



Tampa Bay Next Community Working Group – Pinellas County

October 24, 2017
Real Time Record



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Community Working Group – Pinellas County

October 24, 2017

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

Sunken Gardens, Meeting Room, 1825 4th Street North, St. Petersburg FL

<p>5:30 p.m. – 5:40 p.m.</p>	<p align="center"><u>Welcome / Objectives / Event Structure</u> Tina Fischer, Collaborative Labs</p>
<p>5:40 p.m. – 6:00 p.m.</p>	<p align="center"><u>FDOT District Seven Presentation</u> Bill Jones and Ed McKinney</p>
<p>6:00 p.m. – 6:20 p.m.</p>	<p align="center"><u>Forward Pinellas Presentation</u> Whit Blanton</p>
<p>6:20 p.m. – 6:40 p.m.</p>	<p align="center"><u>Regional Transit Feasibility Plan Presentation</u> Marco Sandusky</p>
<p>6:40 p.m. – 7:30 p.m.</p>	<p align="center"><u>Roundtable Discussions</u></p> <ul style="list-style-type: none"> - Florida Department of Transportation/District Seven - Forward Pinellas - Regional Transit Feasibility Plan - Pinellas Suncoast Transit Authority
<p>7:30 p.m.</p>	<p align="center"><u>Closing</u></p>

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



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.



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.



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.



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.



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.

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At this time, I’d like to introduce Bill Jones and Ed McKinney.

FDOT District Seven Presentation

Bill Jones and Ed McKinney



Bill Jones and Ed McKinney

FDOT District Seven




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.

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 RTP ▶ 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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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.



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



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

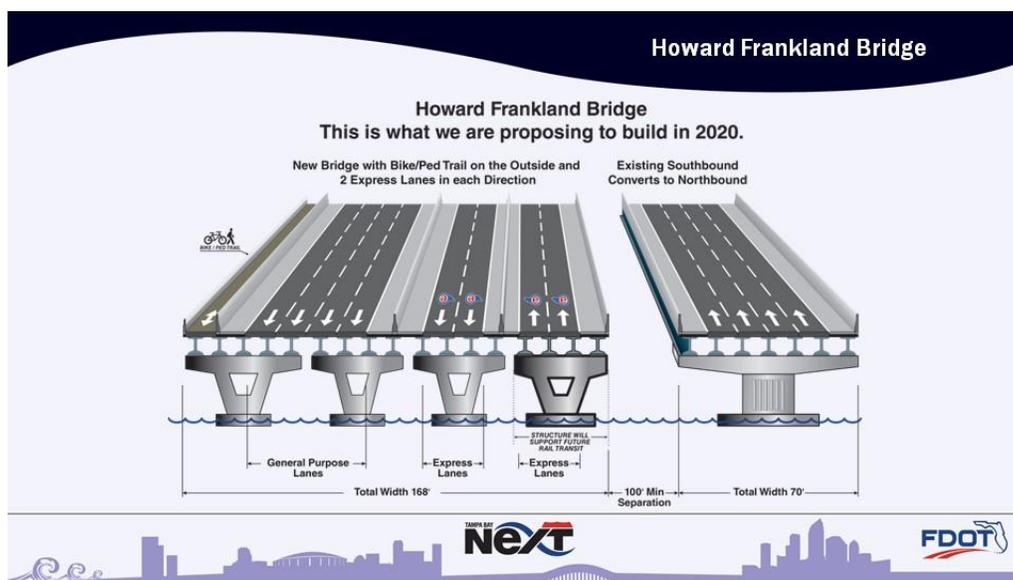




Bill Jones, Florida Department of Transportation District 7, Director of Transportation Development: Thank you for being here. Our department does anything from planning, the modal unit, environmental management, socio-economic and physical impacts. We also design roads. I’ve known Ed for about ten years. 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.

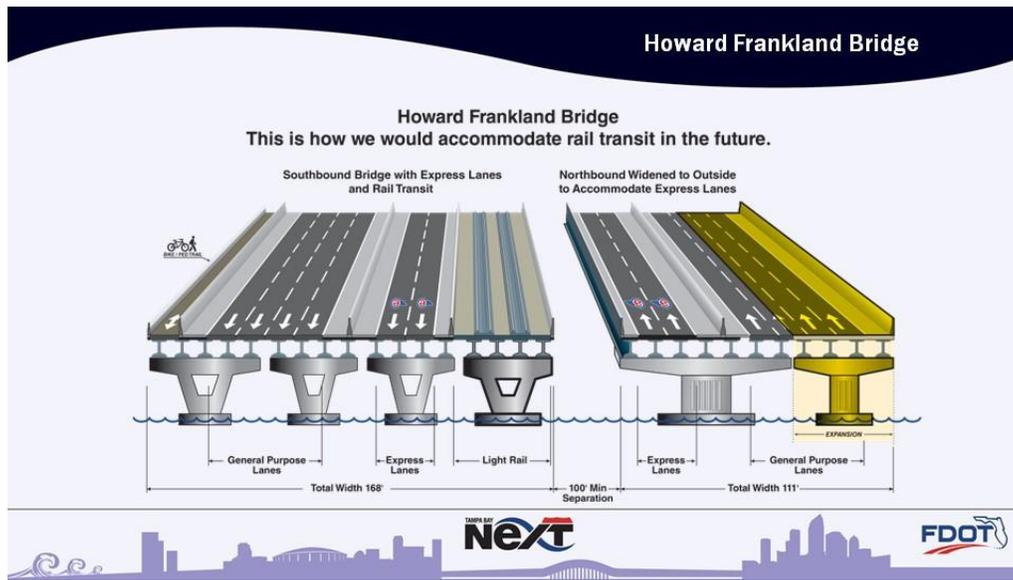
By 2040, we’ll be the size of Miami. Add the geographic challenge of being surrounded by water. So we’re looking at a variety of solutions.

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.



Howard Frankland Bridge

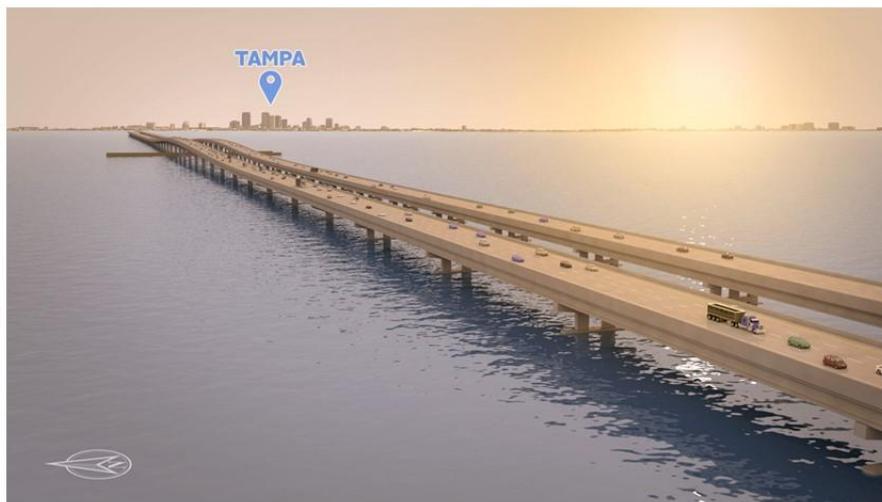
New Design Benefits

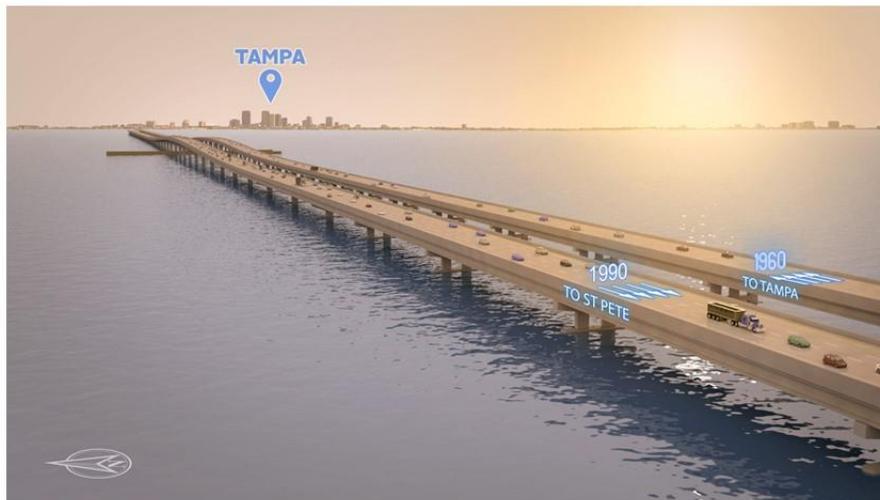
- ▶ Improves **incident management** and **hurricane evacuation**
- ▶ Improves operations of **Express Bus Service** and accommodates **future transit**
- ▶ Includes **bicycle/pedestrian trail**
- ▶ **Eliminates the need** for a third bridge
- ▶ Accommodates **future demand**
- ▶ Prepares bridge for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

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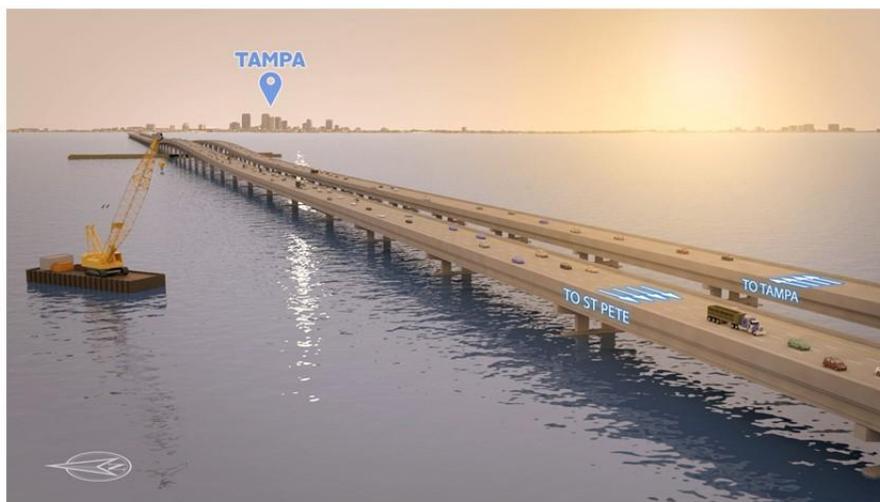
Tampa Bay **NEXT** FDOT

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.

Howard Frankland Bridge

HOWARD FRANKLAND BRIDGE PUBLIC HEARING

The dates and locations are as follows:

<p>Tuesday, November 14 5:30 p.m. - 7:30 p.m. Tampa Marriott Westshore 1001 N. Westshore Blvd. Tampa, FL 33607</p>	<p>Thursday, November 16 5:30 p.m. - 7:30 p.m. Hilton-St. Pete Carillon Park 950 Lake Carillon Drive St. Petersburg, FL 33716</p>
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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.

I-275 Operational Improvements



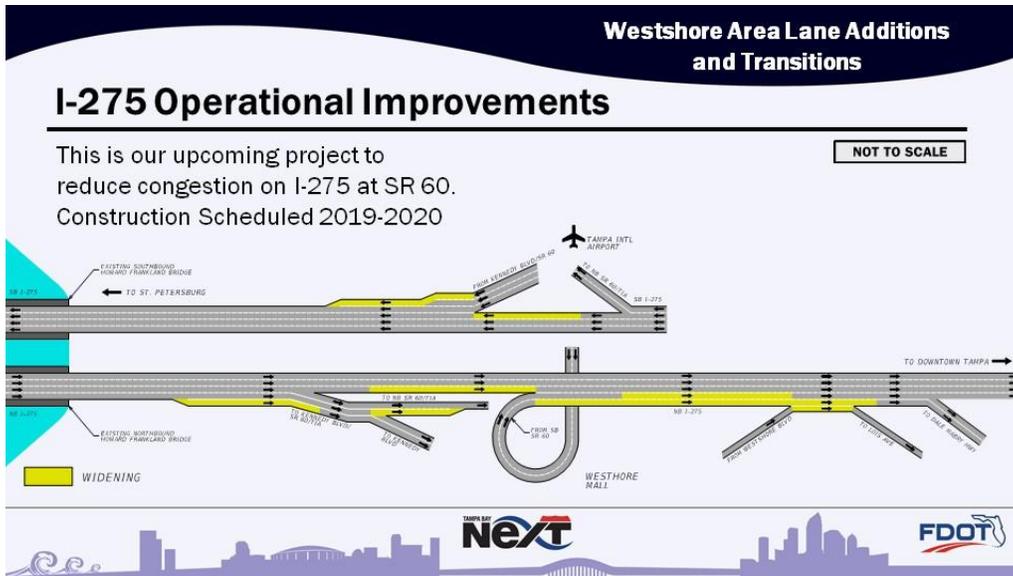
Cost Estimate: \$25M

Construction Dates:
2019-2020

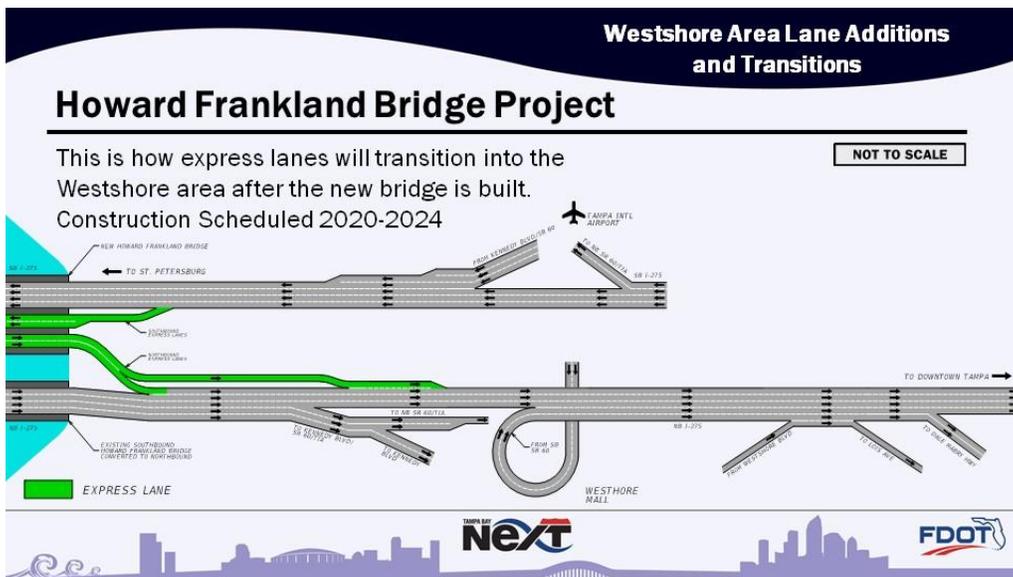
From North of the Howard Frankland Bridge to West of Lois Avenue

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.

Gateway Expressway

Gateway Expressway



Anticipated construction start: Nov. 2017
 Anticipated completion: Late 2021
 Estimated Cost: \$545 million






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.



Supplemental Environmental Impact Statement (SEIS)



Public Workshop Held
October 9th & 10th

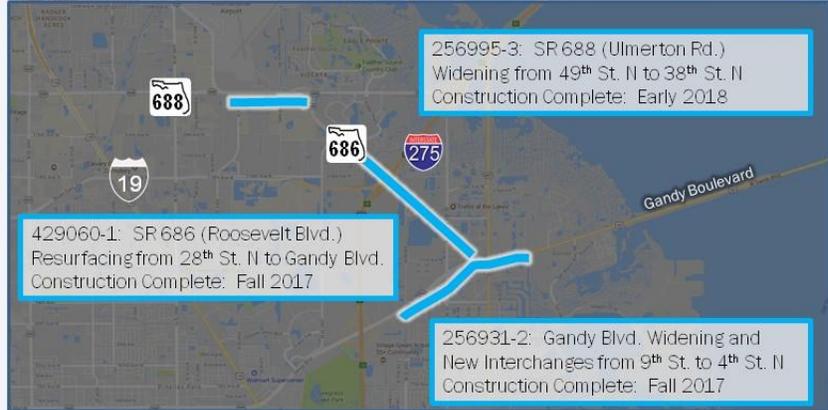
Documents available at
TampaBayNext.com

Comments can be submitted online,
in-person, or by mail through October
31st.




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.

Other Projects



256995-3: SR 688 (Ulmerton Rd.)
Widening from 49th St. N to 38th St. N
Construction Complete: Early 2018

429060-1: SR 686 (Roosevelt Blvd.)
Resurfacing from 28th St. N to Gandy Blvd.
Construction Complete: Fall 2017

256931-2: Gandy Blvd. Widening and
New Interchanges from 9th St. N to 4th St. N
Construction Complete: Fall 2017




Central Avenue BRT. This is one of the first BRT projects in the state. We've got PSTA to address that tonight.

Central Avenue BRT

PSTA CENTRAL AVENUE BRT
PROJECT LOCATION AND RECOMMENDED ALTERNATIVE
DRAFT 4/3/2017

Legend:
- Recommended Alternative Route
- PSTA Local Routes Road

Logos: TAMPA Bay Next, FDOT

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.

Central Avenue BRT

WHAT IS A BAT LANE?
A Business Access and Transit, or BAT, lane is dedicated to BRT but vehicles can use the lane when making turns

EUGENE, OR

Where will the BAT lanes be located?

The recommended alternative has BAT lanes on
**1ST AVENUE NORTH,
1ST AVENUE SOUTH
and PASADENA AVENUE**

Logos: TAMPA Bay Next, FDOT

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.

Cross-bay Water Ferry

Transit Service Development Grant

- \$438,000 to the City of St. Petersburg for FY2019
- Competitive annual grant process
- Matches local funds






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.



Moving Forward Together



Hillsborough MPO
Metropolitan Planning for Transportation





TBARTA
Tampa Bay Area Regional Transit Authority



FORWARD PINELLAS




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

Date	Time	Event Name	Location
Tuesday, October 24	5:30 p.m. – 7:30 p.m.	Pinellas County Community Working Group Meeting	Sunken Gardens - Meeting Room 1825 4th Street N., St. Petersburg, FL 33704
Thursday, October 26	5:30 p.m. – 7:30 p.m.	North & West Hillsborough County Community Working Group Meeting	Christian Family Church 3457 W. Kenyon Ave. (Near Busch Blvd., off of Himes Ave.), Tampa, FL 33614
Friday, October 27	12:00 p.m.	Citizen Transportation Academy How Transportation Projects are Funded	Online Webinar (or attend at FDOT) 11201 N. McKinley Dr., Tampa, FL 33612
Thursday, November 2	12:00 p.m.	Citizen Transportation Academy Congestion Management Strategies	Online Webinar (or attend at FDOT) 11201 N. McKinley Dr., 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




Forward Pinellas Presentation
Whit Blanton



**FORWARD
PINELLAS**
Integrating Land Use & Transportation

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.

The Integration of Land Use and Transportation

- It’s a new plan!
- The Long Range Transportation Plan will be first since merging of Metropolitan Planning Organization and Pinellas Planning Council under Forward Pinellas umbrella
- Economic sustainability and resilience central to the new plan

Adapt – Build – Connect



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.

Framework for Regional Long Range Transportation Plan

One Long Range Plan for the Tampa Bay Area – “Three Ring Binder”

Regional

- Regional Element – requires Hillsborough, Pasco and Pinellas to agree upon regional investments and revisions to those investments
- Scenarios for the future

Hillsborough

- Local Elements – provides autonomy to local MPOs to set priorities for local projects and supporting policies

Pasco

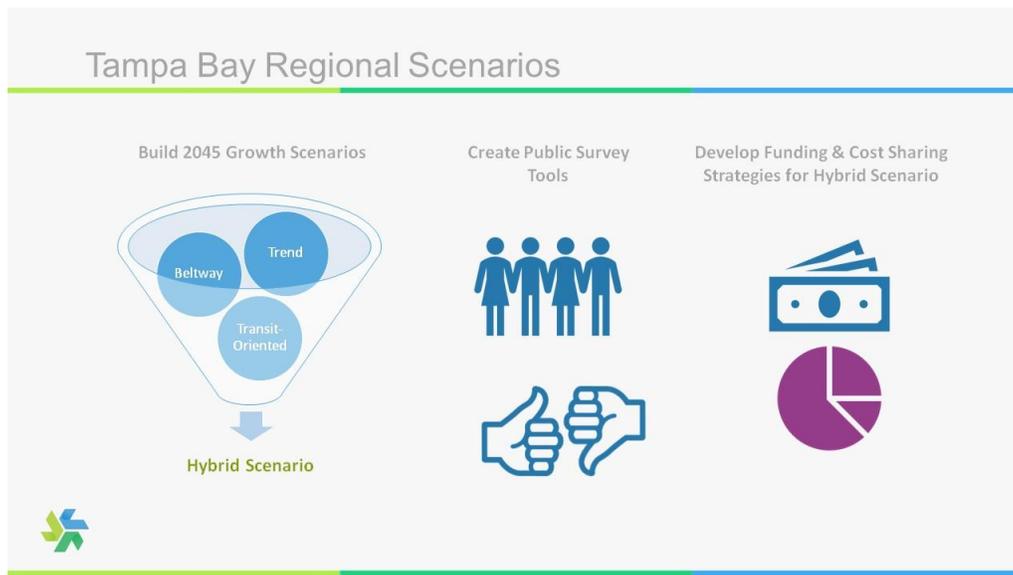
- These local elements may be changed without approval from the full region

Pinellas

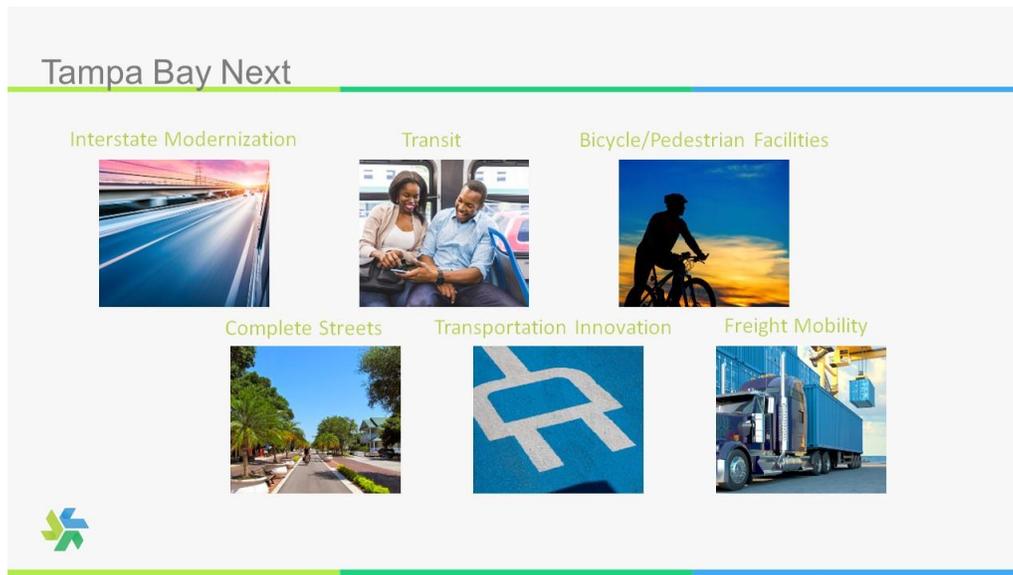


We have Tampa Bay Regional Scenarios that dovetail into the Tampa Bay Next and the Feasibility plan. What is the trend, the types of transportation and what will it be in the future? We’re looking at a beltway concept and some other scenarios. These will take shape in early 2018. We’ll have opportunities 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.



Tampa 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.

Regional Transit Feasibility Plan

- Top Performing Projects
- Supporting corridors

The map shows the Tampa Bay area with various transit corridors highlighted in blue and orange. A legend in the bottom right corner of the map includes:

- Top 2 Top Projects
- Top 3 Top Performers
- Critical Connections
- Commuter Services
- Local Transit Services
- Regional Activity Centers
- Port/Highway
- Road
- State Area
- County Line
- Water

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

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...

Connect Means ...

- Work as one region to unite our communities and districts through transportation
- Strengthen our transportation networks for all modes to provide real choices
- Reinforce a sense of identity and attachment to place
- Provide avenues for productive and meaningful dialogue




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.

Pinellas SPOTlight Initiative

- Strategic emphasis topics that feed directly into the Long Range Plan
 - Economic analyses
 - Land use visioning
 - Evaluation of access to transit
 - Identification of key transportation investments
 - Application of Complete Streets principles




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



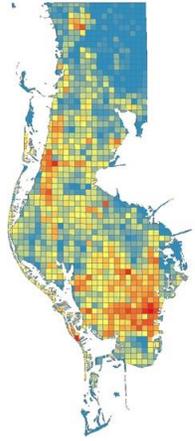
Key objectives of the Long Range Transportation Plan include these. One integrated plan – we’ll be working lockstep with PSTA. We’ll be branding those plans similarly. We’re re-writing our pedestrian/biking plan and will probably be linking with the PSTA plan.

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.

Key Objectives for the LRTP

- One integrated plan that addresses corridor modal priorities and strategies
 - PSTA Community Bus Plan
 - Bicycle and Pedestrian Master Plan
 - Complete Streets screening and selection
 - Intelligent Transportation Systems
- Role of emerging technology on plan outcomes
- Resilience strategy for land development and infrastructure
- Funding strategy for transit investment



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.

Adapt • Build • Connect – the planning process

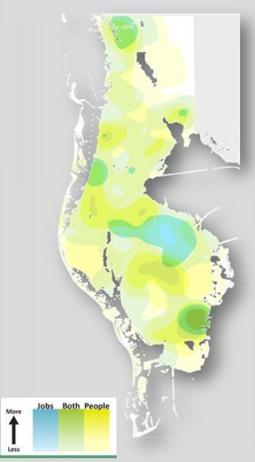
	Phase I Data Development	Phase II Scenario Evaluation	Phase III Fiscal Priorities	Phase IV Vision Strategy
Technical	Socioeconomic Data Countywide Trends & Conditions Develop Measures of Effectiveness Corridor Screening	Develop Scenarios Define Transportation Alternatives Evaluate Impacts	Identify Revenues Prioritize Investments Match Revenues with Priorities	Policy Definition Amendments to Countywide Land Use Plan Plan Adoption
Public Engagement	Cultivate Contacts Community Outreach Market Research Focus Group: Issues	Build Vision Consensus Focus Group: Needs	Priorities Workshops Local Gov't Alignment Focus Group: Priorities	Broad Outreach Explanation of Plan Focus Group: Key Messages
	Q4 2017- Q3 2018	Q1 2018 – Q4 2018	Q3 2018- Q2 2019	Q2 - Q4 2019

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.

The slide features a header with four logos: Tampa Bay Next (with icons for train, car, bicycle, and boat), Hillsborough MPO (Metropolitan Planning for Transportation), Pasco County MPO (Florida), and Forward Pinellas (a stylized green and blue logo). Below the logos, the text "Moving Forward Together" is written in green. The main title "Questions / Discussion" is centered in a large, grey font. At the bottom, the contact information "wblanton@forwardpinellas.org" and "727-464-8250" is listed. A small Forward Pinellas logo is in the bottom left corner.

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.



Regional Transit Feasibility Plan Presentation

Marco Sandusky





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.

- 
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?

Traveling to Our Regional Centers in 2040...

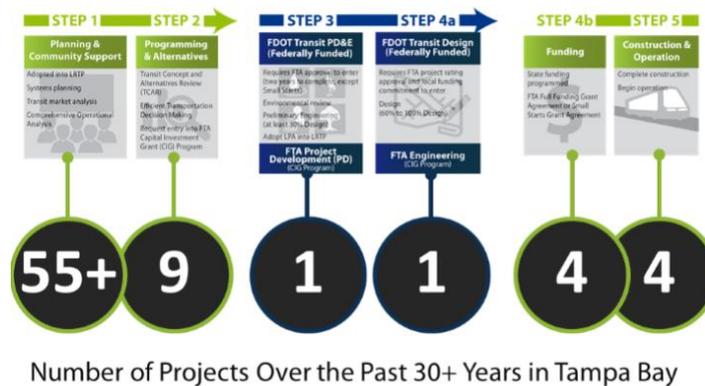
Source: Adopted MPO Long Range Transportation Plans (Hillsborough, Pasco, and Pinellas)



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.



Regional Transit Feasibility Plan FEDERAL AND STATE GRANT 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.

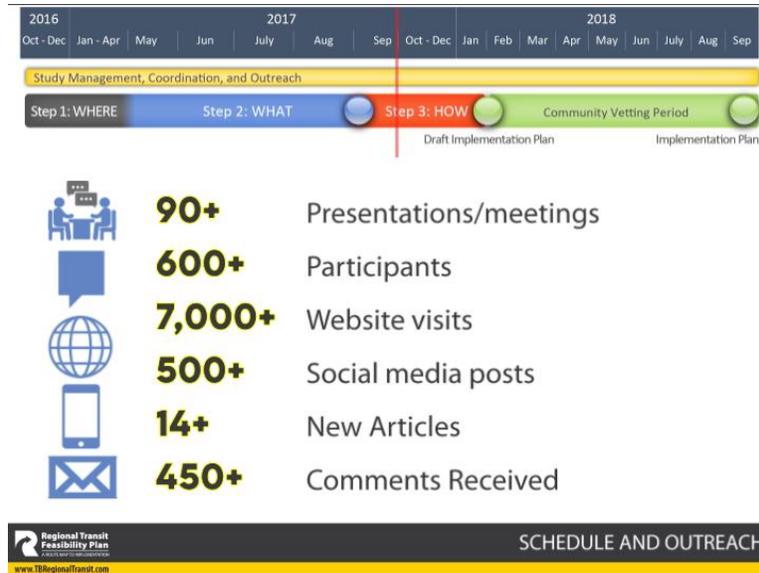
Purpose of the Plan

- ✓ 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

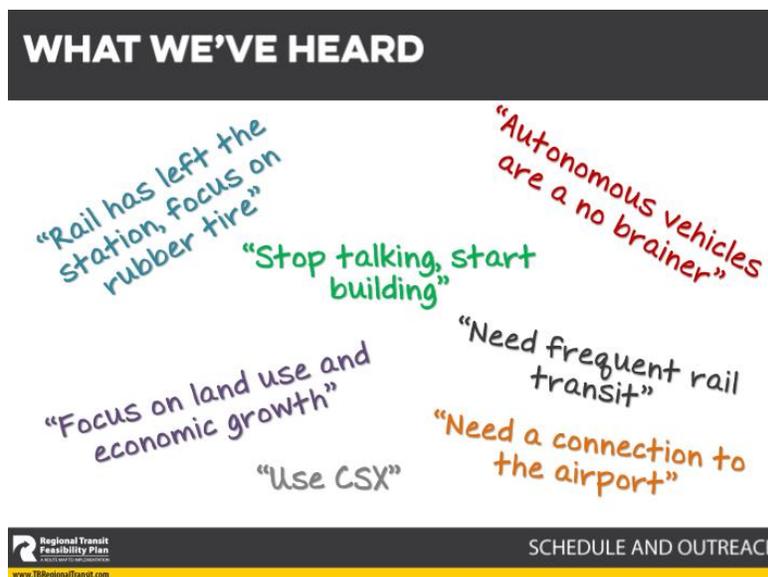
Regional Transit Feasibility Plan APPROACH

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.

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

Purpose of the plan: Criteria from the Federal Transit Administration for funding.

Purpose of the Plan

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

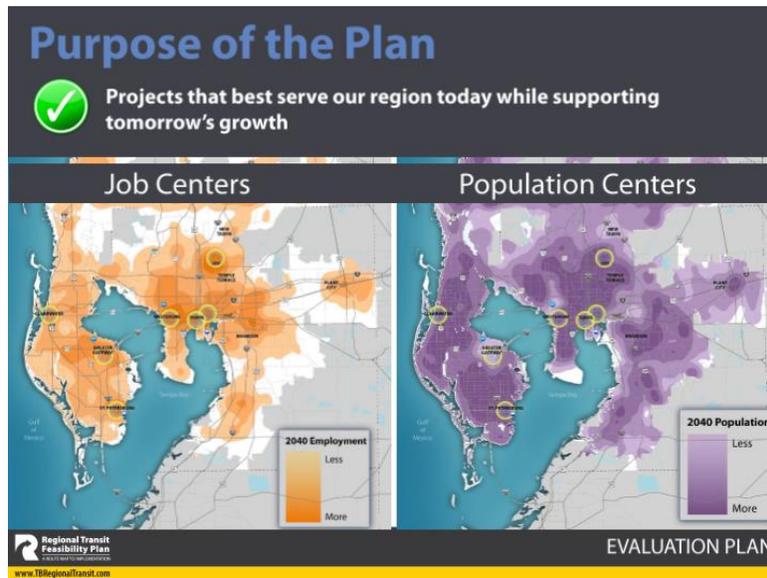
Step One Evaluation Criteria

- 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**

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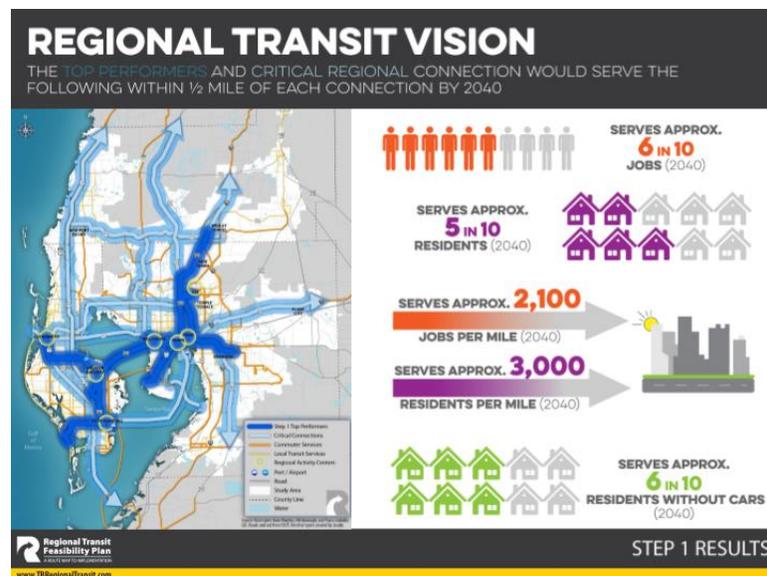
EVALUATION PLAN

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 Feasibility Plan
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REGIONAL TRANSIT VISION

REGIONAL TRANSIT VISION

- Top Performing Connections
- Top Performing Projects**
- Implementation Plan

STEP 1 RESULTS

Regional Transit Feasibility Plan
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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.

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

TRANSIT MODES

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.

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

TRANSIT MODES

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.

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

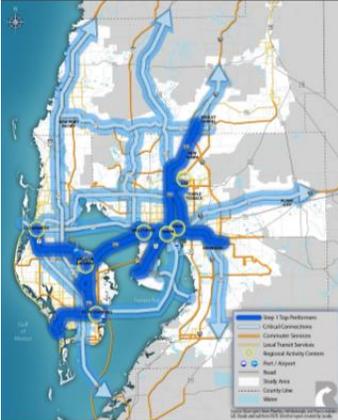




TRANSIT MODES

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.

REGIONAL TRANSIT VISION



REGIONAL TRANSIT VISION

- Top Performing Connections
- Top Performing Projects**
- Implementation Plan



STEP 1 RESULTS



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

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

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		
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

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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		
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

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Top Performing projects:

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

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STEP 2 PRELIMINARY RESULTS

STEP 2 RESULTS: TOP PERFORMING PROJECTS



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

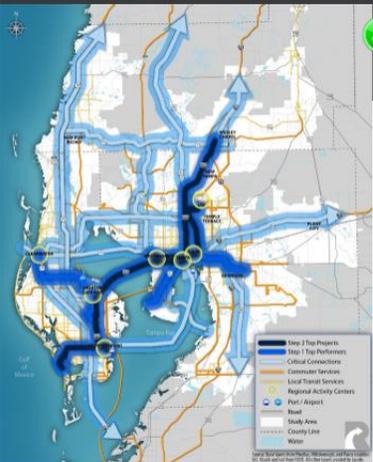
Technology:

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

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STEP 2 PRELIMINARY RESULTS

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

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Next steps: We'll look 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

NEXT STEPS

Regional Transit Feasibility Plan
www.TBRegionalTransit.com



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

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.

Tampa Bay Next

Event Date

COMMENT FORM

Comments please print

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 expresslanes)? Six lanes would (probably?) meet population projects within the federal requirement of looking ahead 20 years. Toll/expresslanes are important, too, but our population is only going up, not down.

Name: Jillian Bandes, St. Pete Chamber
 Organization: St. Pete Chamber
 Address: 316 8th St. S Unit 19
 City: St. Petersburg FL 33704
 State: FL
 Phone: 727-423-1613

Please add me to the project notification list

FDOT

Florida Department of Transportation
 1120 E. H. Harney Blvd, MS 1-008
 Tampa, Florida 33602
 Tampa@fdot.state.fl.us

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.