Welcome
East and South Hillsborough County and Polk County
Community Working Group
December 5, 2017

Rebecca Watson
Collaborative Labs
St. Petersburg College
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
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.
Our agenda this evening

• Tonight will include presentations about ongoing and upcoming activities:
  - Florida Department of Transportation (FDOT) District Seven
  - Hillsborough County Transportation
  - Hillsborough County Metropolitan Planning Organization
  - 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 the agencies for those who are attending in-person.
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.
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.
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.
Welcome
Elected Officials
Your input matters. Your ideas help shape the Tampa Bay Next program.

Now on to our presentations
Amy Neidringhaus and Stephen Benson

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

Tampa Bay Next is addressing 4 distinct problems.

- DESIGN
- DEMAND
- CHOICE
- CONSENSUS
Interstate Modernization Projects
(Hillsborough & Pinellas)
I-75 as Regional Express Lane Corridor
I-75 Corridor Modernization

- Hillsborough County section is currently under study from Manatee County line to the New Tampa area, including I-75/I-4 interchange.
- At the request of local leaders, FDOT is evaluating managed lanes on I-75 North of SR56. Pasco County section is under feasibility review.

2 express lanes & 3 general use lanes in each direction
FDOT Invests in Transit

- Central Avenue BRT
- Cross-bay Water Ferry
- Intermodal Center Studies
- Express Bus in Express Lanes Study
- TECO Streetcar Extension Study
- Innovative Circulator Pilots
- Regional Transit Feasibility Plan & Project Development
- Marion Autonomous Shuttle Pilot
Leveraging Technology

Mobility Innovation and Technology (MIT) Team

State of the Practice
Where are we today?

Visioning
Where do we want to be tomorrow?

Roadmap
How are we going to get there?
East & South Hillsborough Projects
U.S. 301 Widening
From Sun City Center Boulevard (SR 674) to Balm Road

About the Project:
• Widening the roadway to 6-lane divided rural road with raised median and paved shoulders
• Adding 5 ft. sidewalk to the west 12 ft. multi-use path to the east
• Constructing ponds and adding a new drainage system

Construction: 2017-2020
East/South Hillsborough Projects

Additional U.S. 301 Improvements

- Reconstruct the existing signal
- Includes ADA improvements, pedestrian features, and lighting (construction starts summer 2020)

U.S. 301/SR43 @ Riverview Drive

- Resurface U.S. 301/SR43 from Breckenridge Pkwy/Sligh Ave to I-75/SR93A and replace signing/pavement markings (construction starts 2021)
I-75 Intelligent Transportation System (ITS)
- Manatee County Line to Big Bend Rd
- Big Bend Road to South of Progress Blvd

About the Project:
- Intelligent Transportation Systems monitor roadway conditions and advise motorists of travel times.
- ITS components for this project include:
  - 11.5 miles of fiber optic cable
  - 21 closed circuit television cameras
  - 29 Microwave Vehicle Detection units

Construction Start:
- Southern portion – 2018
- Northern portion – 2019
East/South Hillsborough Projects

SR 674 at Balm Wimauma Road
Intersection Modifications

About the Project:
• Rebuilds the intersection
• Extends eastbound left turn lane from SR 674 onto Balm Wimauma Road

Construction:
Aug. 2017 – Spring 2018
SR 674 Roadway Projects

East/South Hillsborough Projects

Repaving (Ruskin)
- US 41 to College Chase Drive
- Includes signing/marking improvements and minor sidewalk replacement
- Design underway
- Construction starts in 2020

Repaving (Sun City)
- Commercial Center Dr. To U.S. 301
- Adds and extends turn lanes
- Sidewalk & buffered bike lanes
- ADA, drainage, and signal improvements
- Construction starts fall 2018

Interchange Landscaping
I-75 @ SR674/College Ave.
I-75 @ Fowler Ave.
Construction underway Fall 2017
SR 60 Roadway Improvements

SR 60 Widening (Brandon)
U.S. 301 to west of Falkenburg Rd.
Construction began spring 2017
To be completed finish late 2018

• Widening the roadway to a six (6) lane divided road with medians
• Constructing a retention pond and adding a new drainage system
• Sidewalks & bike lanes
• Making changes to median openings/left turns to improve safety

SR 60 Resurfacing (Brandon)
Falkenburg Rd. to Lake Kathy Drive
Finishing construction late 2017
Moving Forward Together

Hillsborough MPO
Metropolitan Planning for Transportation

TBARTA
Tampa Bay Area Regional Transit Authority

FORWARD PINELLAS

FDOT

TAMPA BAY NEXT
THE FUTURE OF TRANSPORTATION

PASCO COUNTY FLORIDA MPO 1887
Managed Lanes

Facility types

- Multifaceted Managed Lane Facilities
  Incorporates all management strategies
- HOT Lanes
- Busways, Transitways
  Exclusive Truck Facilities
- Value Priced Lanes
  Toll Lanes
- HOV Lanes
  Truck Lane Restrictions
- Express Lanes
  Access
  Control

Increasing Flexibility and Complexity

PRICING

VEHICLE
ELIGIBILITY

ACCESS
CONTROL

Management Strategy
Mike Williams
Hillsborough County Transportation
LAND USE – TRANSPORTATION CONNECTION
EXISTING/UPCOMING PROJECTS

December 6, 2017
INVESTMENT OUTCOMES
Leverage existing infrastructure
Linking infrastructure spending to private capital investment

MOBILITY OPTIONS
- Move people instead of vehicles
- Integrated network of roads, transit, and trails
- Optimize future technology (IoT, V2V, V2I)

GREAT PLACES
- Complete communities around multimodal transportation systems
- Identity of place and lifestyle options
- Preserve stable neighborhoods
- Protect environmental land

ECONOMIC PROSPERITY
- Competitive sites for future jobs
- Connect people to jobs
- Return on taxable value
- Create financial stability
- Affordable housing
Brandon Area Redevelopment Projects

South County Integrated Mobility Solution Investment Strategy

East Rural - Agricultural Reserve
Study Components

Funding and Investment Partnerships

Land Use

Transportation & Infrastructure Solutions
Brandon Area

Redevelopment Projects
Preliminary Center Designation
Center Types

Compact Urban
Like a Traditional Downtown or Main Street. Mixed Use, Walkable & Transit Friendly.

MORE < WALKABLE & CONNECTED < LESS

Connected Suburban
Mix of Walkable and Auto-Oriented Places. Good Connections between nearby Destinations.

Modern Suburban
Primarily Auto-Oriented, Planned Communities and Office Parks
Brandon Corridors & Mixed Use Centers

Case I looked at:

- Focusing potential future redevelopment in centers along State Road 60
- Improving the mix of uses, connectivity and walkability in other commercial centers throughout the area
- Potential roadway improvements like widening Lumsden Road, reversible lanes on Bloomingdale Avenue and a roundabout on Lithia Pinecrest and Bryan Road
- Potential rapid transit in the State Road 60/Oakfield Drive corridor and circulators or on-demand transit services
- The study identified advantages and disadvantages of these transportation concepts. It also identified land use strategies that will need further study.
Brandon Corridors & Mixed Use Centers

Brolmingdale Reversible Lanes
  - Significant access impacts
  - Feasibility unlikely

Lithia Pinecrest Rd/Bryan Road Roundabout
  - Issues with geometric skew
  - Monitor congestions and consider other options in the future

Lithia Pinecrest Rd/Bryan Road One Way Pair at SR 60
  - No clear improvement pattern identified
  - Consider other options in the future

Lumsden Road Widening
  - Significant ROW acquisition
  - Works best in conjunction with Lithia Pinecrest widening

BRT/Express Bus
  - Implement 60LX and 360LX service as first step
  - Enhanced service on Oakfield Drive vs SR 60
  - Develop a circulator service with possible support from the HyperLINK service
Phase II will focus on Lane Use within the Main Street and Hospital Districts:

- Focus on refining development and infill strategies
- Prepare development scenarios
- Evaluate potential benefits and impacts of infrastructure investment
- Implementation strategies to include and incentives and changes to regulations
- Identify financing partnerships
South County
Integrated Mobility Solutions
Investment Strategies
South County Integrated Mobility Solutions: Investment Strategies

PHASE ONE

1. Land use options along specific corridors, such as Gibsonton Drive, Big Bend Road, Apollo Beach Boulevard, and 19th Avenue

2. Strategy to connect transportation (vehicular, pedestrian, bicycle, transit, and ferry) with land use policies to optimize seamless mobility

3. Identify innovative transit and “Smart City” solutions

Partner with – HART, PC, MPO
South County Integrated Mobility Solutions: Investment Strategies

PHASE TWO

1. Development Scenarios with fiscal analysis to estimate cost and revenue impacts of growth
2. Land use incentives and regulations to optimize mobility investments and choices
3. Create framework for potential P3 opportunities

Partnerships – HART, PC, MPO
East Rural - Agricultural Reserve
East Rural – Agricultural Reserve

1. Evaluate existing Comprehensive Plan policies on the Rural Area
   - Land Use (Transfer of Development Rights)
   - Utilities & Infrastructure
   - Agriculture & Environment

2. Identify strengths, weakness, opportunities, & threats.

3. Policies based on SWOT results and identification of any concurrent Land Development Code amendments
<table>
<thead>
<tr>
<th>PROJECTS</th>
<th>COST</th>
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<tbody>
<tr>
<td>Brandon Area Redevelopment</td>
<td></td>
</tr>
<tr>
<td>1. Brandon Main Street</td>
<td>$75k – 100k</td>
</tr>
<tr>
<td>2. Brandon Hospital District</td>
<td>$75k – 100k</td>
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<tr>
<td>South County</td>
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<tr>
<td>Integrated Mobility Solutions</td>
<td>$300k - $400k</td>
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<tr>
<td>Investment Strategy</td>
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<tr>
<td>East Rural</td>
<td>TBD</td>
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<td>Agricultural Reserve</td>
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</table>
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
How does it fit with other efforts?

Where will growth be?

What facilities will be needed?

Who builds or operates what, & starting when?

Local Comprehensive Plans

Long Range (20-year) Transp. Plan

FDOT 5-year WP

HART, PSTA 10-year TDPs

Local Governments’ 5-year CIP’s

TBARTA Program

THEA Program

Where will growth be?

What facilities will be needed?

Who builds or operates what, & starting when?
How is it coordinated across the region?
What trends will shape what Tampa Bay looks like in 2040?

Key drivers of change for the Atlanta Region:

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

Tampa Bay is the 5th fastest growing metro area in the U.S., with almost 5,000 people per month moving here in 2016.
Options for Premium Transit in Interstate ROW:

- Transit in Median
- Buses on Hard Shoulder
- Light Rail Transit on East Side
Interstate Modernization

Other Concepts Being Evaluated
- Beltway
- Median
- Elevated Lanes
- Reversible Lanes
- Other Mgd. Lane Options
- Boulevard Conversion
- Transit Options

MPO Chairs’
Coordinating Committee
High Priorities (2012)

#1: I-75  Managed Lanes w/ Transit
Top 2 Potential Corridors Have Been Identified per Federal Criteria:

- USF to Downtown Tampa (CSX Corridor)
- Wesley Chapel to St Pete (Interstate Corridor)
Shuttles in Downtown Tampa on Marion Transitway, late 2017

Campus AV Circulator
Hills MPO & CUTR, 17

Exp. Bus in Exp. To MPO/FDOT Study

Rapid Transit & Automation

Clearwater
Greater Gateway
Westshore
Tampa
USF
Wesley Chapel

BRT Alignment
Potential Study Area
1 Mile
Key Beach Connections
Greenlight Pinellas Bus
Greenlight Pinellas Rail

St. Petersburg
More than 100 miles of low-use 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 (4 $m/mi) plus track refurbishing plus re-routed freight was to be re-routed. SunRail was operating up to 30 freight cars/day on the SunRail corridor, reduces the volume as our dead-end line.

DMU (Diesel Multiple Unit) FRA-certified vehicle operating in Dallas Ft Worth.
Boulevard Convers
Up to 150,000 vehicles/year with 1/3 passing through.

**DESIGN FOR THE 65%**

Travelling on I-275 between Downtown Tampa & USF.
Playing out some very different futures …

Borough’s *Imagine 2040* Scenarios were a combo of transportation & development de

- **Suburban Dream**” (Trend)
- **Bustling Metro**” (Rail & TOD)
- **New Corporate Ctrs.**” (on Ex

and the growth boundary to make

Create new town centers in older commercial areas. Add rapid bus, rail, circulator shuttles, walk/bike connections.

Create new corporate parks along major highways. Add new express lanes in the interstates (I-4, I-75, I)
Tampa Bay TMA Role

Build 2045 Growth Scenarios

Create Public Survey Tools

Develop Funding & Cost Sharing Strategies for Hybrid Scenario

Beltway

Trend/TBX

Transit-Oriented

Hybrid Scenario
Moving Forward Together

Hillsborough MPO
Metropolitan Planning for Transportation

Forward Pinellas
What might scenarios for the Tampa Bay TMA look like?

- **Full Steam Ahead**: 43%
- **Technology Reigns**: 31%
- **Fierce Headwinds**: 1%
- **Ecotopia**: 1%

**More Likely**

**Less Likely**
Trend + Technology
Transit Oriented Development
Give us your thoughts by text!

To get started, text the word **PLANCOM** to the number **22333**.
Question 1: What “big ideas” or drivers of change could most affect how & where we grow? (Select 3)

Vacant land availability
Declining gas tax, more reliance on tolls & fees
Dramatic traffic growth
Deferred maintenance
Investing in fixed transit
Automated vehicles

7. Shared mobility services
8. Aging population
9. Income stagnation
10. Access to job centers
11. Tourism industry strength
12. Freight/logistics industry strength
13. Climate change

https://www.polleverywhere.com/multiple_choice_polls/41NcTQQL0QtINnv
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 needed
5. Develop new towns in outlying areas
6. Develop along interstate hwy & expressway corridors
7. Don’t accommodate it
8. Other

https://www.polleverywhere.com/multiple_choice_polls/tfvyjK4Kigf1gdrf
Question 3: For our future populations’ needs, how would we focus transportation resources? (Select all that apply)

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

https://www.polleverywhere.com/multiple_choice_polls/iQMIBUZ6DzgMneQ
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/7kgAvB2LfzXUD7e

When you’re done: text the word leave
Regional Transit Feasibility Plan

A ROUTE MAP TO IMPLEMENTATION
1. What is the project to be built?

2. How is it funded?

3. Who is responsible for building and maintaining it?
Traveling to Our Regional Centers in 2040...

Source: Adopted MPO Long Range Transportation Plans (Hillsborough, Pasco, and Pinellas)

51% More Miles Traveled
Cost Feasible in Long Range Plans

19% More Miles of New Lanes
Cost Feasible in Long Range Plans

= 219%
Increase in Delay Due to Congestion
Cost Feasible in Long Range Plans

www.TBRegionalTransit.com
Number of Projects Over the Past 30+ Years in Tampa Bay
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
2016
Oct - Dec

2017
Jan - Apr
May - Aug
Sep
Oct
Nov
Dec

2018
Jan
Feb
Mar
Apr
May
Jun
Jul
Aug
Sep

Study Management, Coordination, and Outreach

Step 1: WHERE
Step 2: WHAT
Step 3: HOW
Community Vetting Period

Draft Implementation Plan
Implementation Plan

Regional Transit Feasibility Plan
A ROUTE MAP TO IMPLEMENTATION
www.TBRegionalTransit.com

90+
Presentations/meetings

1,280+
Participants

7,000+
Website visits

500+
Social media posts

18+
New Articles

465+
Comments Received

SCHEDULE AND OUTREACH
WHAT WE’VE HEARD

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

“Stop talking, start building”

“Autonomous vehicles are a no brainer”

“Focus on land use and economic growth”

“Use CSX”

“Need frequent rail transit”

“Need a connection to the airport”
STEP 1: WHERE ARE THE TOP PERFORMING CONNECTIONS?

STEP 2: WHAT ARE THE BEST PROJECTS?

STEP 3: HOW AND WHEN ARE PROJECTS BUILT?
Purpose of the Plan

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

Job Centers

Population Centers

2040 Employment

Less

More

2040 Population

Less

More

EVALUATION PLAN

www.TBRegionalTransit.com
REGIONAL TRANSIT VISION

The top performers and critical regional connections would serve the following within ½ mile of each connection by 2040:

- Serves approx. 6 in 10 jobs (2040)
- Serves approx. 5 in 10 residents (2040)
- Serves approx. 2,100 jobs per mile (2040)
- Serves approx. 3,000 residents per mile (2040)
- Serves approx. 6 in 10 residents without cars (2040)

Source: Data from various regional transportation planning agencies. Map created using GIS software.
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**

Regional Transit Feasibility Plan
A ROUTE MAP TO IMPLEMENTATION
www.TBRRegionalTransit.com
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
A ROUTE MAP TO IMPLEMENTATION
www.TBRegionalTransit.com

TRANSIT MODES
STEP 2 “WHAT”: TOP PERFORMING PROJECTS

Preliminary FTA Rating
Mobility, environmental benefits, congestion relief, cost effectiveness, and land use

Return on Investment
Annual crash reduction cost, farebox, energy savings, greenhouse gas and air quality, increased revenue compared to annual capital and operating costs

Impacts
Utility, noise, natural, and cultural resource impacts

Benefits
Serves employment and population growth (2040), elderly, low income, and minority populations

Public Opinion
Workshops and website survey

Compete for state and federal grants

Best serves our region today while supporting tomorrow’s growth

STEP 2 EVALUATION

Regional Transit Feasibility Plan
A ROUTE MAP TO IMPLEMENTATION
www.TBRegionalTransit.com
## STEP 2 PROJECTS: PRELIMINARY RANKING

<table>
<thead>
<tr>
<th>Rank</th>
<th>Connection</th>
<th>Mode</th>
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<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>
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<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>
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<td>Clearwater, Gateway, St. Petersburg</td>
<td>Light Rail</td>
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<td>Elevated Rail</td>
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STEP 2 RESULTS: **TOP PERFORMING PROJECTS**

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

(I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg

(CSX North) Downtown Tampa to USF
**NEXT STEPS: DRAFT PLAN**

1A. Develop a plan to build each project in the Regional Transit Vision

1B. Provide information needed for entrance of the catalyst project(s) into the federal program