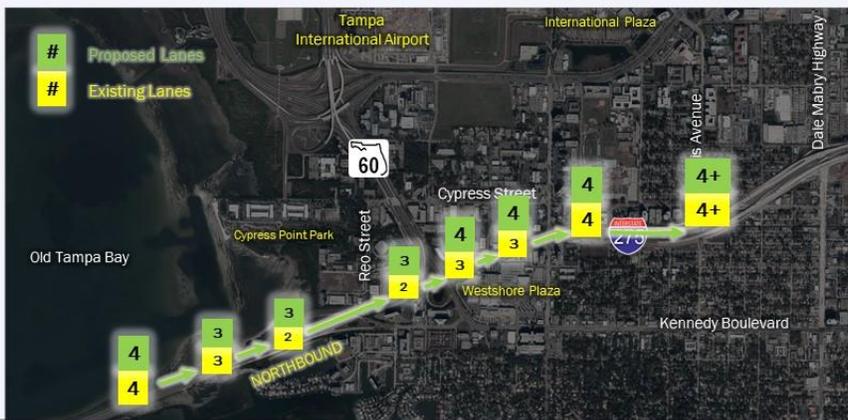
I-275 Operational Improvements



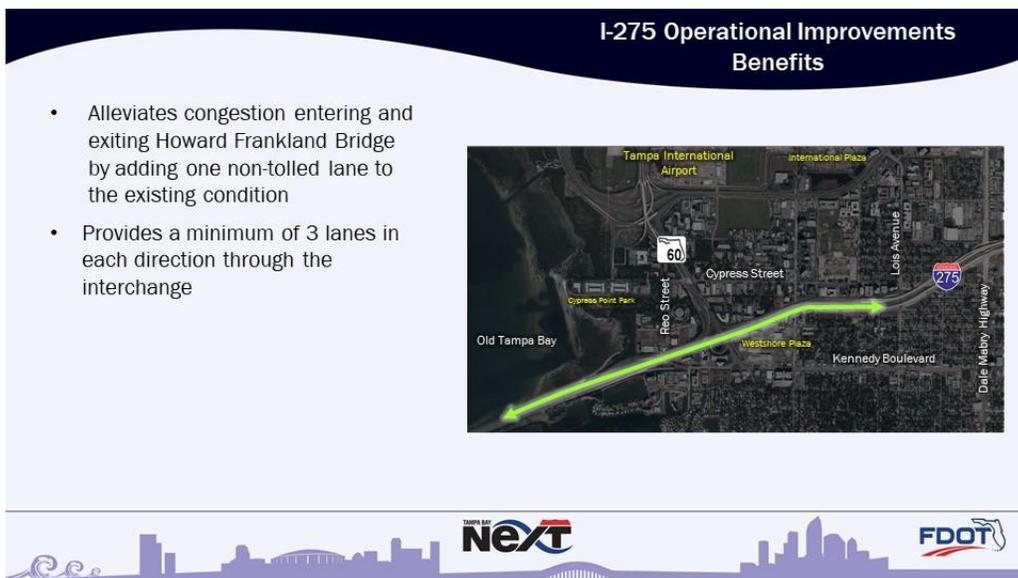

When we take this exit, there is a split there, and it goes down to two lanes. We are looking to expand it to three lanes. This will help alleviate congestion. This also helps improve the loop where two lanes merge into one. As we come across the Howard Frankland Bridge and you get off the exit, we have expanded it to three lanes here.

Then, I mentioned the loop ramp. As you know, you have the merging condition here that constricts flow. The inside of that loop lane merges right into the lane. And, the other lane goes all the way to Dale Mabry Highway. We are really looking forward to this.

I-275 Operational Improvements Northbound Lanes





I-275 Operational Improvements Benefits

- Alleviates congestion entering and exiting Howard Frankland Bridge by adding one non-tolled lane to the existing condition
- Provides a minimum of 3 lanes in each direction through the interchange
- Provides additional lane to receive traffic from the SB SR 60/Veterans Expressway loop ramp to NB I-275






I-275 Operational Improvements Benefits

- Alleviates congestion entering and exiting Howard Frankland Bridge by adding one non-tolled lane to the existing condition
- Provides a minimum of 3 lanes in each direction through the interchange
- Provides additional lane to receive traffic from the SB SR 60/Veterans Expressway loop ramp to NB I-275
- Provides the needed lane capacity in anticipation of the HFB construction








This is what the 1-275 improvements will do and what it will not do. This is still a solid commitment we are looking at.

I-275 Operational Improvements

| | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>What the improvement does:</p> <ul style="list-style-type: none"> ✔ Improves I-275 mainline capacity through the Westshore interchange ✔ Alleviates congestion on/off Howard Frankland in Westshore ✔ Provides additional lane to receive traffic from the SB SR 60/Veterans Expressway loop ramp to NB I-275 | <p>What the improvement doesn't do:</p> <ul style="list-style-type: none"> ⊘ Provide underpasses at Reo, Occident, or Trask Streets ⊘ Fix all interchange's geometric and operational issues ⊘ Require right of way |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

WESTSHORE INTERCHANGE RECONSTRUCTION



Ed: I'm going to briefly run through the SEIS portion of this. If you're not familiar with what I'm talking about, let me give you a brief explanation. The SEIS is a commitment we made to partner with the Federal Highway to reevaluate the original study done on the base of the Howard Frankland Bridge out to roughly north up to around MLK.

We looked at all the documentation and data to determine whether it is still current. Then, we looked at alternatives of how we need to address the congestion in that corridor. Part of this is the Westshore Interchange. We have the map of this in the back, and we do want your comments on that.

The Westshore Interchange is still under study as a part of that SEIS document that I was talking about. We expect to have that document completed somewhere around the end of 2019 or maybe into 2020. We also have some concepts for interchange accesses in the back. Again, please look at those and give us your feedback. Is there anything that we are missing? These are new concepts.

Westshore Interchange Reconstruction

Full Reconstruction

- Ultimate Westshore Area Interchange reconstruction is still under study as a part of the Tampa Interstate Study SEIS
- SEIS to be completed by 2019
- Concept plans available to review during breakout session






Westshore Interchange Reconstruction

Himes/MacDill Access Options

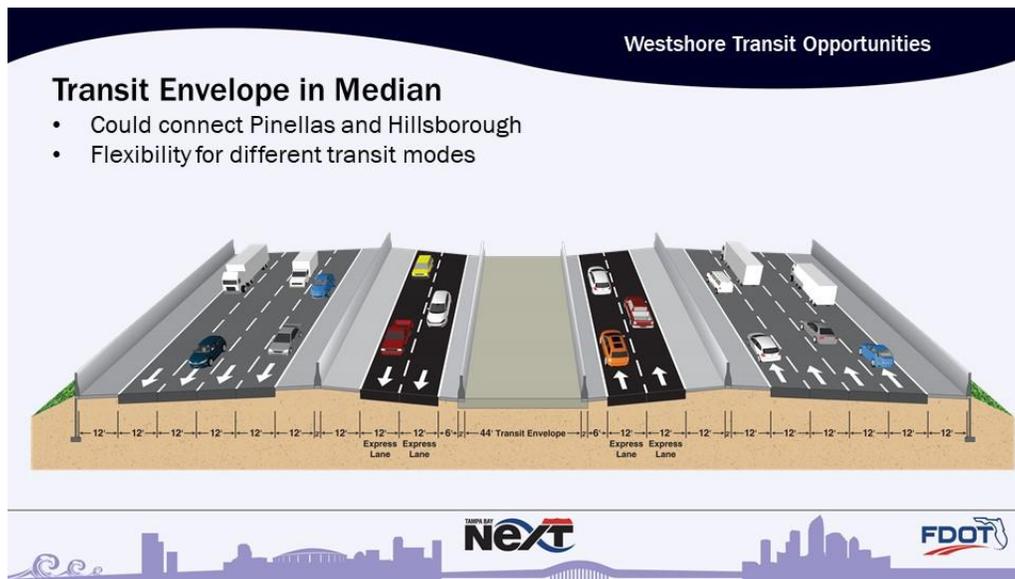
- Options for West Tampa access points
- Want community feedback during breakout session
- Visit the engineering and planning team during breakout session



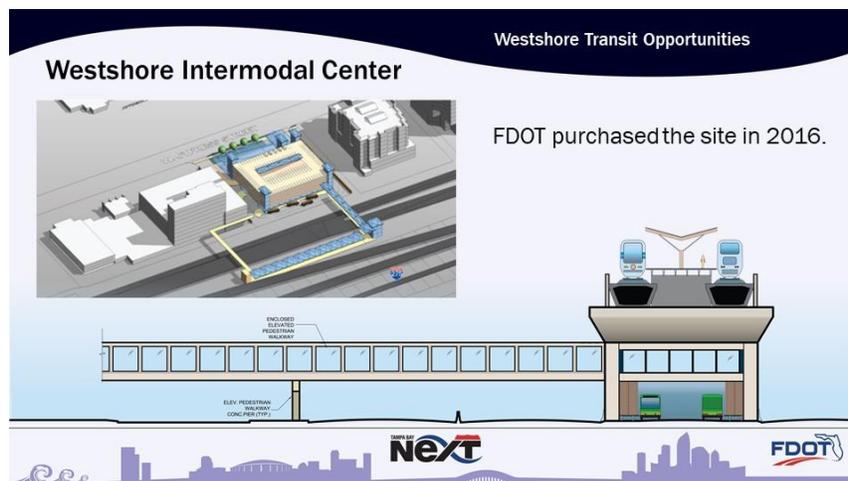



We've been asked over and over again whether we are providing for transit. In the Westshore interchange area and the connection in the Downtown Interchange, we are providing for that transit envelope. We presented at the Downtown Workshop some concepts that are very preliminary.

We are still doing an analysis, collecting data, getting feedback, and looking for opportunities for transit connections. Again, please give us your feedback. This is an image of what this may look like. The middle is empty, and there is no mode identified because it is going to be a part of the Regional Transit Study, which we will be talking about later.



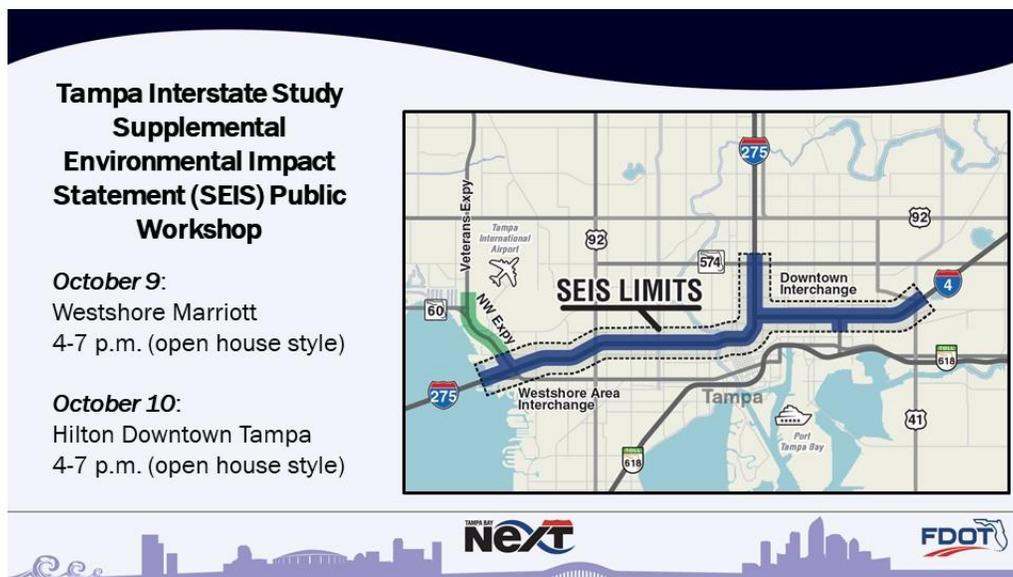
We've got the property over where Charley's Steakhouse is for the future Westshore Intermodal Center. There is a lot of opportunity there for a public-private partnership or for someone to come in to help us develop that. Again, this is tied to the Regional Transit Feasibility Study. We also want your comments on that.



Real briefly, this highlights costs and where we are. For the Westshore Interchange, we have not determined the construction date.



This gives you a visual of the SEIS Limits. WE do have public workshops coming up, both of which will be open house style. There will not be a presentation. You will be able to come in, walk around, and ask questions. There will be plenty of folks who will be able to answer them and guide you through the boards. This is an opportunity for us to get feedback on things that we are working on. Also, if you like something, please let us know. We need to hear that as well.



Where are we in this process? We are in the screening process right now, and all options are on the table. We want your feedback.



We appreciate our partners, including Hillsborough County, Pinellas County, and the City. Tampa Bay Next is not about interstates. It's about looking at our system of transportation, how we move around, and figuring out the best way to do that. How do we continue to make the Tampa Bay area an economic hub in the Florida area?

How do we make it a place where people want to go? It's exciting to work with those who have big visions of things they want to do. It's the visionaries who move us forward. Thank you all for coming out!



This highlights our next steps, many of which I've already talked about. I encourage you to participate in the Citizens Transportation Academy. Our aim for this academy is to simplify this whole process and the terms we are using so that we are all on the same page. Not to steal from the Tampa Bay Times, but it is kind of like Legos. We can demystify this whole process so that people can understand and be more engaged.

Then, the feedback we get will be more productive. If you can't attend one of these in person, you can review them at our web site. In November, we will be holding our public hearing for the Howard Frankland Bridge. With that, I think I'm done. I will now pass it off to Beth. Again, thank you all for coming.

Next Steps

| Date | Time | Event Name | Location |
|-----------------------|-----------------------|-----------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|
| Thursday, October 5 | 5:30 p.m. - 7:30 p.m. | Westshore/West Tampa/South Tampa Community Working Group - Meeting #2 | Centre Club, 8th Floor 123 S. Westshore Blvd., Tampa, FL 33609 |
| Friday, October 6 | 12:00 p.m. | Citizens Transportation Academy Metropolitan Planning Process | Online Webinar (or attend at FDOT) 11201 McKinley Drive, Tampa, FL 33612 |
| Monday, October 9 | 4:00 p.m. - 7:00 p.m. | Tampa Interstate Study, SEIS Public Workshop - Westshore | Marriott Westshore 1001 N. Westshore Blvd., Tampa, FL 33607 |
| Tuesday, October 10 | 4:00 p.m. - 7:00 p.m. | Tampa Interstate Study, SEIS Public Workshop - Downtown Tampa | Hilton Downtown Tampa 211 N. Tampa Street, Tampa, FL 33602 |
| Friday, October 13 | 12:00 p.m. | Citizens Transportation Academy Introduction to Transportation Project Development | Online Webinar (or attend at FDOT) 11201 McKinley Drive, Tampa, FL 33612 |
| Friday, October 20 | 12:00 p.m. | Citizen Transportation Academy Introduction to Transit: Transit Modes and How They Work | Online Webinar (or attend at FDOT) 11201 McKinley Drive, Tampa, FL 33612 |
| Friday, October 27 | 12:00 p.m. | Citizen Transportation Academy How Transportation Projects are Funded | Online Webinar (or attend at FDOT) 11201 McKinley Drive, Tampa, FL 33612 |
| Thursday, November 2 | 12:00 p.m. | Citizen Transportation Academy Congestion Management Strategies | Online Webinar (or attend at FDOT) 11201 McKinley Drive, Tampa, FL 33612 |
| Tuesday, November 14 | 5:30 p.m. - 7:30 p.m. | Howard Frankland Bridge Public Hearing | Tampa Marriott Westshore 1001 N. Westshore Blvd., Tampa, FL 33607 |
| Thursday, November 16 | 5:30 p.m. - 7:30 p.m. | Howard Frankland Bridge Public Hearing | Hilton-St. Pete Carillon Park 950 Lake Carillon Dr., St. Petersburg, FL 33716 |



WEBINAR COURSES

| | |
|-------------------------------------------------------------------------------------|----------------------------------------------------------|
| September 22 | Regional Transportation Roles and Responsibilities |
| <i>Note: There will be no session on Sept. 29 due to the TMA Leadership Meeting</i> | |
| October 6 | Metropolitan Planning Process |
| October 13 | Introduction to Transportation Project Development |
| October 20 | Introduction to Transit: Transit Modes and How They Work |
| October 27 | How Transportation Projects are Funded |
| November 2 | Congestion Management Strategies |

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Hillsborough County MPO Presentation

Beth Alden



Beth Alden, Hillsborough MPO Executive Director: Thanks Ed and thanks for having me. I'm going to talk about a related effort. You have been hearing the Department talk about SEIS and PDE studies. Those types of studies are really good at looking at whether you should build lanes here, here, or here. Those are good things to figure out because they all have impacts, and you need to evaluate what they are.

A lot of folks have asked questions about whether we want express toll lanes or whether we want them through the middle of Tampa. Would we want to look at a beltway? Should we consider rapid transit? These kinds of questions are really hard to answer in an Environmental Impact Study.

These are the kinds of questions you look at in the long-range transportation plan. I'm going to tell you a little bit about an effort that is going on right now to investigate those questions. It is being done in partnership with Pinellas, Pasco, and Hillsborough County.



Briefly, why does this plan matter? Who knew that there is a long-range transportation plan? This is what it does. It identifies priority projects that are now being funded. It takes a long time to line up a million dollars for a bridge rebuild. It takes a long time, and that's why we call it long range. This is our official communication to Tallahassee and D.C. about what our priorities are and what we think federal and state funds should be spent on.

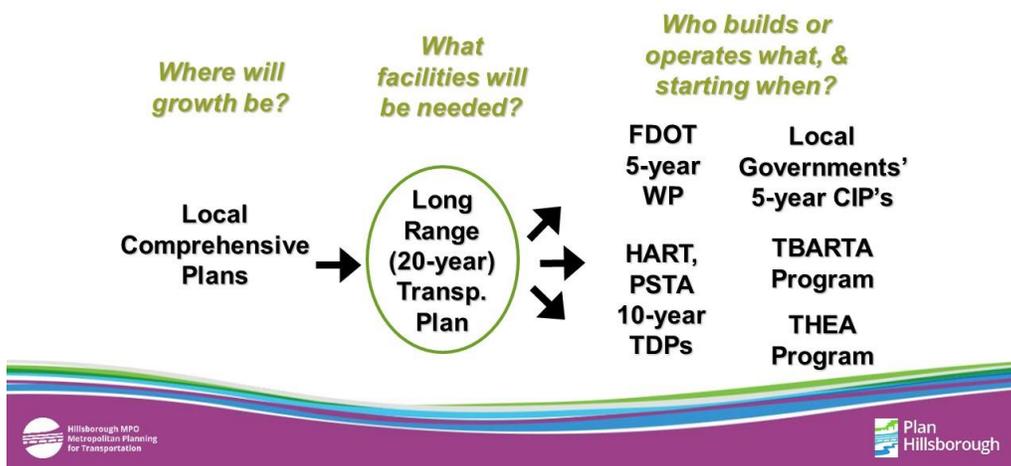
Why does the Long Range Plan Matter?

- Identifies priority projects now being funded, for example:
 - Howard Frankland Bridge
 - I-275/SR 60 Interchange
 - Replacement Buses
 - Advanced Traffic Management Systems
 - South Coast Greenway & other trails
- Conveys our priorities for federal & state funding to Washington, DC & Tallahassee



It's designed to fit in with the other things that your local government is doing. The long-range transportation plan takes the local comprehensive plan and looks at what kinds of transportation plans will be needed to serve that growth. This is looking at the 20-year big picture. The next step is to then look the FDOT 5-Year Work Plan and the Local Governments' 5-Year Capital Improvement Programs and break it out step-by-step and year-by-year to see what can be built using the available funds.

How does it fit with other efforts?



It is coordinated across the region. This committee, which has existed for two decades, has been looking at major cross-county traveling needs.

2035 Regional Long Range Transportation Plan
West Central Florida MPO Chairs Coordinating Committee

How is it coordinated across the region?

Regional Travel Needs
Studied by MPO Chairs Coordinating Committee

Tampa to Lakeland Travel Market

2035 LRTP

How do we prioritize those when there are so many uncertainties? There are disruptive technologies. How are other major metros around the country dealing with these unknowns? We've been looking at the Atlanta Regional Commission. They have been playing out different scenarios. They've been looking at things like autonomous vehicles and playing out what it may look like in their region. We thought that maybe this would be a good tool to use here in our region.

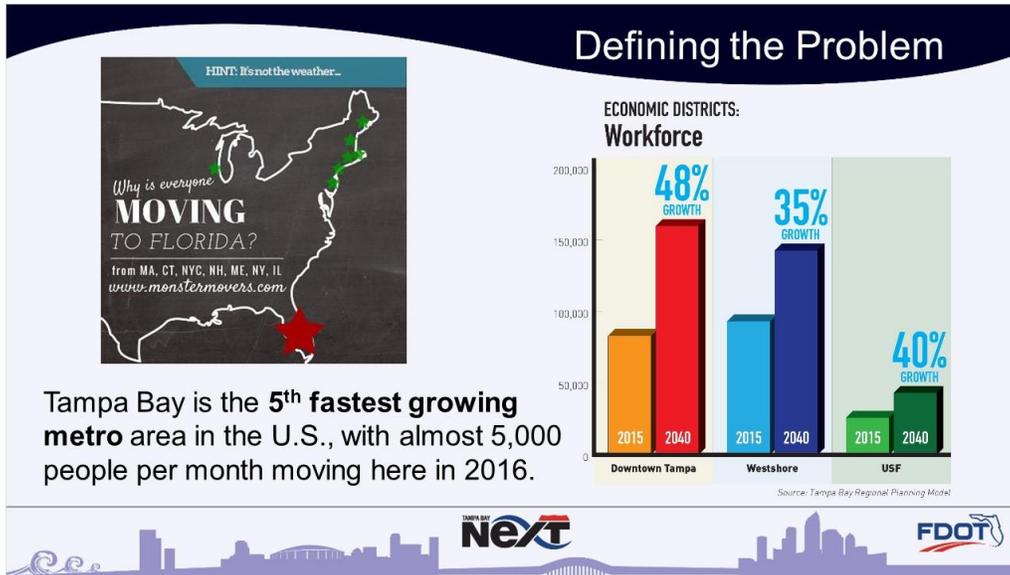
What trends will shape what Tampa Bay looks like in 2045?

| | | |
|----------------------------------------------------|--------------------------------------------|-----------------------------------|
| Autonomous Vehicles | Spatial, Racial and Economic Equity | Climate Change Regulations |
| Aging of the Population | Transportation Finance Structure | Water Supply |
| Intelligent Infrastructure & Technology | Ridehailing Services | Port Traffic |

Key drivers of change for the Atlanta Region



I borrowed this chart from Tampa Bay Next to show the challenges we will have with rapid growth. Think about dropping half a million more people here into this county over the next 20 years and imagine all of them moving around on the transportation system we have right now. It could get much worse than it is now.



But we are working together to come up with an action plan, just as Ed said.

Tampa Bay Next is a process of working with the community to come up with an action plan for transportation.

I borrowed this from Tampa Bay Next. We have to look at all the options.

The Program Includes:

Interstate Modernization



Transit



Bicycle/Pedestrian Facilities



Complete Streets



Transportation Innovation



Freight Mobility






The options that are being looked at by the Department include express lanes and other concepts.

Interstate Modernization

| Project | Public Hearing | Preferred Alternative |
|---------------------------------------|----------------|----------------------------------------------------|
| Howard Frankland Bridge | Fall 2017 | Express Lanes (4 non-tolled) |
| Westshore Area Interchange (SEIS) | Early 2019 | Evaluating Express Lanes and other concepts |
| Westshore to Downtown Corridor (SEIS) | Early 2019 | Evaluating Express Lanes and other concepts |
| Downtown Interchange (SEIS) | Early 2019 | Evaluating Express Lanes and other concepts |
| I-275 Innovation Corridor | Early 2019 | Evaluating Express Lanes and other concepts |
| I-4 and Connector | October 2015 | Express Lanes |
| I-75 Operational Improvements | TBD | TBD |



Other concepts being evaluated. Some other concepts that are being looked at include what is listed on the screen. What if we include a beltway outside the urban area? What if I-275 were in a trench? Could we have elevated or reversible lanes?

These are not new ideas. The MPOs of the regions bought into the idea of express lanes on I-75. This is the image I have here on the right. This was our top priority as a region for many years. We wanted to create a spine that would connect us all the way from Sarasota to Brooksville.

Interstate Modernization

Other Concepts Being Evaluated

- Converting I-275 to a Boulevard north of Downtown Tampa
- Beltway
- Trench
- Elevated Lanes
- Reversible Lanes
- Other Mgd. Lane Options
- Transit Options

MPO Chairs' Coordinating Committee High Priorities (2012)

#1: I-75 Managed Lanes w/ Transit

Separation Device To Be Determined

Existing 36' 44' 44' 36' 94' St

Existing Limited Access R/W 348' and Varies

Options for Premium Transit: There are other ideas of putting transit in the median or shoulder of the interstate. How is it rapid transit if cars get stuck in transit? Maybe we can look at light rail on the east side of the interstate.

Transit

Options for Premium Transit in Interstate ROW

Transit in Median

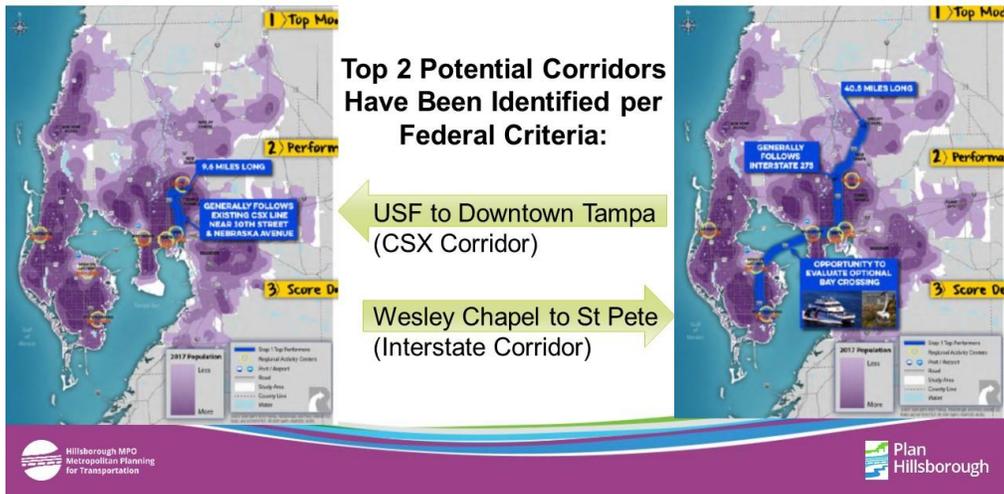
Buses on Hard Shoulder

Light Rail Transit on East Side

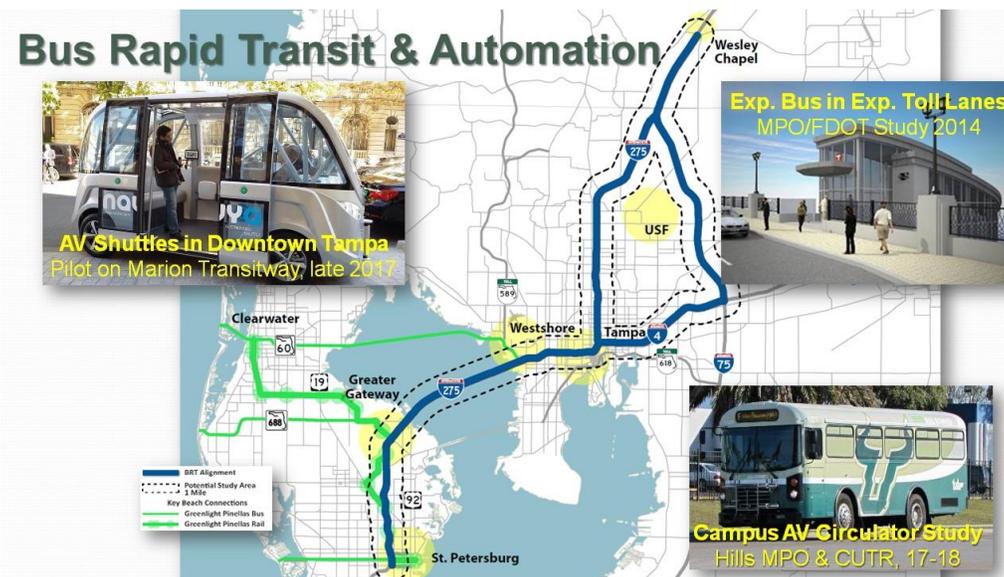
This is the Regional Transit Feasibility Plan, which is going on right now. It could shape our long-range transportation plan. They've been looking at potential rapid transit corridors in the region. One of the top two is USF to Downtown Tampa and the other one goes all the way from Wesley Chapel to St. Pete along the 275 corridors.

This will have a big impact on where growth happens. People will want to live near the stations so they have access to jobs. This could be a major shaping force of how growth happens in our region.

Regional Transit Feasibility Plan



Bus Rapid Transit on I-275 That's something we've looked at in the past and may connect autonomous vehicles in the future. A pilot is starting before the end of the year. There is potential to link those up.



CSX Rail Corridors: What if we looked at the CSX-owned freight rail corridors and refurbished them and put commuter trains on them? This is something that has been done in Fr. Worth, Texas, which is pictured here on the right. It operates on the same track as a freight train. We have looked at how Orlando got a project like this going. It had a lot of logistics that we don't have to deal with.

They had 30 trains a day running on their track. It connected one side of the state to the other. On our side of the state, those yellow CSX-owned corridors are dead-end lines, so they are not running nearly as much freight traffic. It might be easier for us to work out an agreement with CSX where we both could use those freight tracks for commuter rail trains and for them to continue using it for freight.

Reuse &/or Joint Use of CSX Rail Corridors

- More than 100 miles of low-use CSX track in Tampa Bay
- Potential for expansion to Clearwater, St Pete, Land O Lakes, Brooksville, So. Tampa
- SunRail- FDOT bought 61.5 miles of tracks from CSX for \$150 m (\$2.4 m/mi) **plus** track refurbishing where freight was to be re-routed
- CSX was operating up to 30 freight trains/day on the SunRail corridor, ~6 times the volume as our dead-end line

In 2011, the state purchased 61.5 miles of CSX tracks in Central Florida for for \$150 million for the SunRail Commuter Rail project.*
*This cost was for right-of-way.

DMU (Diesel Multiple Unit) FRA-compliant vehicle operating in Dallas Ft Worth

Hillsborough MPO
Metropolitan Planning
for Transportation

Boulevard Conversion: I borrowed another slide from an activist, Josh Frank, who looked at converting I-275 north of Downtown Tampa to a boulevard. If you can work that out, can you create a roadway that better serves and connects the neighborhoods that are on both sides of it? These are all examples of roadways that were taken down and converted.

SAN FRANCISCO CENTRAL FREEWAY: 100,000 AADT
 EMBARCADERO FREEWAY: 80,000 AADT
 BOSTON CENTRAL ARTERY: 200,000 AADT
 CHEONGGYE EXPRESSWAY: 168,000 AADT
 ALASKAN WAY VIADUCT: 110,000 AADT
 WEST SIDE HIGHWAY: 140,000 AADT

Boulevard Conversion

He asked us to look at the traffic that is out there on that part of I-275 right now and asked us who is using that roadway. This graphic suggests that 65% of the traffic is internal to Tampa. That leaves a third that is just passing through. Can we find another way for that traffic to pass through? This is the question he was throwing out to us.



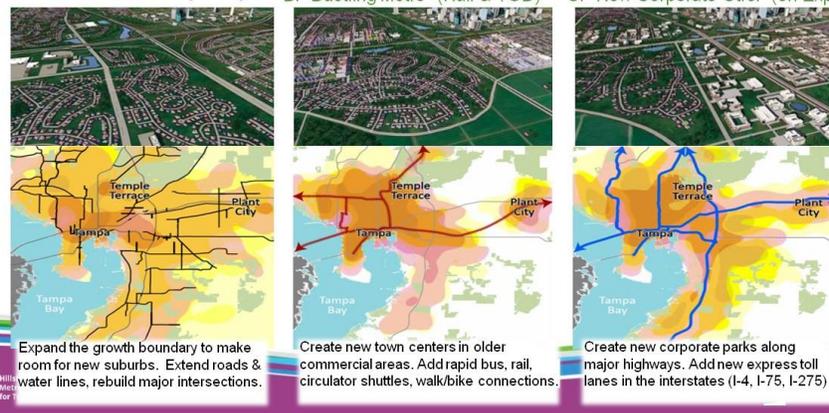
If you go down one path, it makes another path difficult. There are many unknowns. These are examples of three different futures that we played out. First, what if you keep extending the roads and suburbs further out and allow urban growth to continue to move outward and consume as much land as it wants? What would it look like? What would the traffic look like?

Second, what if you concentrate the growth that comes into this area within the existing urban area and keep people moving around by building all the rail lines that all have proposed for this area. Is this possible? What does the traffic look like then? Finally, what if you put express lanes on all the interstate highways and used some of those interchanges as new corporate centers? What does this look like? What are the implications?

Playing out some very different futures

Hillsborough's *Imagine 2040* Scenarios were a combo of transportation & development decisions

A. "Suburban Dream" (Trend) B. "Bustling Metro" (Rail & TOD) C. "New Corporate Ctrs." (on Exp. Lanes)



Tampa Bay TMA Role – a tri-county level. Look at different scenarios and bring them into a hybrid scenario. Let the public give input on that. Then, in 2019, work on cost and funding strategies.

Tampa Bay TMA Role



We will accomplish this by moving forward together. We want your input.



Now, we are at the part where you get to participate. We would like you to text your responses to three different multiple-choice questions.

Give us your thoughts by text!

To get started, text the word **PLANCOM** to the number **22333**.



Your first question is “What “big ideas” or drivers of change could most affect how & where we grow? You can choose three.

Question 1: What “big ideas” or **drivers of change** could most affect how & where we grow? (Select 3)

- | | |
|-----------------------------------------------------|-----------------------------------------|
| 1. Vacant land availability | 7. Shared mobility services |
| 2. Declining gas tax, more reliance on tolls & fees | 8. Aging population |
| 3. Dramatic traffic growth | 9. Income stagnation |
| 4. Deferred maintenance | 10. Access to job centers |
| 5. Investing in fixed transit | 11. Tourism industry strength |
| 6. Automated vehicles | 12. Freight/logistics industry strength |
| | 13. Climate change |



| What "big ideas" or drivers of change could most affect how & where we grow? (Select 3) | | |
|-----------------------------------------------------------------------------------------|-----------|--|
| Access to job centers | 5 | |
| Aging population | 2 | |
| Automated vehicles | 6 | |
| Climate change | 2 | |
| Declining gas tax; more reliance on tolls & fees | 1 | |
| Deferred maintenance | | |
| Dramatic traffic growth | 10 | |
| Freight/logistics industry strength | 3 | |
| Income inequality | 2 | |
| Investing in fixed transit | 4 | |
| Shared mobility services | 3 | |
| Tourism industry strength | 2 | |
| Vacant land availability | 3 | |
| Total | 43 | |

Second question: What are the best strategies to accommodate population growth?

Question 2: What are the best strategies to accommodate population growth? (Select 2)

- 1. Redevelop cities & older suburbs at higher densities
- 2. Redevelop older commercial strip corridors as townhomes & apts.
- 3. Re/develop around new fixed-guideway transit stations
- 4. Develop agricultural land as needed
- 5. Develop new towns in outlying areas
- 6. Develop along interstate hwy & expressway corridors
- 7. Don't accommodate it
- 8. Other

| What are the best strategies to accommodate population growth? (Select 2) | |
|----------------------------------------------------------------------------------|-----------|
| Develop agricultural land as needed | 1 |
| Develop along interstate hwy & expressway corridors | 4 |
| Develop new towns in outlying areas | 2 |
| Don't accommodate it | 1 |
| Other | 1 |
| Re/develop around new fixed-guideway transit stations | 9 |
| Redevelop cities & older suburbs at higher densities | 5 |
| Redevelop older commercial strip corridors as townhomes & apts. | 8 |
| Total | 31 |

Last question: For our future populations' needs, how should we focus transportation resources?

Question 3: For our future populations' needs, how should we focus transportation resources? (Select 3)

- | | |
|----------------------------------------------------------|---------------------------------------------------|
| 1. Add lanes to interstate hwys | 7. Better bus service in counties |
| 2. Build more elevated hwys | 8. Transit connecting counties |
| 3. Widen 4-6 lane rds to 6-8 lanes | 9. First commuter/light rail line |
| 4. Innovative intersections & interchanges | 10. Walk & bike facilities |
| 5. Advanced traffic management systems & AV/CV readiness | 11. Step up safety improvements & traffic calming |
| 6. Maintain pavement & bridges | 12. Better freight rail & truck routes |
| | 13. Other |

Hillsborough MPO
Metropolitan Planning
for Transportation

https://www.poll Everywhere.com/multiple_choice_polls/QMIBUZ6DzqMneQ

Plan
Hillsborough

| For our future populations' needs, how should we focus transportation resources? (Select 3) | | | |
|---------------------------------------------------------------------------------------------|-----------|--|--|
| Add lanes to interstate hwy's | 1 | | |
| Advanced traffic management systems & AV/CV readiness | 7 | | |
| Better bus service in counties | 9 | | |
| Better freight rail & truck routes | | | |
| Build more elevated hwy's | 2 | | |
| First commuter/light rail line | 6 | | |
| Innovative intersections & interchanges | 6 | | |
| Maintain pavement & bridges | 3 | | |
| Other | 2 | | |
| Step up safety improvements & traffic calming | 2 | | |
| Transit connecting counties | 5 | | |
| Walk & bike facilities | 3 | | |
| Widen 4-6 lane roads to 6-8 lanes | 1 | | |
| Total | 47 | | |

This is my final closing question. Can you text me your home zip code? We will be tracking responses from around the region.

Closing Questions

What is your home zip code?

https://www.polleverywhere.com/free_text_polls/Ps32w047uVWO68w

Are there any additional things we should consider?

https://www.polleverywhere.com/free_text_polls/7kgAvB2LzXUD7e



Speaker: Beth, how many people in here are riding the bus?

Beth: It looks like four of us. Are there any other questions?

Speaker: What about water options? We could use boats. Seriously. Even UPS uses boats. We have Hillsborough River that could be used.

Beth: You're right. There are some opportunities there.

Speaker: When you build the bridges, can you please make sure the hump is built high enough so that boats can go underneath should we decide to do this in the future?

Beth: I think you should come see me at the table afterwards.

Speaker: I must be at a meeting at seven.

Beth: That is a good question. Water transit is on the table. Let's move to our next question, which is open-ended. You can send me as many texts as you would like for this one. Are there any additional things we should consider?

| Zip codes | |
|-----------|---|
| 33027 | 1 |
| 33604 | 1 |
| 33609 | 3 |
| 33610 | 1 |
| 33611 | 3 |
| 33616 | 1 |
| 33618 | 1 |
| 33626 | 1 |
| 33629 | 1 |
| 33634 | 1 |
| 34688 | 1 |
| 46357 | 1 |

| Are there any additional things we should consider? |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------|
| Busses are a thing of the past- I would like to see rail like the Union Pearson Express in Toronto connecting the airport to major hubs like downtown Tam |
| Work on legislation that allows for speed enforcement and traffic violations via video and other technologies. This will enhance safety and promote compl |
| Use right of way to use the maximum number of people, not cars. |
| We need express lanes, absolutely, but their funding must come from those who choose to use it, not a burden on all taxpayers for construction that has a |
| AVs will change everything |
| ask how many people have used mass transport in other cities to better define your population |
| Incentives for businesses to promote transit for employees. |
| Autonomous transit |
| The business community needs better traffic options to attract and retain top talent so that commutes are not awful. |
| TDM rules |
| New funding strategies |
| Ferry services |
| Rail |
| TDM strategies |

Beth: Thanks so much for your participation!



Regional Transit Feasibility Plan Presentation

Scott Pringle



Scott Pringle, Group Director, Jacobs Engineering:

Thanks, Beth. Before I get started, I want to recognize Marco Sandusky. He works for

Hart, so he has been very involved in this all the way through. The Regional Transit Feasibility Plan is funded by FDOT and administered by Hart.

I'm going to take a few moments to deconstruct that name. My task is to focus on premium regional transit for Tampa Bay. Feasibility is where we are looking for projects that we can implement in Tampa Bay.



It used to be a *study* when we got started, but we changed it to a *plan* because we have enough information now. It's time to come up with a plan. So, again, my job is to find premium regional transit. What does that mean? It means finding ways to help people get from point A to point B quickly and efficiently. How do we get premium regional transit in Tampa Bay? First, we have to answer these three questions. My job is to answer question number one.

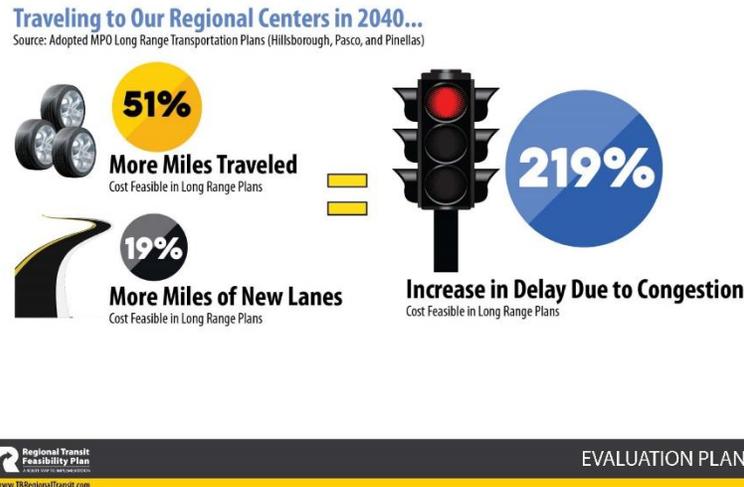
- 

1 What is the project to be built?
 (Emphasis of the Regional Transit Feasibility Plan)
- 

2 How is it funded?
- 

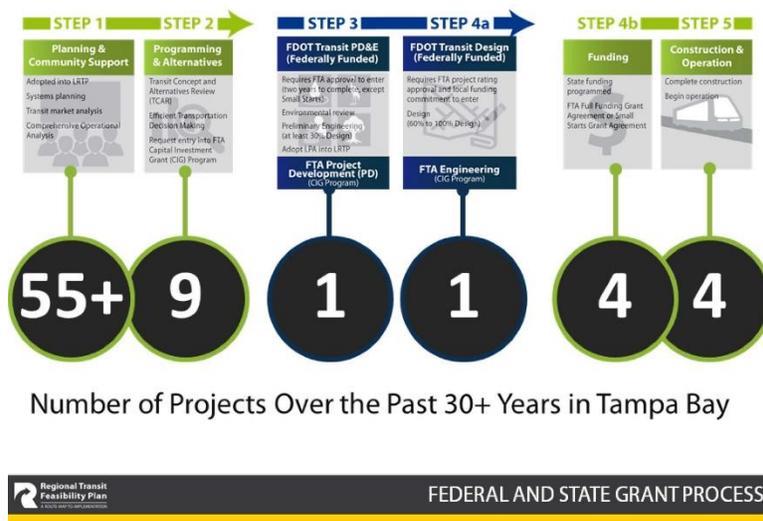
3 Who is responsible for building and maintaining it?

We are going to continue to see congestion as we move into the future. This is symptomatic of a region that is growing. However, it means that we need to think about our transportation network and look for options to move people within that network. Transit is a part of that larger conversation.



Another aspect that really drives us from the plan itself is looking for an opportunity to draw down federal and state grants. We've not been successful in getting funding. That's why we are planning now. The two in the middle here are where we receive dollars.

For the first time in 30 years, we've submitted an application less than three weeks ago to the government for dollars. This is for a project that connects St. Pete and St. Pete Beach. This would be the first time Tampa Bay has received capital dollars from the government. We are looking for transit projects that compete for those federal and state dollars.



Purpose of plan: Finding the project, compete for federal and state projects. Identify projects that make the best use of technology and also it has to serve Tampa Bay today and in the future.



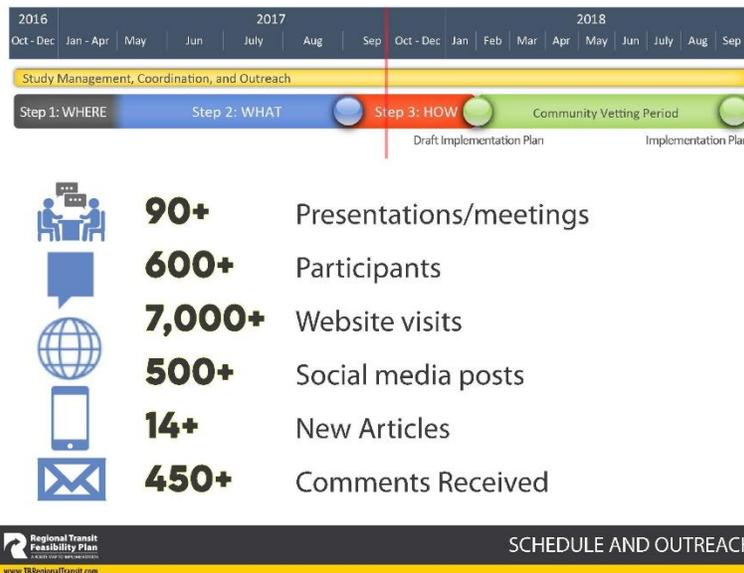
Purpose of the Plan

- ✔ Projects that have the greatest potential to be funded (compete for state and federal grants) and implemented
- ✔ Projects that are the most forward thinking and make the best use of today's technology
- ✔ Projects that best serve our region today while supporting tomorrow's growth

Regional Transit Feasibility Plan
www.TRRegionalTransit.com

APPROACH

Our schedule for the plan is pretty simple. We broke it into two phases. The first phase is more technical. It includes sorting through the data. There has been a lot of work done over the last 10 years. This will conclude in January 2018. We will then spend from January to September or October of next year vetting that draft. There are many opportunities to get involved. We've done presentations, workshops, and so on. You can see some of the statistics here.



| 2016 | 2017 | | | | | 2018 | | | | | | | | | | |
|----------------------------------------------|-----------|-----|--------------|------|-----|---------------------------|-------------|---------------------|--------------------------|-----|-----|-----|-----|------|-----|-----|
| Oct - Dec | Jan - Apr | May | Jun | July | Aug | Sep | Oct - Dec | Jan | Feb | Mar | Apr | May | Jun | July | Aug | Sep |
| Study Management, Coordination, and Outreach | | | | | | | | | | | | | | | | |
| Step 1: WHERE | | | Step 2: WHAT | | | | Step 3: HOW | | Community Vetting Period | | | | | | | |
| | | | | | | Draft Implementation Plan | | Implementation Plan | | | | | | | | |

| | | |
|-------------------------------------------------------------------------------------|---------------|------------------------|
|  | 90+ | Presentations/meetings |
|  | 600+ | Participants |
|  | 7,000+ | Website visits |
|  | 500+ | Social media posts |
|  | 14+ | New Articles |
|  | 450+ | Comments Received |

Regional Transit Feasibility Plan
www.TRRegionalTransit.com

SCHEDULE AND OUTREACH

These are some of the comments that we've heard. I want to draw your attention to the middle one—stop talking and start building. I absolutely agree. That's why we are focusing on this plan. We are also hearing a lot of conversation about what type of transit can operate in Tampa Bay.

WHAT WE'VE HEARD

“Rail has left the station, focus on rubber tire”

“Autonomous vehicles are a no brainer”

“Stop talking, start building”

“Focus on land use and economic growth”

“Need frequent rail transit”

“Use CSX”

“Need a connection to the airport”

Regional Transit Feasibility Plan
www.TBRegionalTransit.com

SCHEDULE AND OUTREACH

The development of the first phase plan will be completed in January. It's broken down into these three steps. Today, we've completed steps one and two. We're starting to work on step three right now

STEP 1: WHERE ARE THE TOP PERFORMING CONNECTIONS?

STEP 2: WHAT ARE THE BEST PROJECTS?

STEP 3: HOW AND WHEN ARE PROJECTS BUILT?

Regional Transit Feasibility Plan
www.TBRegionalTransit.com

EVALUATION PLAN

In step one, we looked at a number of different criteria. To boil that down, we've really focused on where the jobs and people are.

Purpose of the Plan

 Projects that have the greatest potential to be funded (compete for federal grants) and implemented

Step One Evaluation Criteria

- Most studied
- **Activity centers served**
- **Trips to activity centers**
- **Jobs and population per mile**
- Resiliency
- Amenities
- **Transit Oriented Development (TOD) policies and Community Reinvestment Areas (CRAs) served**

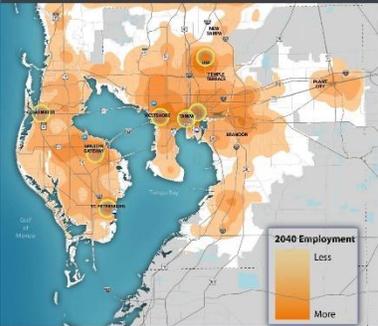

EVALUATION PLAN

Identifying population and job centers is key because this is where you want your transit to be.

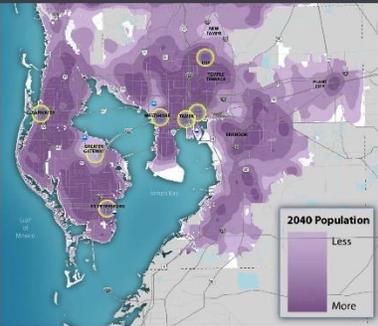
Purpose of the Plan

 Projects that best serve our region today while supporting tomorrow's growth

Job Centers



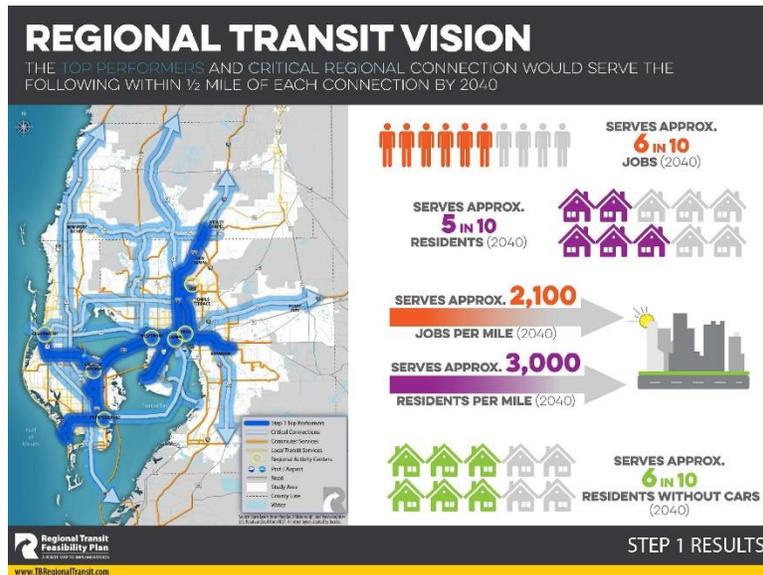
Population Centers



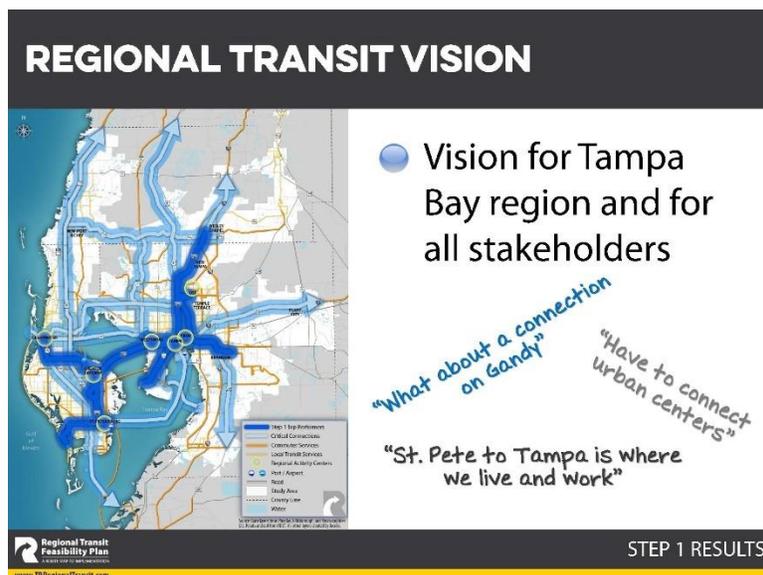

EVALUATION PLAN

Regional Transit Vision: We've identified a Regional Transit Vision, which is shown here on the screen. It shows different projects that are right for transit development. I'll be honest with you. I've been working on this for well over a decade now, and a lot of these needs are the same. When we come forward with our plan in January, we will have information about all of these projects here and how to move each project to their implementation.

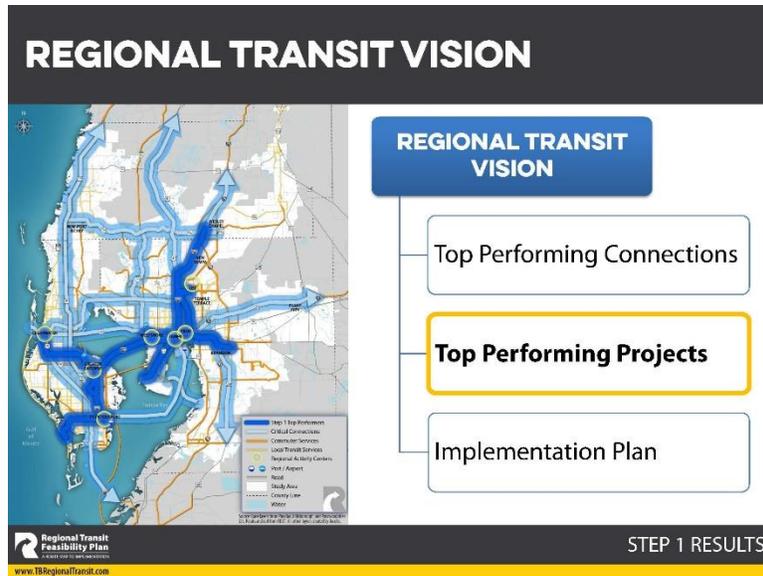
We need just one catalyst project. Once that one is up and running, it helps build success and spread like wildfire. This has been the case for many major cities throughout the country. On the right side of the screen are all the benefits that will result from these projects.



We asked the public to comment on our vision. Connecting these regional activity centers is absolutely key in all the conversations we've had in all the past workshops.



We've identified with the dark blue lines what the key connections are as we come out of step one. This is the next step.



We looked at a wide range of different transit technologies and modes of transportation.

CHOOSING MODES

Understanding the travel needs of riders along and near each of the top connections illustrates which modes best serve that need, such as:

- Capacity
- Average Trip Distance
- Type of Work Trips
- Population Characteristics

Ferry and Aerial Propelled Transit

Steel Wheel or Rail Transit

Rubber Tire Rapid Transit

TRANSIT MODES

The transportation industry is looking at autonomous solutions. We've had autonomous rail examples across the country that have been up and running for decades. We know that something is already being done. When we look at rubber tire, this is where we see the most advancement in technology even in the past few years.

EMERGING AUTONOMOUS SOLUTIONS

- ✔ Projects that have the greatest potential to be funded (compete for state & federal grants) and implemented
- ✔ **PROJECTS THAT ARE THE MOST FORWARD THINKING AND MAKE THE BEST USE OF TODAY'S TECHNOLOGY**
- ✔ Projects that best serve our region today while supporting tomorrow's growth

Autonomous Solutions

- Rail
- Rubber Tire

Regional Transit Feasibility Plan
www.TBRegionalTransit.com

TRANSIT MODES

These are all driverless vehicles. The top two are operating with other traffic. The bottom left is a picture of the transit vehicle that was just delivered to the Tampa International Airport. Many don't realize that we already have autonomous vehicles operating in Tampa. The top two vehicles are called first and second generation. They are carrying from 10 to 12 people per vehicle and their top speed is 25 to 28 miles per hour.

The bottom right hand picture is an example of a third-generation autonomous vehicle. Its top speed is 40 miles per hour, and it carries 16 people. You can see that improvements are being made and that some of these are operating in traffic. What happens if we put one of these on its own lane? Will it serve Tampa Bay? There is a lot of opportunity here.

EMERGING AUTONOMOUS SOLUTIONS

NAVYA ARMA SHUTTLE Operating in Switzerland and France

EASYMILE Operating in the Netherlands, Australia, Singapore

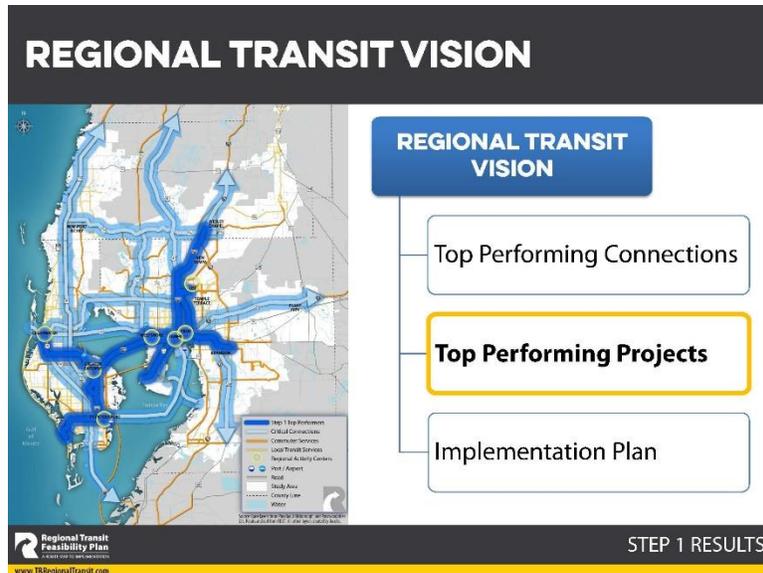
MITSUBISHI Delivered to Tampa International Airport

2GETTHERE Operating in Netherlands

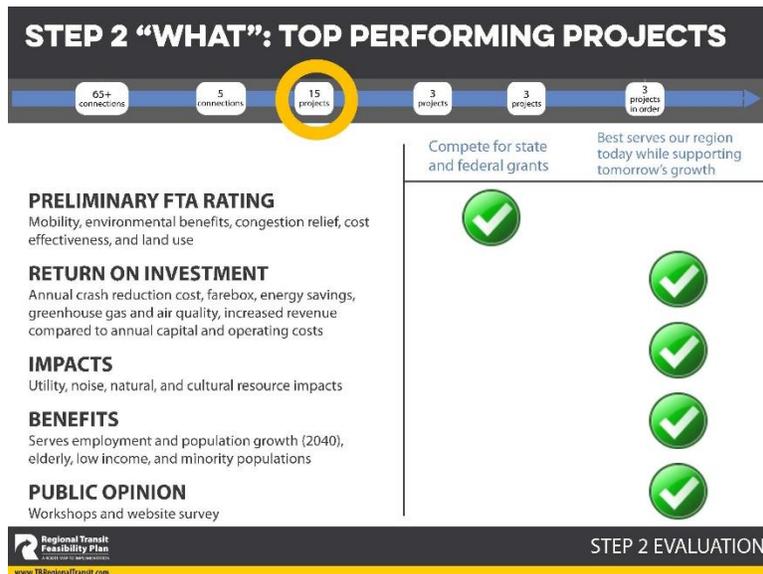
Regional Transit Feasibility Plan
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TRANSIT MODES

We've looked at the top performing projects for our region and ran them through a series of evaluation criteria.



We looked at how well it will do in the funding process. We also looked at what the return on investment is. For every dollar spent, what will we get in return? We looked at both the impacts and benefits of the projects. And finally, we held workshops where we asked the public their opinion on all of these projects.



We had a total of 15 projects, compared them, and ranked them, which we show here. If you look, this is the technical ranking.

| STEP 2 PROJECTS: TECHNICAL RANKING | | |
|------------------------------------|------------------------------------------------------------|-------------------------------|
| Rank | Connection | Mode |
| 1 | (I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg | Rubber Tire in Exclusive Lane |
| 1 | (CSX North) Downtown Tampa to USF | Rubber Tire in Exclusive Lane |
| 3 | (CSX North) Downtown Tampa to USF | Light Rail |
| 4 | (I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg | Light Rail |
| 5 | Westshore to Brandon | Rubber Tire in Exclusive Lane |
| 6 | (I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg | Rubber Tire in Toll Lanes |
| 6 | (I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg | Commuter Rail |
| 6 | (CSX North) Downtown Tampa to USF | Commuter Rail |
| 9 | Westshore to Brandon | Light Rail |
| 10 | (CSX South) South Tampa to Downtown Tampa | Light Rail |
| 11 | Clearwater, Gateway, St. Petersburg | Rubber Tire in Exclusive Lane |
| 12 | Clearwater, Gateway, St. Petersburg | Light Rail |
| 13 | Westshore to Brandon | Commuter Rail |
| 13 | (CSX South) South Tampa to Downtown Tampa | Rubber Tire in Exclusive Lane |
| 13 | (CSX South) South Tampa to Downtown Tampa | Elevated Rail |


STEP 2 EVALUATION

It was interesting to see that we had folks at our workshops who were very excited about rail. There is a lot of consistency between what we see on the technical side and what we are hearing from the public.

| STEP 2 PROJECTS: PUBLIC OPINION RANKING | | |
|-----------------------------------------|------------------------------------------------------------|-------------------------------|
| Rank | Connection | Mode |
| 1 | (I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg | Light Rail |
| 2 | (I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg | Rubber Tire in Exclusive Lane |
| 3 | (CSX North) Downtown Tampa to USF | Light Rail |
| 4 | (I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg | Commuter Rail |
| 5 | Clearwater, Gateway, St. Petersburg | Light Rail |
| 6 | (CSX South) South Tampa to Downtown Tampa | Light Rail |
| 7 | Westshore to Brandon | Light Rail |
| 8 | (CSX North) Downtown Tampa to USF | Commuter Rail |
| 9 | (CSX North) Downtown Tampa to USF | Rubber Tire in Exclusive Lane |
| 10 | Westshore to Brandon | Rubber Tire in Exclusive Lane |
| 11 | (I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg | Rubber Tire in Toll Lane |
| 12 | Clearwater, Gateway, St. Petersburg | Rubber Tire in Exclusive Lane |
| 13 | Westshore to Brandon | Commuter Rail |
| 14 | (CSX South) South Tampa to Downtown Tampa | Rubber Tire in Exclusive Lane |
| 15 | (CSX South) South Tampa to Downtown Tampa | Elevated Rail |


STEP 2 EVALUATION

We put all the criteria together, and showed how they rank out here. What we are carrying into step three are those two connections—I-275 all the way from Wesley Chapel, USF, Tampa, Gateway, and St. Pete. We are looking at a wide range of modal options.

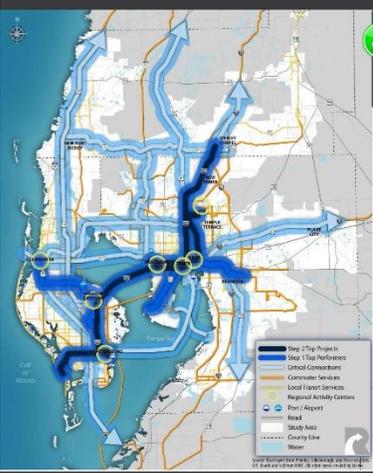
STEP 2 PROJECTS: PRELIMINARY RANKING

| Rank | Connection | Mode |
|------|------------------------------------------------------------|-------------------------------|
| 1 | (I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg | Light Rail |
| 2 | (I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg | Rubber Tire in Exclusive Lane |
| 3 | (CSX North) Downtown Tampa to USF | Light Rail |
| 4 | (CSX North) Downtown Tampa to USF | Rubber Tire in Exclusive Lane |
| 5 | (I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg | Commuter Rail |
| 5 | (CSX North) Downtown Tampa to USF | Commuter Rail |
| 7 | Westshore to Brandon | Rubber Tire in Exclusive Lane |
| 7 | Westshore to Brandon | Light Rail |
| 9 | (I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg | Rubber Tire in Toll Lane |
| 9 | (CSX South) South Tampa to Downtown Tampa | Light Rail |
| 11 | Clearwater, Gateway, St. Petersburg | Light Rail |
| 12 | Clearwater, Gateway, St. Petersburg | Rubber Tire in Exclusive Lane |
| 13 | Westshore to Brandon | Commuter Rail |
| 13 | (CSX South) South Tampa to Downtown Tampa | Rubber Tire in Exclusive Lane |
| 13 | (CSX South) South Tampa to Downtown Tampa | Elevated Rail |


STEP 2 EVALUATION

Bringing it back to our purpose, we are going to look for projects that will compete for government dollars. These two connections did very well. We still have a lot of work to do to make these projects as competitive as we can to move them forward.

STEP 2 RESULTS: TOP PERFORMING PROJECTS



 Projects that have the greatest potential to be funded (compete for state and federal grants)

Preliminary Medium FTA Rating:

-  (I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg
-  (CSX North) Downtown Tampa to USF


STEP 2 PRELIMINARY RESULTS

We are also looking at technology.

STEP 2 RESULTS: TOP PERFORMING PROJECTS

Projects that are the most forward thinking and make the best use of today's technology

Technology:

- All recommendations should consider infrastructure improvements that support autonomy and advanced communication systems

STEP 2 PRELIMINARY RESULTS

And then we looked at community benefits. This is our urban core. This is where the job and population densities are.

STEP 2 RESULTS: TOP PERFORMING PROJECTS

Projects that best serve our region today while supporting tomorrow's growth

Projects that provide the greatest community benefits:

- Wesley Chapel, USF, Tampa, Gateway, St. Petersburg
- Downtown Tampa to USF

STEP 2 PRELIMINARY RESULTS

As we move to step three, we are going to continue to look at those top connections. We will start phasing those projects into smaller segments. Is a project more competitive if we start off with a phase one and two? We are going to look for value engineering, which is taking and balancing maximized benefits to make sure we are optimizing our cost to get the most competitive project. Coming out of that will be the basis for our January 2018 implementation plan. This will then be vetted from January to September of next year.



- Alignments
- Value Engineering (revisiting performance)
- Phasing
- Prioritizing for implementation



With that, this is the end of my presentation.



STEP 2 PROJECTS: PUBLIC OPINION BY COUNTY

Pasco County

| Rank | Connection | Mode |
|------|------------------------------------------------------------|-------------------------------|
| 1 | (I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg | Rubber Tire in Exclusive Lane |
| 2 | (CSX North) Downtown Tampa to USF | Commuter Rail |
| 3 | (I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg | Light Rail |
| 3 | (I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg | Commuter Rail |

Hillsborough County

| Rank | Connection | Mode |
|------|------------------------------------------------------------|------------|
| 1 | (I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg | Light Rail |
| 2 | (CSX North) Downtown Tampa to USF | Light Rail |
| 3 | (CSX South) South Tampa to Downtown Tampa | Light Rail |

Pinellas County

| Rank | Connection | Mode |
|------|------------------------------------------------------------|-------------------------------|
| 1 | (I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg | Light Rail |
| 2 | Clearwater, Gateway, St. Petersburg | Light Rail |
| 3 | (I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg | Rubber Tire in Exclusive Lane |



STEP 2 EVALUATION



Tina: That concludes the presentation for this evening. We now invite you to go ask your questions and view the plans and maps. Again, if you have any questions, please write them down in the comment cards so that we can include them in our Real-Time-Record and post the answers on the Tampa Bay Next web site. Thank you so much and enjoy!



Roundtable Discussions

- **Florida Department of Transportation/District Seven**
- **Hillsborough County Metropolitan Planning Organization**
- **Regional Transit Feasibility Plan**

Participants had an opportunity to visit with the presenters at their tables to view the maps and ask questions.



WebEx Chat

There were no WebEx Chat participants.

