Regional Transit Vision, listed from north to south:

- Pasco along SR 54/56
- Pinellas to Pasco and north along US 19
- Hillsborough to Brooksville along freight rail
- Pasco and north along I-75
- Pasco to Hillsborough along the Suncoast/Veterans
- Wesley Chapel to St. Petersburg along I-275
- Pasco to Manatee along I-75
- Hillsborough to Pinellas along freight rail
- Hillsborough to Pinellas along SR 60
- Tampa to Plant City and points east along I-4
- USF area to Tampa along freight rail
- Westshore, Tampa to Brandon near or on the Selmon Expressway
- City of Tampa Streetcar Extension
- Gateway to Clearwater along Roosevelt/East Bay
- South Tampa to Downtown Tampa on or near the Selmon Expressway
- St. Petersburg to Tampa across Gandy Bridge
- Brandon to Ruskin along US 301
- Ferries across Tampa Bay
- St. Petersburg to Bradenton along I-275

What is the plan for regional transit?

The vehicles would be rapid transit rubber-tire vehicles and could look like the images below. The vehicle would also have comforts of a train, including comfortable seating, Wi-Fi, and easy boarding.

What types of vehicles are being considered?

How long could it take?

Regional Transit Vision

Pasco to Hillsborough along the Suncoast/Veterans

St. Petersburg to Tampa across Gandy Bridge

Brandon to Ruskin along US 301

Ferries across Tampa Bay

St. Petersburg to Bradenton along I-275

The corridor is optimized for Tampa Bay’s unique challenges and includes:

Most stations would be located within the neighborhood and not within the interstate. Stations would serve as a neighborhood focal point and are expected to encourage economic growth.

What might the stations be like?

Operating in Dedicated Lane.
Lanes for transit would be created by improving the shoulder of the interstate for dedicated space allowing the transit vehicle to be unaffected by traffic congestion for much of the corridor.

Operating in Express Lane.
To cross the bay efficiently, transit service would operate in proposed express lanes that will be managed to maintain speeds of 45 mph or higher.

Operating in Mixed Traffic.
Where there are natural preserves and fewer passengers, transit would operate with vehicle traffic.

How would vehicles travel along the route?

Source: Base layers from Pinellas, Hillsborough, and Pasco counties GIS. Roads and rail from FDOT. All other layers created by Jacobs.
DRAFT CATALYST PROJECT

HOW THE DRAFT CATALYST PERFORMS

85K
SERVES TODAY'S JOB CENTERS
Number of jobs within 1/2 mile of corridor (in 2017)

65K
SERVES OUR RESIDENTS
Number of residents within 1/2 mile of station areas (in 2017)

3.3-3.6M
FORECASTED ANNUAL RIDERS
Number of annual trips on the service (estimated for 2017)

$380-455M
COST TO BUILD
2017 planning level costs, subject to change

30-40 MINS
ST. PETE TO TAMPA

DIRECT CONNECTION TO TAMPA AIRPORT

Optimized for Tampa Bay

- Operating in Dedicated Lane. Lanes only for transit which bypass traffic congestion
- Operating in Express Lane. To cross the bay efficiently, transit would operate in future express lanes designed to reduce congestion
- Operating in Mixed Traffic. Where there are natural preserves and fewer riders

41 MILES, 3 COUNTIES

Catalyst Project
- Alignment
- Operating in Dedicated Lane
- Operating in Express Lane
- Operating in Mixed Traffic
- General Station Area

Regional Transit Vision
- Top Performer (Step 2)
- Critical Connection
- Regional Activity Centers
- Port / Airport
- Road
- Study Area
- County Line

Source: Base layers from Pinellas, Hillsborough, and Pasco counties GIS; Roads and rail from FDOT. All other layers created by Jacobs.

DRAFT 4/24/2018
HOW THE DRAFT URBAN RAIL PROJECT PERFORMS

SERVES TODAY’S JOB CENTERS
Number of jobs within 1/2 mile of corridor (in 2017)
42K

SERVES OUR RESIDENTS
Number of residents within 1/2 mile of station areas (in 2017)
35K

FORECASTED ANNUAL RIDERS
Number of annual trips on the service (estimated for 2017)
3.3M

COST TO BUILD
2017 Planning level costs, subject to change
$490-620M

20-25 MINS
USF CAMPUS TO TAMPA

Using an Existing Freight Rail Corridor
We can re-imagine and use a few of our more underutilized freight rail corridors. This would require the use of the rail right-of-way and a special rail vehicle that can safely operate with existing freight trains. These vehicles (shown above) can either be diesel or electric.

Pictured here: Diesel Multiple Unit Urban Rail Service in Texas

COST TO BUILD
2017 Planning level costs, subject to change
$490-620M