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### Welcome / Objectives / Event Structure

Tina Fischer, Collaborative Labs

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<tr>
<td>5:30 p.m.</td>
<td>Welcome / Objectives / Event Structure</td>
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<tr>
<td>5:40 p.m.</td>
<td>FDOT District Seven Presentation</td>
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<td>6:00 p.m.</td>
<td>Forward Pinellas Presentation</td>
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<td>6:20 p.m.</td>
<td>Regional Transit Feasibility Plan Presentation</td>
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<td>6:40 p.m.</td>
<td>Roundtable Discussions</td>
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<tr>
<td>7:30 p.m.</td>
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- Florida Department of Transportation/District Seven
- Forward Pinellas
- Regional Transit Feasibility Plan
- Pinellas Suncoast Transit Authority
Welcome / Objectives / Event Structure
Tina Fischer, Collaborative Labs

Welcome
Pinellas County Community Working Group
October 24, 2017

Tina Fischer
Collaborative Labs
St. Petersburg College

Tina Fischer, Manager, Collaborative Labs, St. Petersburg College: I want to welcome you to the Community Working Group. We’re in Round 2. The first round was at the Collaborative Labs. All of your comments from that event were included and are on the Tampa Bay Next website. I’m with the Collaborative Labs. If you see a Community Working Group that you want to attend in the future, we have an online feature that will allow you to attend.

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
Tonight we have presentations from the Florida Department of Transportation District 7, Forward Pinellas and the Regional Transit Feasibility Plan. They will provide information about transportation projects in Pinellas County. We'll ask you to hold questions until after the presentations. If there are specific comments or questions, I would encourage you to use some of the comment cards that are available all around the room. These will be posted in the Real-Time Record as well.

Our agenda this evening

- Tonight will include presentations about ongoing and upcoming activities from the Florida Department of Transportation (FDOT) District Seven, Forward Pinellas 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, Forward Pinellas, HART and the Regional Transit Feasibility Plan for those who are attending in-person.
We have several team members here tonight from the Collaborative Labs of St. Petersburg College. Joyce will be taking your notes and PJ will help us with the technology. The Real-Time Record will contain all the presentations from this evening.
At this time, I’d like to introduce Bill Jones and Ed McKinney.

**FDOT District Seven Presentation**
Bill Jones and Ed McKinney

**Edward McKinney, Florida Department of Transportation District 7 Program Management Administrator:** Please hold your applause until we’re finished. Thank you for spending your Tuesday evening with us. This program is important to the Department of Transportation. Look at our region and the challenges we face – we’re all seeing a lot of growth. This creates a lot of challenges.
We’re trying to address those issues in a variety of different ways. We want to show you how we’re trying to address them. We have partners today – Pinellas MPO and PSTA. A lot of folks think these problems are unsolvable, but we don’t believe that.

You talked, we listened. We’ve been trying to collect information from the Community Working Groups. We’ve heard that we need more transit – but what does transit mean? We have a transit feasibility study. We’re looking at hub stations, but from there, how do we get people around? We’re looking at a number of solutions – bike, walking.

Bill Jones is my boss. He asked us what technology solutions we could use. In other places, you might see ramp metering, speed adjustments. Those create more flow through the system. Also, what is autonomous technology – Bill has asked us to look at those. We’re going to work together with other agencies to address these things.

These are things we heard from you in the Community Working Group.

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**You Talked. We Listened.**

<table>
<thead>
<tr>
<th>What you said you want to see:</th>
<th>What we’re doing about it:</th>
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<tbody>
<tr>
<td>► Hub System for Transit</td>
<td>► Intermodal Center Study</td>
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<td>► Multimodal Options</td>
<td>► Funding Next Phase of Project Development for RTFP</td>
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<tr>
<td>► Technology Solutions</td>
<td>► Formed Tech Team: Working with City and County to Maximize Existing Pavement</td>
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<tr>
<td>► Neighborhood Preservation</td>
<td>► Advanced the Heights Study; Created New Downtown Interchange Concepts</td>
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<tr>
<td>► Prioritize Safety</td>
<td>► Complete Streets: Working on Improved Road Geometry; Tech Solutions to Enhance Safety</td>
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<tr>
<td>► Educatory/Explain Transportation</td>
<td>► Developed Citizens Transportation Academy</td>
</tr>
<tr>
<td>► More Online &amp; Recorded Meetings</td>
<td>► Utilizing Webinars and Posting Recordings Online</td>
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CollaborativeLabs@spcollege.edu
Tampa Bay Next is not a project. It’s a program of listening. We’ll be going back and showing you some ideas. We’ll be finding solutions with our partners and creating an action plan for our region. We’ll be available after this to have some conversations.

We’ll talk about the Howard Frankland Bridge. How many of you had to evacuate during the hurricane? There was a tremendous amount of volume at three or four in the morning. We’ll also be talking about the Environmental Impact Statement and other projects in Pinellas County. PSTA is working on the Central Ave BRT. Also, another partnership, the water ferry.

**Tonight’s Topics**

- Howard Frankland Bridge Project
- I-275 Operational Improvements (Westshore side of Howard Frankland Bridge)
- Gateway Expressway
- SEIS Update
- Other Projects
- Central Avenue BRT
- Water Ferry
Bill Jones, Florida Department of Transportation District 7, Director of Transportation Development: Thank you for being here. Our department does anything from planning, the modal unit, environmental management, socio-economic and physical impacts. We also design roads. I’ve known Ed for about ten years. We noticed that there are a lot of silos in our agency and across the region. We want to break those down and collaborate. There is no silver bullet to our transportation issues.

By 2040, we’ll be the size of Miami. Add the geographic challenge of being surrounded by water. So we’re looking at a variety of solutions.

We took comments from the last meeting. The Howard Franklin Bridge is going to construction late in 2019. We got feedback that we need to think about the future. What about pedestrian and biking facilities? How can they get across Gandy and Howard Franklin? There will be two express lanes in both directions. You will still have four lanes. And we’re adding a biking and pedestrian facility. If we don’t do it now, we lose that opportunity.

If this region ever decides on a transit via a light rail, this will be able to be adjusted to handle that.

Right now PSTA has an express bus that goes from Pinellas County to downtown Tampa. They will use the express lanes. If we go to a more robust system, the bridge will be able to be retrofitted to a light rail system. The existing bridge – we would widen that and that’s where the express lanes would come across.
New Design benefits: We got feedback to add incident management lanes and hurricane management. Sixty-thousand people came to the metropolitan region last year. Autonomous vehicles. We’re putting fiber optics in. We’re talking to industry experts. We have an Autonomous Vehicles conference coming up. So we’re looking at that now.

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
The older span of the bridge was built in the ‘60’s. It’s too low and it’s corroding. We’re going to replace it because it’s structurally deficient. We can’t use it for pedestrian because it’s a liability.
We have barges doing testing of the substrate. We want to give the contractor as much information as we can.
We’ll drive piles and add foundations. We anticipate it will be a beam-on-cap bridge. Then we’ll deck it. It will be barrier-separated. We’ll complete this by 2020 and then we’ll switch the traffic pattern to the new bridge. Then, we’ll shift the north bound traffic to the 1990 bridge and demolish the 1960’s bridge.
We have public hearings on this coming up.

I-275. We’ve found a way to handle the bottle neck coming off the bridge. We can work to restripe that and pull three lanes through that. We’re going to fix that loop ramp so you don’t have to change lanes. We’re going to widen the bridges at SR60 and the Expressway.
There will be a three-lane at Kennedy and we’ll add some lanes. We’re shooting for mid-2019. We know we can’t wait.

We have some boards that explain this as well. Once we have the express lanes coming across...about 50-60% get off the Kennedy exit. The others will merge into the system. The express lanes will merge into the system.
Gateway Expressway. We are in design/build. That has started. It’s slated for 2021, maybe earlier.

Speaker: I use it every day. It came to a complete stop today. Why can’t you put traffic onto 118th?

Bill: We have some contractors here who can talk to you about that.

Ed: Some of you may recall the Supplemental Environmental Impact Study. You heard a lot about TBX. The community felt that the study was based on an outdated plan. We re-opened that statement and did a supplement to that. We reevaluated every piece of that – the data will be brought up-to-date. That will happen around the end of next year. We had a public workshop on October 9th and 10th. We have some of those concepts here. These are working documents. We’re trying to solicit as much input as we can.
Other projects in Pinellas County: Ulmerton Rd. we hope to be completed in 2018. Roosevelt Boulevard should be done relatively soon. Gandy Boulevard is also wrapping up. We’ve gotten some positive responses to that one.
Central Avenue BRT. This is one of the first BRT projects in the state. We’ve got PSTA to address that tonight.

BAT lane – you want buses to operate in a dedicated corridor. It just flows. Unfortunately, it is going to have to compete with vehicles. So we’re going to restrict left-turns to minimize that.
Cross-bay Ferry: The City of St. Petersburg got a $438K grant to operate the ferry. Miami has express lanes, metro rail, and they still have congestion. That’s what we are going to deal with in 2040. We have challenges in front of us.

These are our partners. We’re trying to break down silos. We realize that it takes all of us working together. How do we better integrate systems? I use WAYZ to get here. It doesn’t care what kind of road you are on. Lately, it’s been taking me through neighborhood streets and I’m pretty sure the neighborhoods aren’t too crazy about that. Is that the appropriate use of our local streets? If not, we need to work on that. We have a tremendous amount of meetings and outreach that we’ll be doing. If you want us to meet with you, come see us.
Citizens Transportation Academy. We’re trying to demystify all of this terminology. If you put it into context…if you have a two-bedroom house and six kids – you need to figure out how to deal with that. We’re dealing with the same challenges. We have a young kid that is growing up. You can’t ask that kid to wear the same clothes year after year. We’re trying to keep you better informed with the CTA. I encourage you to attend one. They are on You Tube. We have several webinar courses coming up as well. I’ll turn it over to Whit.

### Next Steps

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<th>Date</th>
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<th>Event Name</th>
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<tbody>
<tr>
<td>Tuesday, October 17</td>
<td>8:00 a.m. – 1:00 p.m.</td>
<td>Pinellas County Community Working Group Meeting</td>
<td>1501 4th Street Rd., St. Petersburg, FL 33714</td>
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<tr>
<td>Thursday, October 19</td>
<td>5:30 p.m. – 7:30 p.m.</td>
<td>Citizens Transportation Academy - How Transportation Projects Are Funded</td>
<td>Online Webinar (or attend at FDOT) 1300 N. Hyacinth Dr., Tampa, FL 33602</td>
</tr>
<tr>
<td>Wednesday, November 1</td>
<td>5:00 p.m. – 7:00 p.m.</td>
<td>Howard Field Public Hearing</td>
<td>201-171 Howard Ave, Williamsburg, VA 23185</td>
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<tr>
<td>Thursday, November 16</td>
<td>5:00 p.m. – 7:00 p.m.</td>
<td>Howard Field Public Hearing</td>
<td>831 2nd Street South, St. Petersburg, FL 33701</td>
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### Forward Pinellas Presentation

Whit Blanton

### 2045 Long Range Transportation Plan

Whit Blanton, FAICP
Executive Director
Whit Blanton, FAICP, Executive Director, Forward Pinellas: I want to talk about a parallel effort we’re doing. That’s the next long-range plan for Pinellas County. We don’t build anything. We take a long view and coordinate efforts. Now that we have a new structure and a new board, we decided we need a new plan. It focuses on economic sustainability and resilience.

We have to adapt, build and connect. Being thoughtful about building. We have to connect people to a sense of neighborhood and a sense of community.

Framework: We are not isolated in Pinellas County. About 30% of our workers go to Hillsborough County as well as others who work in Pasco. Each county will insert their piece and we’ll have a shared document. If Pasco wants to make a change, we all have to agree. We’re still figuring it out.
We have Tampa Bay Regional Scenarios that dovetail into the Tampa Bay Next and the Feasibility plan. What is the trend, the types of transportation and what will it be in the future? We’re looking at a beltway concept and some other scenarios. These will take shape in early 2018. We’ll have opportunities for public input.

We’ll look at funding and revenue generation from those scenarios. We’ll have to look at how new technologies are impacting gas revenue. It’s hard to see 10, 15 and 20 years into the future, but that’s what we’re trying to do.

Campa Bay Next – We’ll be including all of these into the collective effort. We have to share and not point fingers. We have to get the partnerships worked out before it goes to the point of conflict.
Regional Transit Feasibility Plan: This is the first time that the Department of Transportation is stepping up to help fund this. That’s a breath of fresh air. This map is the preferred connections. This includes the bus express and also linking downtown St. Petersburg and the other areas. We want a plan that is supported by employment, ridership and sustainability. Which county is going to step up to support maintenance depends on which of these are funded.
Planning for our Pinellas County future. Adapt means...Pinellas is older than the rest of a lot of Florida, but we also want to plan on keeping young people in the county.

Adapt Means ...

- Responding to a shifting economic market
- Planning for changing demographics
- Recognizing vulnerability to environmental factors
- Embracing technology
- Understanding a changing policy environment

Build means...Building capacity for cities and citizens to take leadership roles in their communities. Building trust and connected networks.

Build Means ...

- Guiding planned growth to right locations
- Building community and building capacity
- Building trust in the process through greater transparency
- Building connected networks
Connect means…

Pinellas SPOTlight Initiative…The Board chose three areas. One is the Gateway area. Optimize development patterns so they can be more supportive of the community. That’s a 40-50-year evolution. How do we make those connections?

The next area is the US19 area. Express bus plans. It has the ITS technology and we’ve already built some of the interchanges. We’re looking at humanizing the 34th Street area. US19 is a huge barrier for people going east-west, so how do we facilitate that?

Finally, we have the beaches. That’s a real signature piece for our area. It’s the bridges, the gap between the Pinellas Trail and the coast. We’re looking at several things. This is the foundation of our long-range planning because it’s already developed.
We have a countywide plan that has a vision for land use. Think of our land use as the vision and the transportation plan as the capital improvements to support that vision.

The 2045 Long Range Transportation Plan

- Advances transportation projects that support the countywide land use vision
  - Projects future growth and travel trends
  - Sets transportation funding priorities
  - Defines a policy framework

Key objectives of the Long Range Transportation Plan include these. One integrated plan – we’ll be working lockstep with PSTA. We’ll be branding those plans similarly. We’re re-writing our pedestrian/biking plan and will probably be linking with the PSTA plan.

Complete Streets – St. Petersburg already has a strategy. Clearwater is just starting. The county is looking at all the county roads to make them safer for bikes, pedestrians and transit riders. We want clarity on where the changes are going to happen. We’ll be identifying and prioritizing segments. Technology is a factor in the plan.

In the Gateway area, if you add up the parking land, it’s probably not the best use of land. Do we need to add drop-off zones? We need a funding strategy for transit investments. We’ll have to make this commitment before 2019. We have to look at how we’re going to pay for this.
The planning process is four phases. The blue is technology, green is public engagement. Phase I is data development. Phase II is the scenarios that we talked about. We are required to develop measurable targets. We then have to create ways to meet those goals. Phase III is fiscal priorities. Phase IV is our vision strategy – how we change our policies to support our strategies. Optimize the corridors.
Phase I, Data Development, will go through mid-2018.

Phase I: Data Development

- Through mid-2018
  - Project population & employment growth
  - Identify demographic changes
  - Focus Group 1 – What are the key issues?
  - Statistically valid survey of the public
  - Coordination with PSTA
    - On board survey of transit riders

Phase II – Alternatives Development and Analysis. We’ll have a second focus group.

Phase II: Alternatives Development and Analysis

2018

- Focus Group #2 – What are our needs and how should we best satisfy them?
- Identify and test various scenarios to meet those needs
  - Development/Redevelopment
  - Transportation Investments
  - Impact on Land Use
  - Impacts of Technology
  - Collaboration with PSTA & regional partners

- Complete streets screening
- Bicycle/pedestrian master plan
Phase III – Financial Implications and Priorities. Also, identify new revenue sources to replace the tax on gas. And a third focus group.

Phase III: Financial Implications and Priorities

- Late 2018 – early 2019
  - Identify revenues available for transportation improvements
  - Prioritize investments to support the land use vision
  - Match revenues with priorities – what can we reasonably assume we can fund by 2045?
  - Focus Group #3 – Did we get it right?

Phase IV: Vision Strategy. As we lead up to adoption of a plan in 2019, we’ll be building messages to gain support.

Phase IV: Vision Strategy

- June – November 2019
- Defining policy & developing messages
- Broad and targeted outreach
- Explaining the outcomes of the Plan to the public
- Garnering support to move forward
- Plan adoption
It’s all of us together. We have to embrace the partnership of moving forward together.

**Speaker:** What about the rail coming down from Brooksville?

**Whit:** That is part of the CSX corridor. We haven’t figured if it’s economically feasible. Now we’re looking at the Gateway area and I think there are four other areas that we’re looking at. I think we’ll have a good conversation about it next year and by 2019 we’ll have a plan.

**Speaker:** Why is Tampa Bay Next going through FDOT?
Whit: Because we have MPOs in every county and it’s hard for them to go into other counties. FDOT got pushback on express lanes. They listened and are looking at it again. They are engaging us and asking us to be partners. They have the resources and manpower.

Speaker: Will there be a merger in the future?

Whit: That’s a loaded question and I’m not going to give you my opinion on that.
Marco Sandusky: Director of Government & Community Relations, HART: This is an initiative that we’re about a year into. It’s a collaboration between HART, PSTA and Pasco. We’re doing the technology work to identify the strongest transit projects to move forward and which are good candidates for federal funding.
This is the process for developing the plan. There are three legs to the stool. We’re focused on the first one – what is the project to be built? How will it be funded and who is responsible for maintaining it? So we’re looking at the projects that are attractive for federal funding.

We’re working with Jacobs to conduct the analysis and develop the regional transit plan. We know that the future growth is huge. It’s important for us to anticipate this growth. We have to be looking proactively at transit solutions that move a large amount of people.

We’ve done over 55 studies over 30 years. We’ve had only one project – the BRT project connecting St. Petersburg to the beaches. There are federal dollars available, but we haven’t been able to get from study to the process.

Purpose of the plan: Identify projects with greatest potential for funding. Also, projects that are forward-thinking. Also projects that best serve our region today and will support future growth.
Steps 1, 2 and 3. We’re about half way through. We’ve identified where the strongest transit connections are. We’ll look more specifically at the modes and how we start putting those connections with the modes and look more specifically at projects and stations.

The green section is the community vetting period. There is intense public outreach to get input on the draft implementation plan. We’ve done a lot of presentations and meetings. I encourage you to go to our website TBRegionalTransit.com

What we’ve heard. A lot of comments revolve around modes. We’ve heard some consistencies. What we’ve heard often is – we’ve been talking and talking and studying solutions, but when are we going to see something? There is a sense of impatience that we can feel from the outreach.
In step 3, we take the top projects that match a mode with a connection and look at that in much more detail.

Purpose of the plan: Criteria from the Federal Transit Administration for funding.
Projects that look at job and population centers.

Regional Transit Vision: It’s important to think about what we’re doing in the context of this larger vision. It’s part of a network. No solution exists on its own – they are interwoven. All of this fits under the Tampa Bay Next umbrella. The dark blue lines are the strongest regional connections. These are the corridors that perform the strongest. The lighter lines support the core network and it’s also important to look at the orange commuter connections.

In 2040, this network supports six in ten jobs. It serves a lot of people. It’s important for us to work together as a region.
REGIONAL TRANSIT VISION

Vision for Tampa Bay region and for all stakeholders

"What about a connection on Gandy?"

"Have to connect urban centers"

"St. Pete to Tampa is where we live and work"

STEP 1 RESULTS

REGIONAL TRANSIT VISION

Top Performing Connections

Top Performing Projects

Implementation Plan

STEP 1 RESULTS
Step two is taking those connections and applying modes. A lot of factors are considered. A primary factor is who you are moving. We looked at everything from ferry, to aerial, to steel and rubber rail and autonomous solutions.

Emerging Autonomous – the potential for adoption into mass transit is exciting. In Hillsborough County, we’re launching something on the Marion Street Transitway. We’ll see how it works in that corridor and see how it can be applied in other corridors. Also, how it works as part of a regional network.
Easy mile is what it will look like. It moves slowly. The one from the Netherlands can reach speeds of 45 mph. A lot of these work in mixed traffic. But when they operate in a fixed lane, they can operate at higher speeds.

Top performing projects. We got 15 total projects. We matched up three modes to five connections. We looked at FTA criteria and the other input and it narrowed down.
Step 2 projects technical ranking. The two strongest connections are Wesley Chapel, USF, Tampa, Gateway and St. Petersburg. Also Downtown Tampa to USF. There are advantages and disadvantages to rubber light rail.

**STEP 2 PROJECTS: TECHNICAL RANKING**

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<th>Rank</th>
<th>Connection</th>
<th>Mode</th>
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<tr>
<td>1</td>
<td>(I-275) Wesley-Chapel, USF, Tampa, Gateway, St. Petersburg</td>
<td>Rubber Tires in Exclusive Lane</td>
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<tr>
<td>1</td>
<td>[CSX North] Downtown Tampa to USF</td>
<td>Rubber Tires in Exclusive Lane</td>
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<td>3</td>
<td>[CSX North] Downtown Tampa to USF</td>
<td>Light Rail</td>
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<tr>
<td>4</td>
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<td>5</td>
<td>Westshore to Brandon</td>
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<tr>
<td>6</td>
<td>(I-275) Wesley-Chapel, USF, Tampa, Gateway, St. Petersburg</td>
<td>Rubber Tires in Toll Lanes</td>
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<td>Westshore to Brandon</td>
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<tr>
<td>10</td>
<td>[CSX South] South Tampa to Downtown Tampa</td>
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<tr>
<td>11</td>
<td>Clearwater, Gateway, St. Petersburg</td>
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<td>12</td>
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<td>13</td>
<td>[CSX South] South Tampa to Downtown Tampa</td>
<td>Elevated Rail</td>
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**Speaker:** What’s the difference between exclusive versus toll lane?

**Marco:** Just the express vehicle is in an exclusive lane versus integrated with other traffic.
Public opinion: We saw the same connections.

**STEP 2 PROJECTS: PUBLIC OPINION RANKING**

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<td>14</td>
<td>(CSX South) South Tampa to Downtown Tampa</td>
<td>Rubber Tire in Exclusive Lane</td>
</tr>
<tr>
<td>15</td>
<td>(CSX South) South Tampa to Downtown Tampa</td>
<td>Elevated Rail</td>
</tr>
</tbody>
</table>

**STEP 2 EVALUATION**

Preliminary ranking: The yellow projects are the ones we are taking forward. We’re looking at station locations and technical analysis. Looking at cost in more detail to see how these projects would be implemented.

**STEP 2 PROJECTS: PRELIMINARY RANKING**

<table>
<thead>
<tr>
<th>Rank</th>
<th>Connection</th>
<th>Mode</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>(I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg</td>
<td>Light Rail</td>
</tr>
<tr>
<td>2</td>
<td>(I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg</td>
<td>Rubber Tire in Exclusive Lane</td>
</tr>
<tr>
<td>3</td>
<td>(CSX North) Downtown Tampa to USF</td>
<td>Light Rail</td>
</tr>
<tr>
<td>4</td>
<td>(CSX North) Downtown Tampa to USF</td>
<td>Rubber Tire in Exclusive Lane</td>
</tr>
<tr>
<td>5</td>
<td>(I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg</td>
<td>Commuter Rail</td>
</tr>
<tr>
<td>5</td>
<td>(CSX North) Downtown Tampa to USF</td>
<td>Commuter Rail</td>
</tr>
<tr>
<td>7</td>
<td>Westshore to Brandon</td>
<td>Rubber Tire in Exclusive Lane</td>
</tr>
<tr>
<td>7</td>
<td>Westshore to Brandon</td>
<td>Light Rail</td>
</tr>
<tr>
<td>9</td>
<td>(I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg</td>
<td>Rubber Tire in Toll Lane</td>
</tr>
<tr>
<td>9</td>
<td>(CSX South) South Tampa to Downtown Tampa</td>
<td>Light Rail</td>
</tr>
<tr>
<td>11</td>
<td>Clearwater, Gateway, St. Petersburg</td>
<td>Light Rail</td>
</tr>
<tr>
<td>12</td>
<td>Clearwater, Gateway, St. Petersburg</td>
<td>Rubber Tire in Exclusive Lane</td>
</tr>
<tr>
<td>13</td>
<td>Westshore to Brandon</td>
<td>Commuter Rail</td>
</tr>
<tr>
<td>13</td>
<td>(CSX South) South Tampa to Downtown Tampa</td>
<td>Rubber Tire in Exclusive Lane</td>
</tr>
<tr>
<td>13</td>
<td>(CSX South) South Tampa to Downtown Tampa</td>
<td>Elevated Rail</td>
</tr>
</tbody>
</table>
Top Performing projects:

1. Preliminary Medium FTA Rating:
   - (I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg
   - (CSX North) Downtown Tampa to USF

2. Technology:
   - All recommendations should consider infrastructure improvements that support autonomy and advanced communication systems.
Next steps: We’ll look at alignments. We’ll look at value engineering. Projects that perform really well in terms of cost and benefits. By January, we’ll have the draft implementation plan to see where we see the starting point. We’ll take it to the public. We’ll continue to take it to the public and refine it so we have a final plan by this time next year. Then we’ll take it to the FTA process.

- Alignments
- Value Engineering (revisiting performance)
- Phasing
- Prioritizing for implementation
Tina: This concludes the presentation portion of the evening. All of our presenters will be available at the tables in the back. Also Bob Lasher from PSTA is here. Thank you so much for coming.

Bill: Are there any other questions?
Speaker: What’s going on with the technology forum?

Whit: We had a forum at Ruth Eckerd Hall. We had two vendors – one was a cable-propelled transit system and the other was a maglev system. We have been asked to bring proposals forward by March 2018. These are both private sector entities, with private dollars, but they need public support and they need some guarantees. The gondola wanted a guarantee of 1 million rides and meantime PSTA is working on that corridor. Maglev is not yet operational anywhere. Both of these create some visual obstructions that people might object to.

Speaker: Would aerial technologies be considered by the state?

Whit: FDOT is looking at regional transit and travel time is an important factor. They are up to 20-30mph. But for going long distance, it would need to be faster.

Bill: From the state level, we look at funding. It has to be an internal investment. We match with local funding.

Speaker: What about the intermodal starting at Charlie’s to the airport - rubber tire?

Bill: There have been discussions in the past about what kind of mode could get there. Tokyo just delivered the rubber tire vehicles to TIA. There is a stub-out to the rental area. There could be a people mover. Nobody’s come up with a plan on that. Obrien St., Cypress, coming around the interchange – we don’t know what mode.

Westshore is doing a circulator study. We’re going to look at the intermodal sites and where they will be.

If you want to know more, you can ask the question at tampabaynext.com. The citizens academies are also on tampabaynext.com. There is a lot of information there. Everybody wants transit – how do we fund those?

Thank you so much for being here.
Roundtable Discussions
Florida Department of Transportation/District Seven
Forward Pinellas
Regional Transit Feasibility Plan
Pinellas Suncoast Transit Authority

Comment Cards

Comment Card #1 – Dan Harvey Jr @ gmail
What is status of lane continuity proposal between downtown St. Pete and Gateway? & expressway managed lane Lexus Lane Can it possibly handle transit also?
Comment Card #2 – Jillian Bandes, St. Pete Chamber

With our rising population, it seems prudent to “overbuild” proposed highway expansions. Right now 4 lanes in each direction are proposed on 275 north and south. Why not six (not counting express lanes)? Six lanes would (probably?) meet population projections within the Federal requirement of looking ahead 20 years. Toll/express lanes are important, too, but our population is only going up, not down.