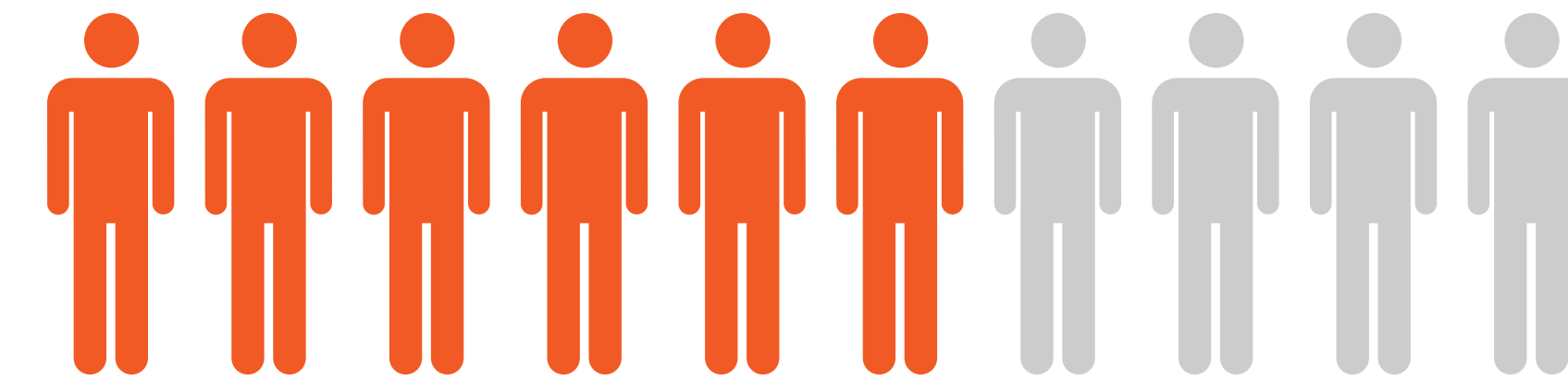
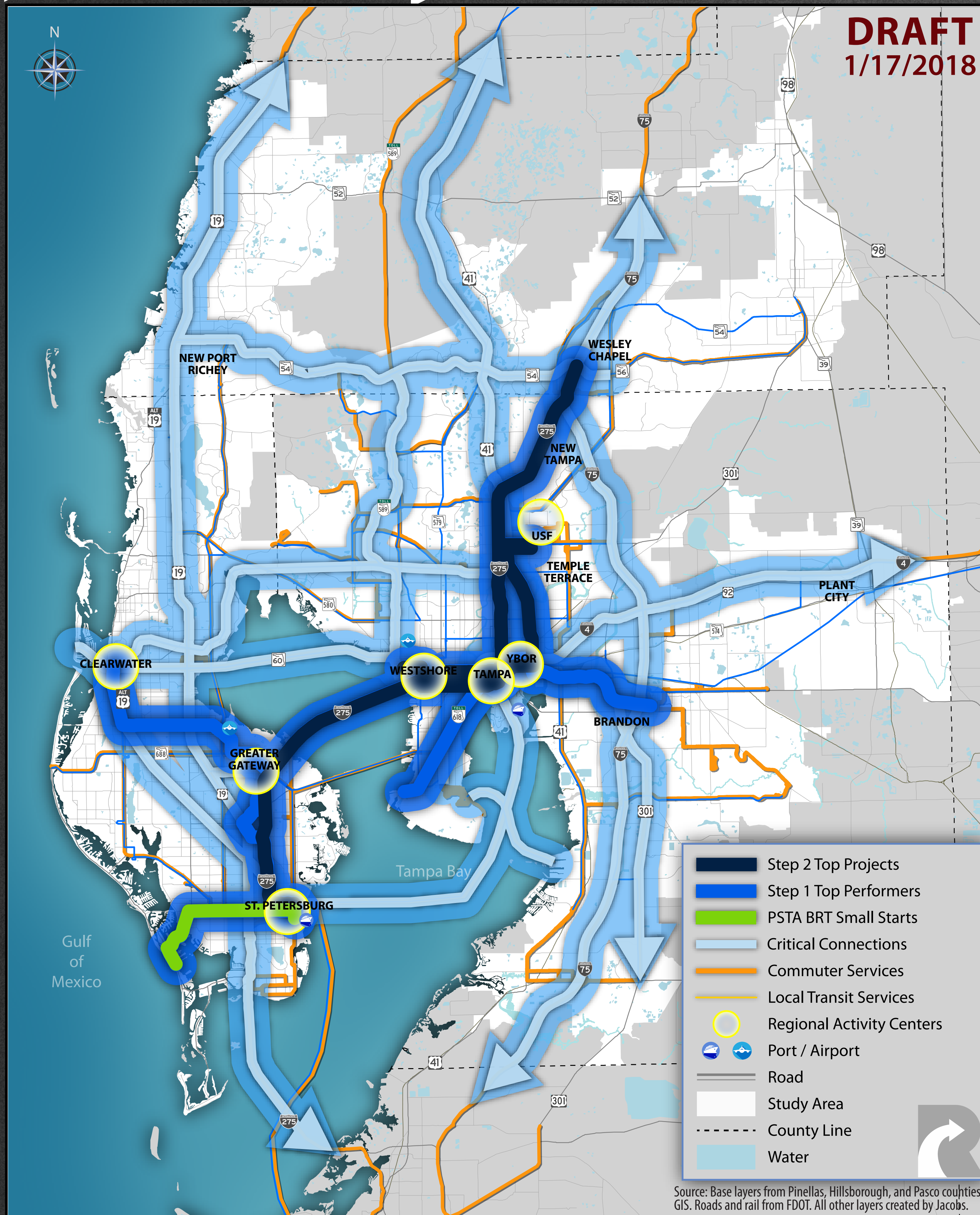


REGIONAL TRANSIT VISION

THE **TOP PERFORMERS** AND **CRITICAL REGIONAL** CONNECTIONS WOULD SERVE
THE FOLLOWING WITHIN 1/2 MILE OF EACH CONNECTION BY 2040



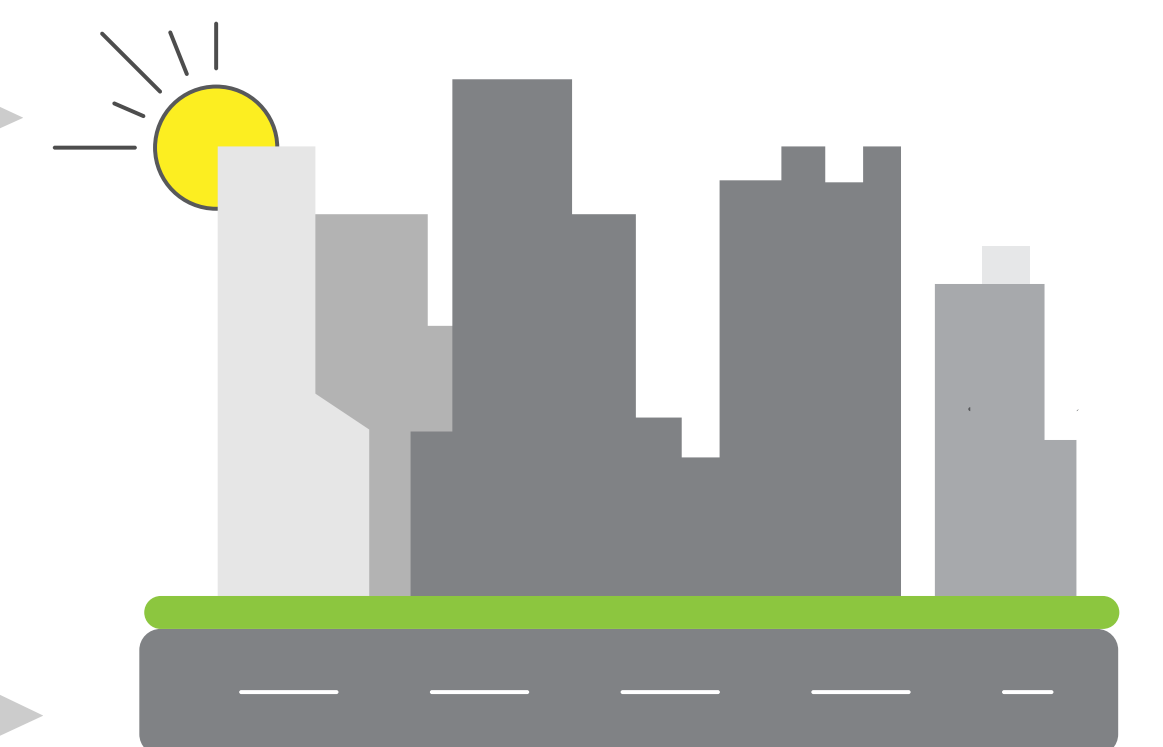
SERVES APPROX.
6 IN 10
JOBS (2040)

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)

CSX URBAN RAIL

USF TO DOWNTOWN TAMPA

JOBS (TOTAL EMPLOYMENT)

Number of jobs along the corridor (in 2017)

Expected to meet FTA Medium Rating threshold by 2030

42K
JOBS

RESIDENTS (POPULATION DENSITY)

Number of residents per square mile around station areas (in 2017)

Meets FTA Medium Rating threshold today

6,000
PEOPLE/MI²

MOBILITY (RIDERSHIP)

Number of annual trips on the service (estimated for 2017)

Note: FTA formula for calculating mobility multiplies trips made by transit dependent riders by 2

Does not consider changes to the local transit system

3.3M
TRIPS

TRAVEL TIME (END-TO-END)

Time to travel between the USF Area and Downtown Tampa

Competitive to the personal automobile

15-17
MINUTES

STATION AREAS

Station locations are estimated and will be refined during the engineering/design phase

- Downtown Tampa (Marion Transit Center)
- 24th Avenue
- Dr. Martin Luther King, Jr Boulevard
- Hillsborough Avenue
- Waters Avenue
- Nebraska Avenue

ESTIMATED COSTS

Project costs are estimated for Year of Expenditure in 2017; these are planning level costs and are subject to change

CAPITAL COSTS

Local Share
\$155M

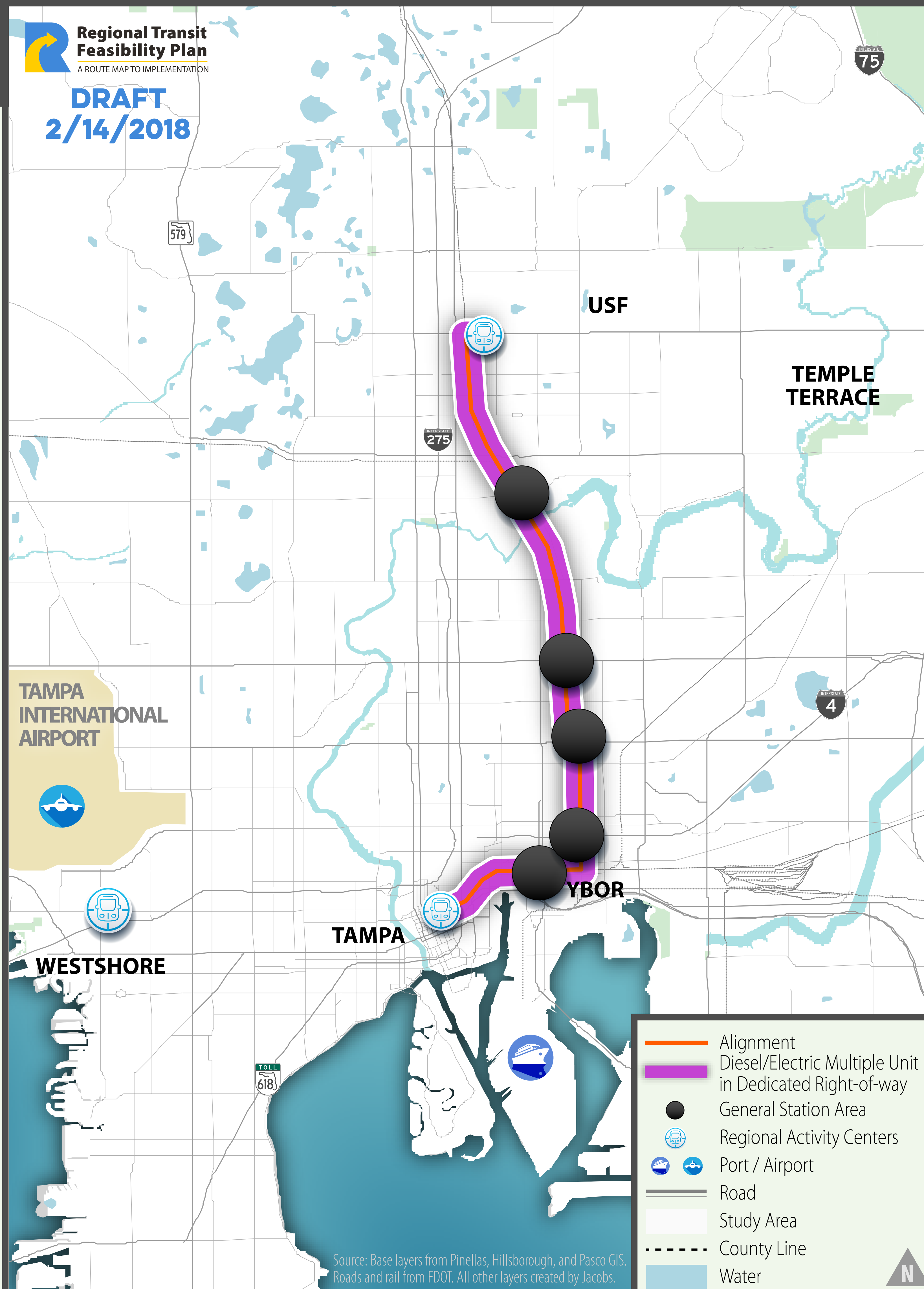
State Share
\$155M

\$490-620M

Federal Share
\$310M

OPERATING & MAINTENANCE COSTS

\$9-12M
PER YEAR



CATALYST: I-275 RUBBER TIRE

WESLEY CHAPEL TO DOWNTOWN ST. PETERSBURG

JOBS (TOTAL EMPLOYMENT)

Number of jobs along the corridor (in 2017)

Meets FTA Medium Rating threshold today

85K
JOBS

RESIDENTS (POPULATION DENSITY)

Number of residents per square mile around station areas (in 2017)

Expected to meet FTA Medium Rating threshold by 2020

4,450
PEOPLE/MI²

MOBILITY (RIDERSHIP)

Number of annual trips on the service (estimated for 2017)

Note: FTA formula for calculating mobility multiplies trips made by transit dependent riders by 2

Does not consider changes to the local transit system

3.3M
TRIPS

TRAVEL TIME (END-TO-END)

Time to travel between Wesley Chapel and Downtown St. Petersburg

Competitive to the personal automobile and may be faster with various express services

80-95
MINUTES

STATION AREAS

Station locations are estimated and will be refined during the engineering/design phase

- I-275 & SR 54
- I-275 & SR 56
- I-275 & Bearss Avenue
- I-275 & Fletcher Avenue
- I-275 & Fowler Avenue
- I-275 & Waters Avenue
- I-275 & Hillsborough Avenue
- I-275 & Dr Martin Luther King, Jr Boulevard
- I-275 & Floribaska Avenue
- Downtown Tampa (Marion Transit Center)
- I-275 & North Boulevard
- I-275 & Howard Avenue/Armenia Avenue
- I-275 & Himes Avenue
- Westshore Intermodal Center
- Carillon Area
- Greater Gateway
- I-275 & 62nd Street
- I-275 & 27th Street
- Tropicana Field
- 1st Avenue North/South & 8th Street
- Downtown St. Petersburg (4th Street)

ESTIMATED COSTS

Project costs are estimated for Year of Expenditure in 2017; these are planning level costs and are subject to change

CAPITAL COSTS

Local Share
\$114M

\$380-455M

State Share
\$114M

Federal Share
\$228M

OPERATING & MAINTENANCE COSTS

\$5-7M
PER YEAR

