



THE FUTURE OF  
TRANSPORTATION

# Welcome

Downtown Tampa / East Tampa Community Working Group  
September 25, 2017

Tina Fischer

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 from the Florida Department of Transportation (FDOT) District Seven, the Hillsborough County Metropolitan Planning Organization 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, Hillsborough County Metropolitan Planning Organization, 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.



# 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.

TampaBayNext.com  
(813) 975-NEXT  
[TampaBayNext@dot.state.fl.us](mailto:TampaBayNext@dot.state.fl.us)

 TampaBayNext  @TampaBayNext



us

**Your input matters. Your ideas help  
shape the Tampa Bay Next program.**

Now on to our presentations





## FDOT District Seven

Bill Jones and Ed McKinney



# Welcome Elected Officials



# You Talked. We Listened.

## What you said you want to see:

- Hub System for Transit
- Multimodal Options
- Technology Solutions
- Neighborhood Preservation
- Prioritize Safety
- Education/Explain Transportation
- More Online & Recorded Meetings
- Intermodal Center Study
- Funding Next Phase of Project Development for RTFP
- 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



Embrace collaboration and innovation

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Prepare for the future

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Modernize infrastructure

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



# Tonight's Topics

- Howard Frankland Bridge Project
- Operational Improvements for SR 60/Veterans Expressway Southbound
- Operational Improvements to I-275
- Westshore Interchange Reconstruction Concept (SEIS)





## HOWARD FRANKLAND BRIDGE DESIGN UPDATES

You talked. We listened.

**The community has made it  
clear that they want:**

- ◆ **infrastructure that can accommodate transit,**  
with flexibility across modes
- ◆ **safety to be a top priority,** including **incident management** and **evacuation preparedness**
- ◆ **transportation improvements that anticipate future demand** and are **cost effective**
- ◆ **more bicycle and pedestrian options** across the entire region

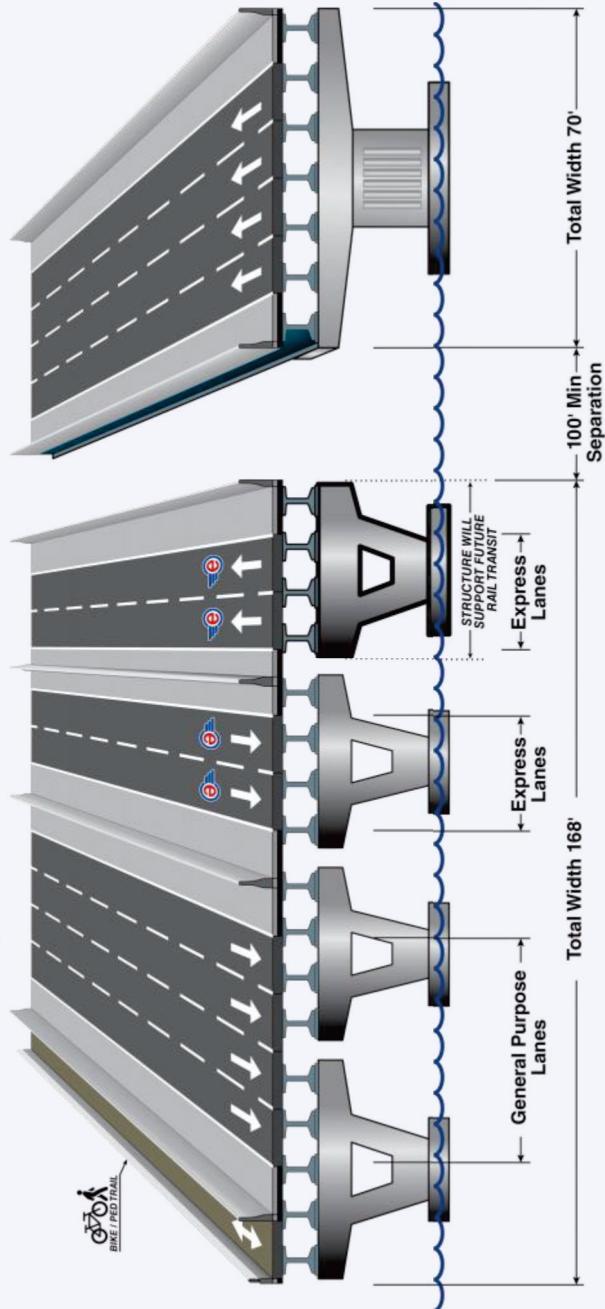


## Howard Frankland Bridge

**Howard Frankland Bridge**  
**This is what we are proposing to build in 2020.**

New Bridge with Bike/Ped Trail on the Outside and  
2 Express Lanes in each Direction

Existing Southbound  
Converts to Northbound

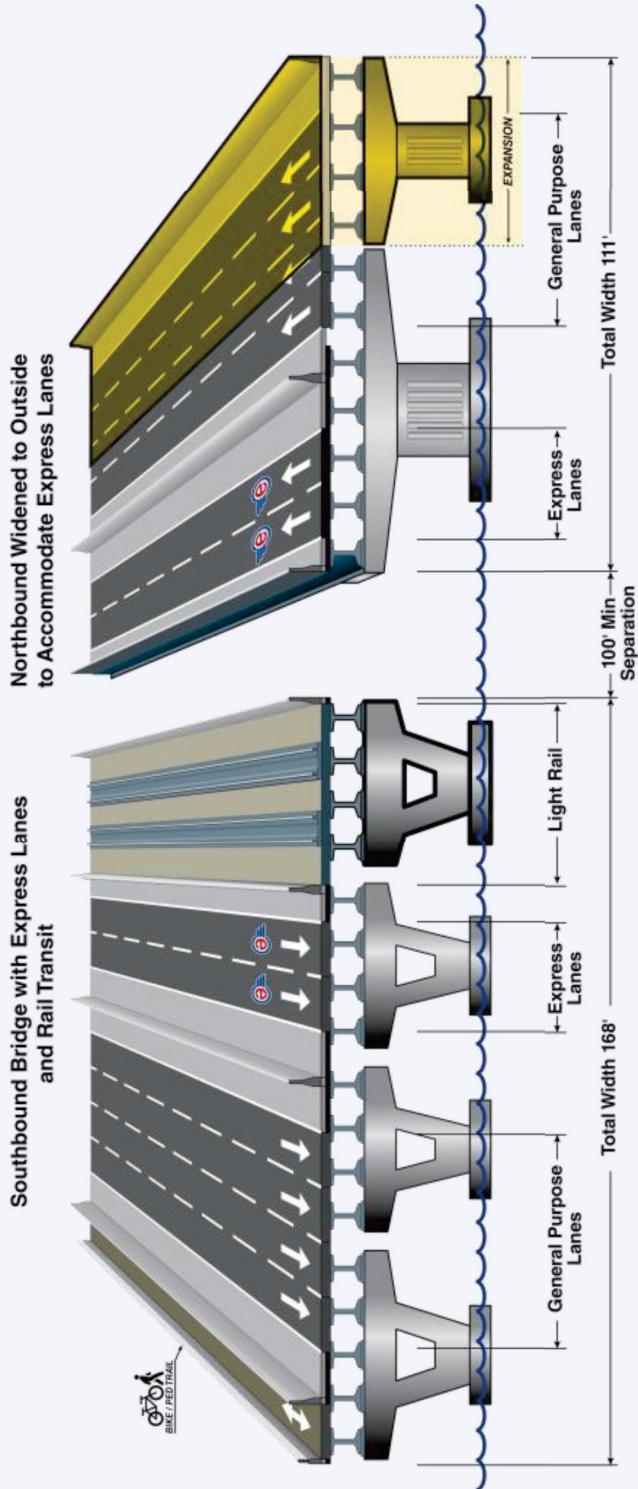


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# Howard Frankland Bridge

**Howard Frankland Bridge**  
**This is how we would accommodate rail transit in the future.**



## New Design Benefits

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- 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**

Howard Frankland Bridge

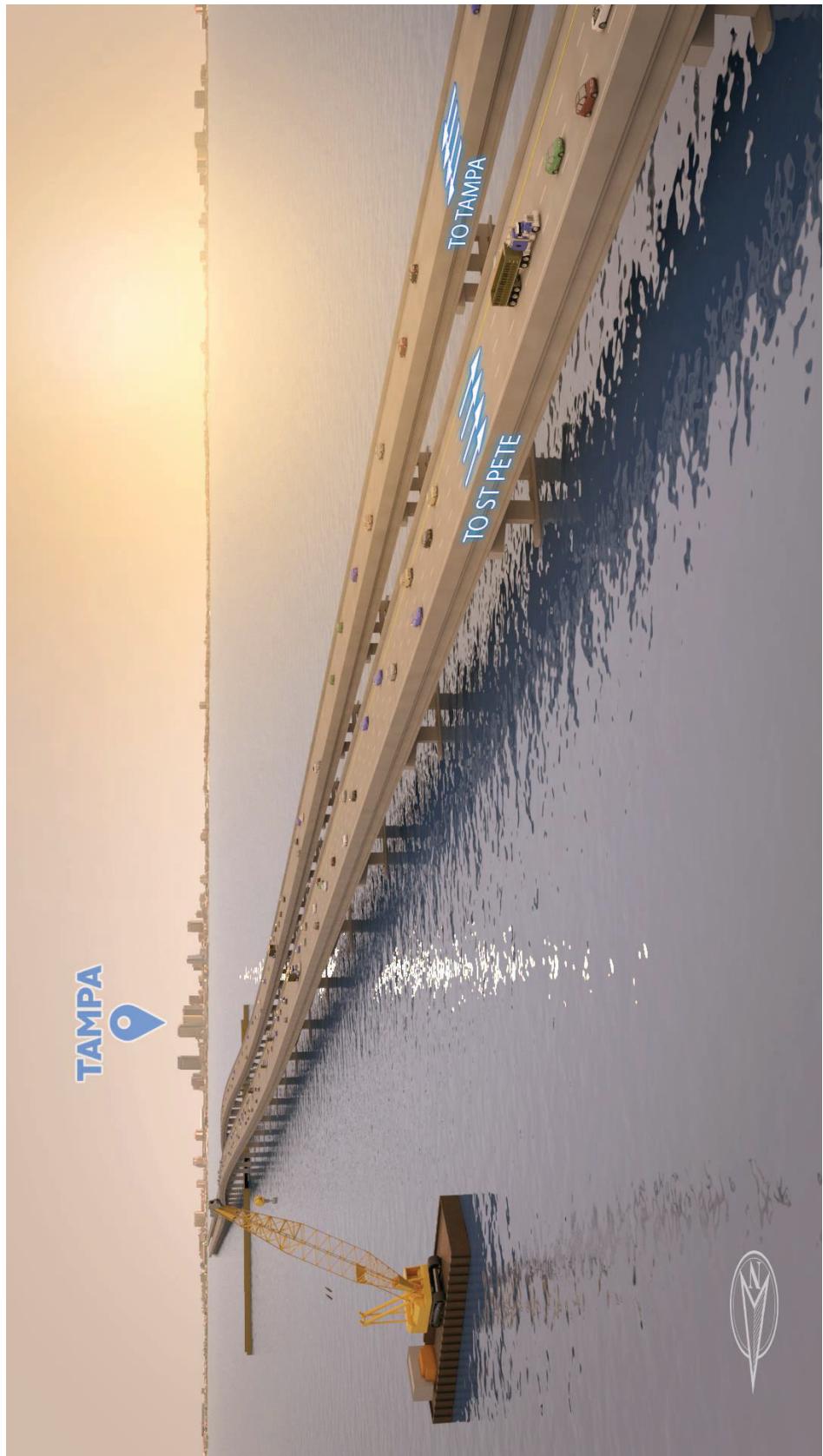
# HOWARD FRANKLAND BRIDGE

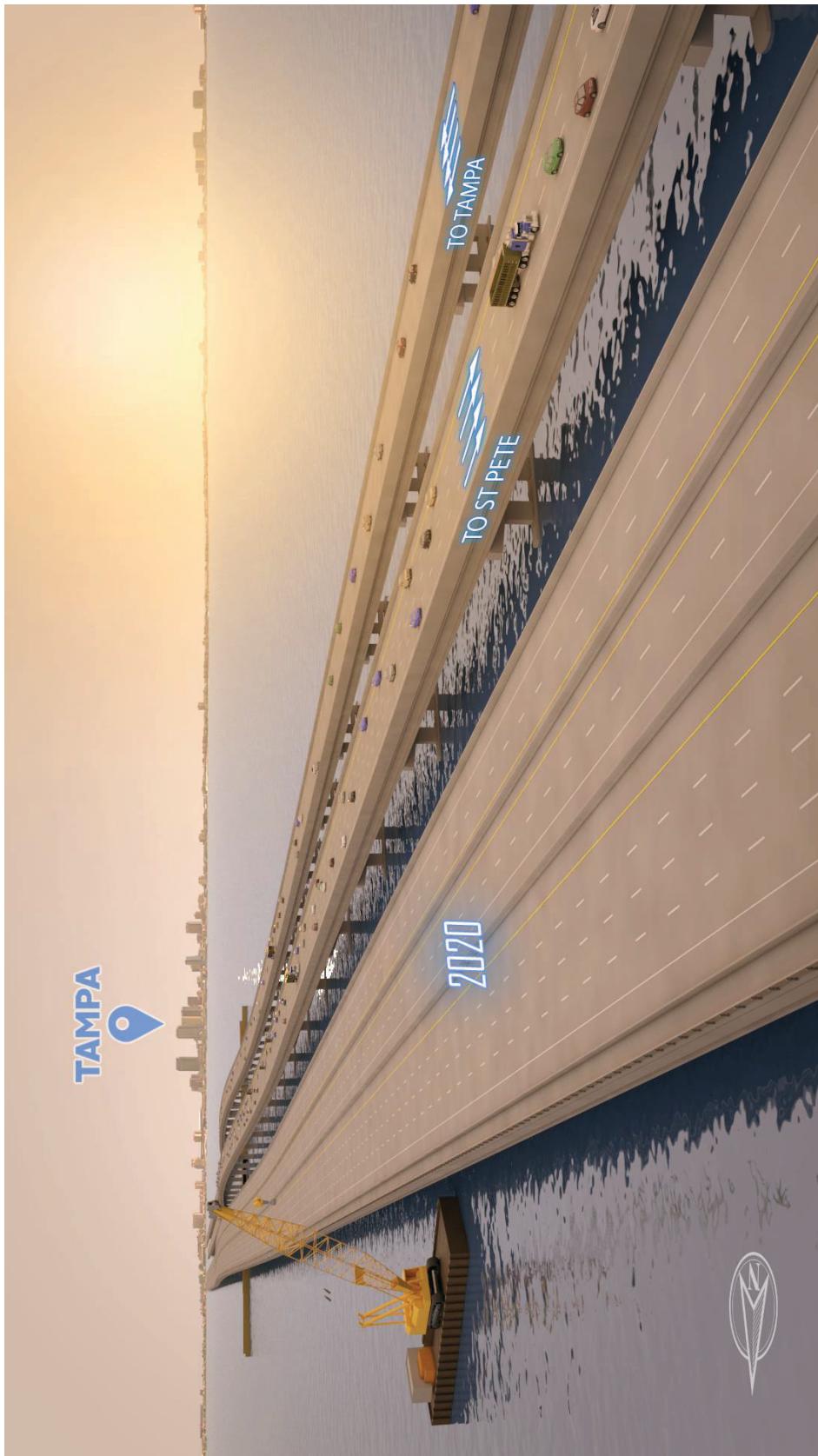
Construction Sequence for 2020

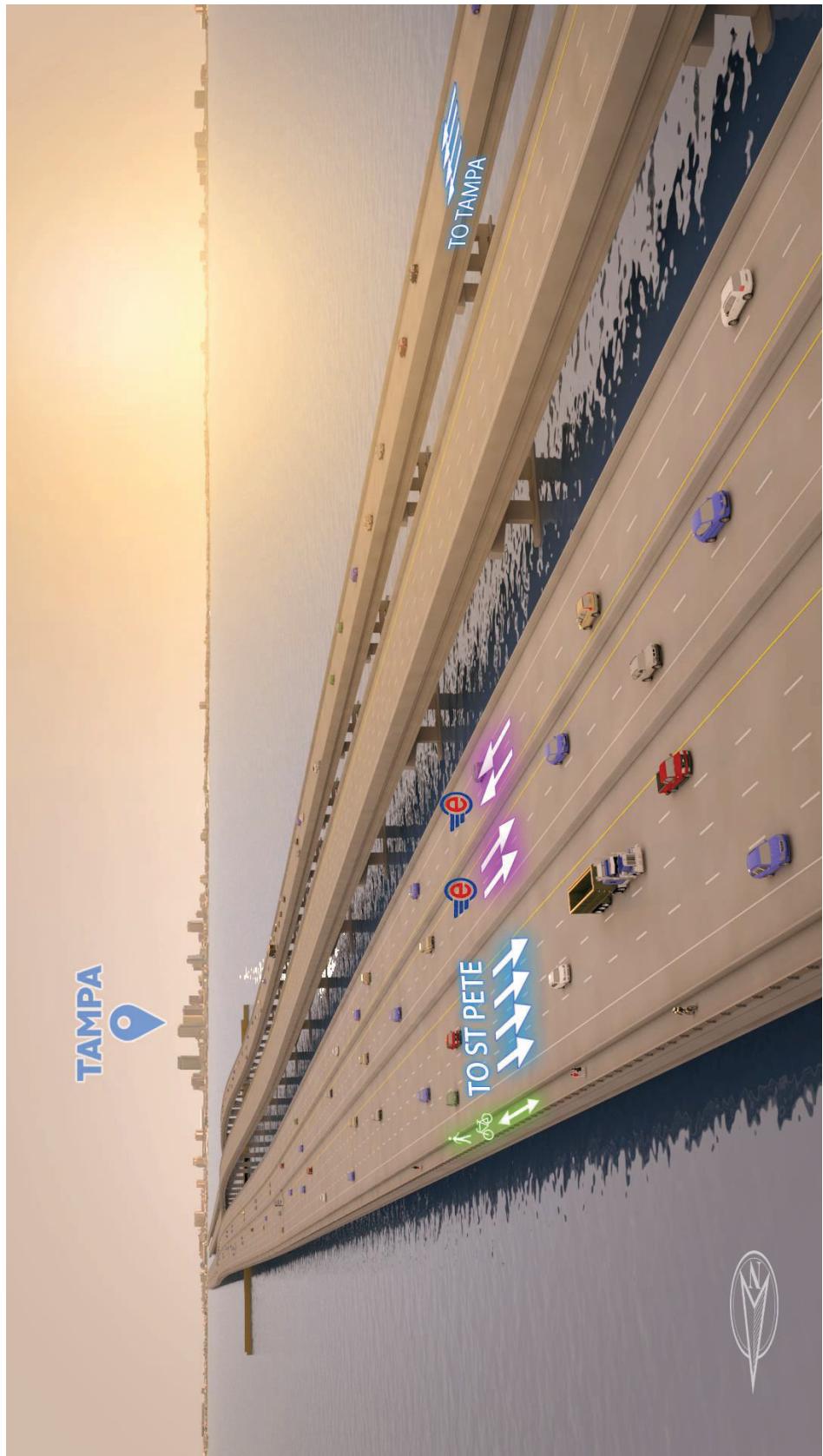


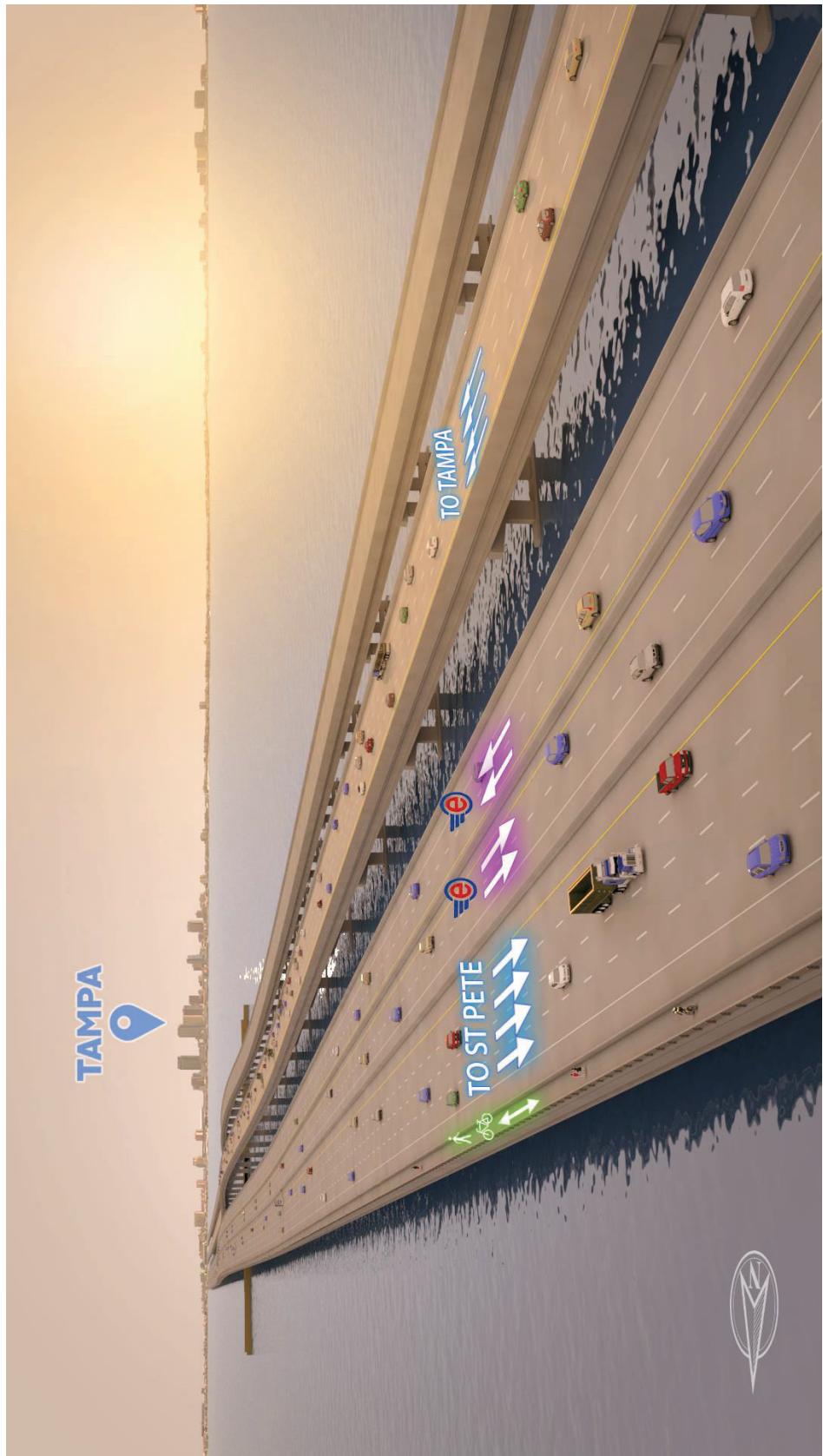


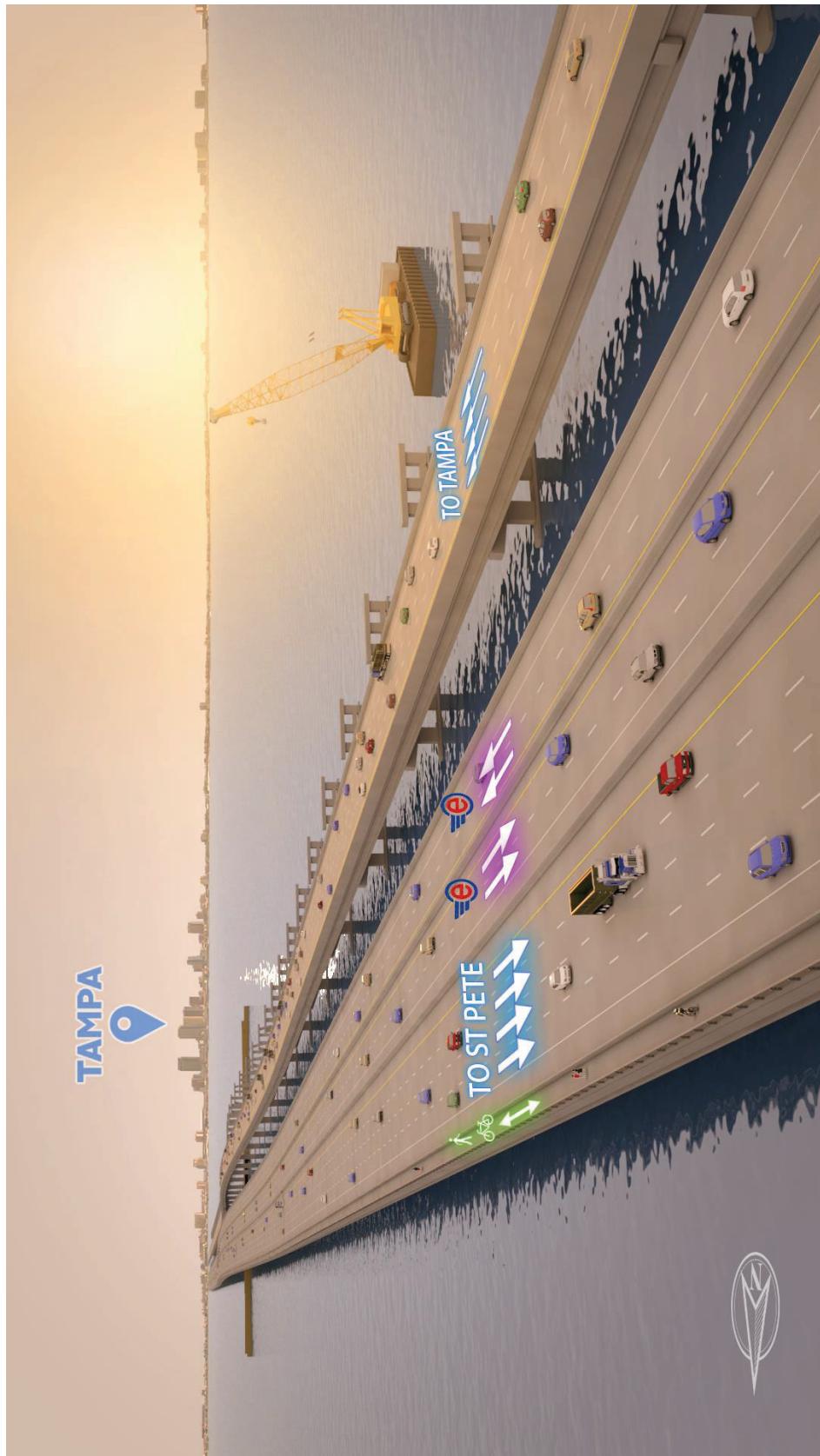


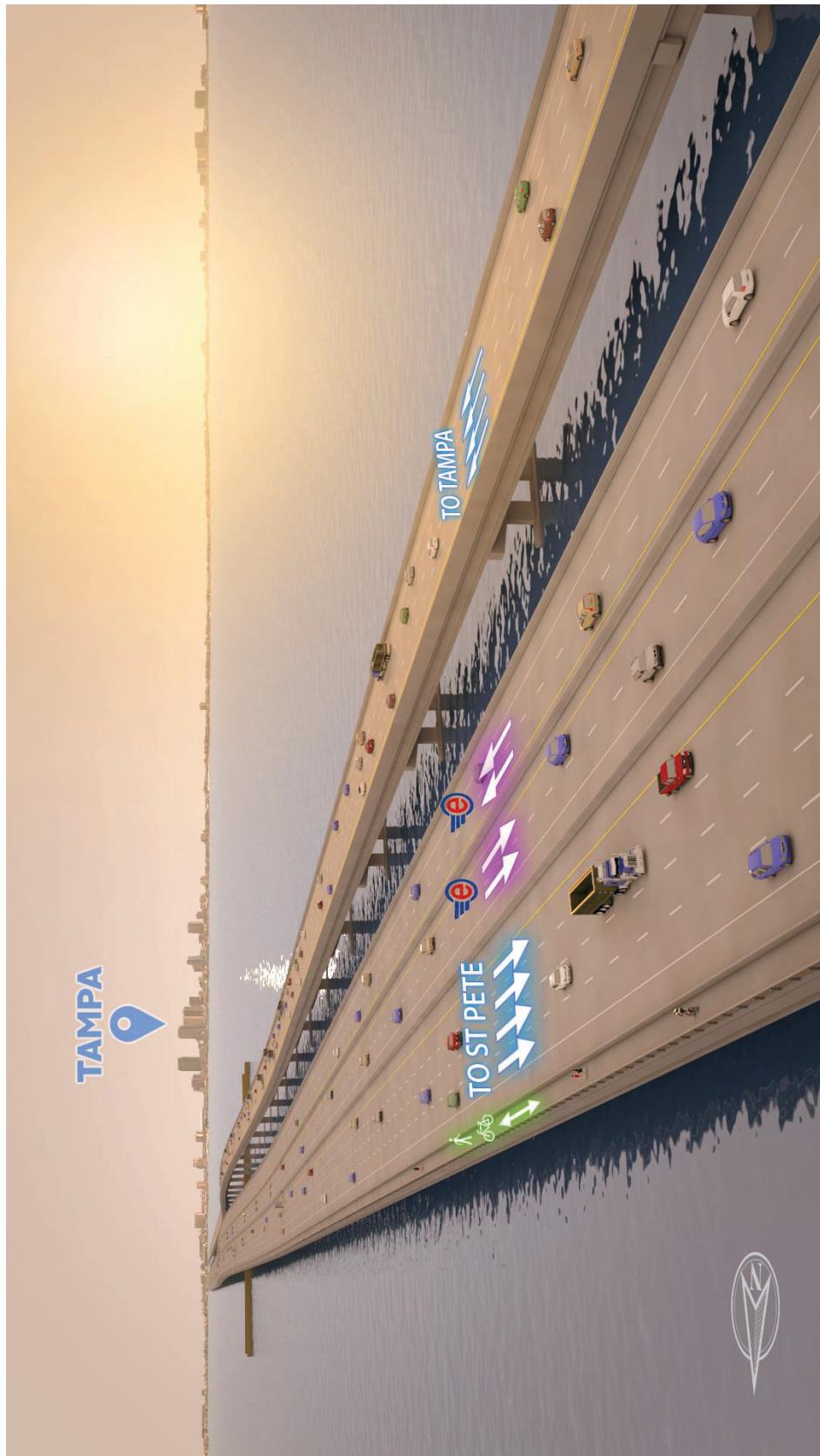














**SOUTHBOUND SR 60/VETERANS EXPRESSWAY  
OPERATIONAL IMPROVEMENTS**

## Project Overview

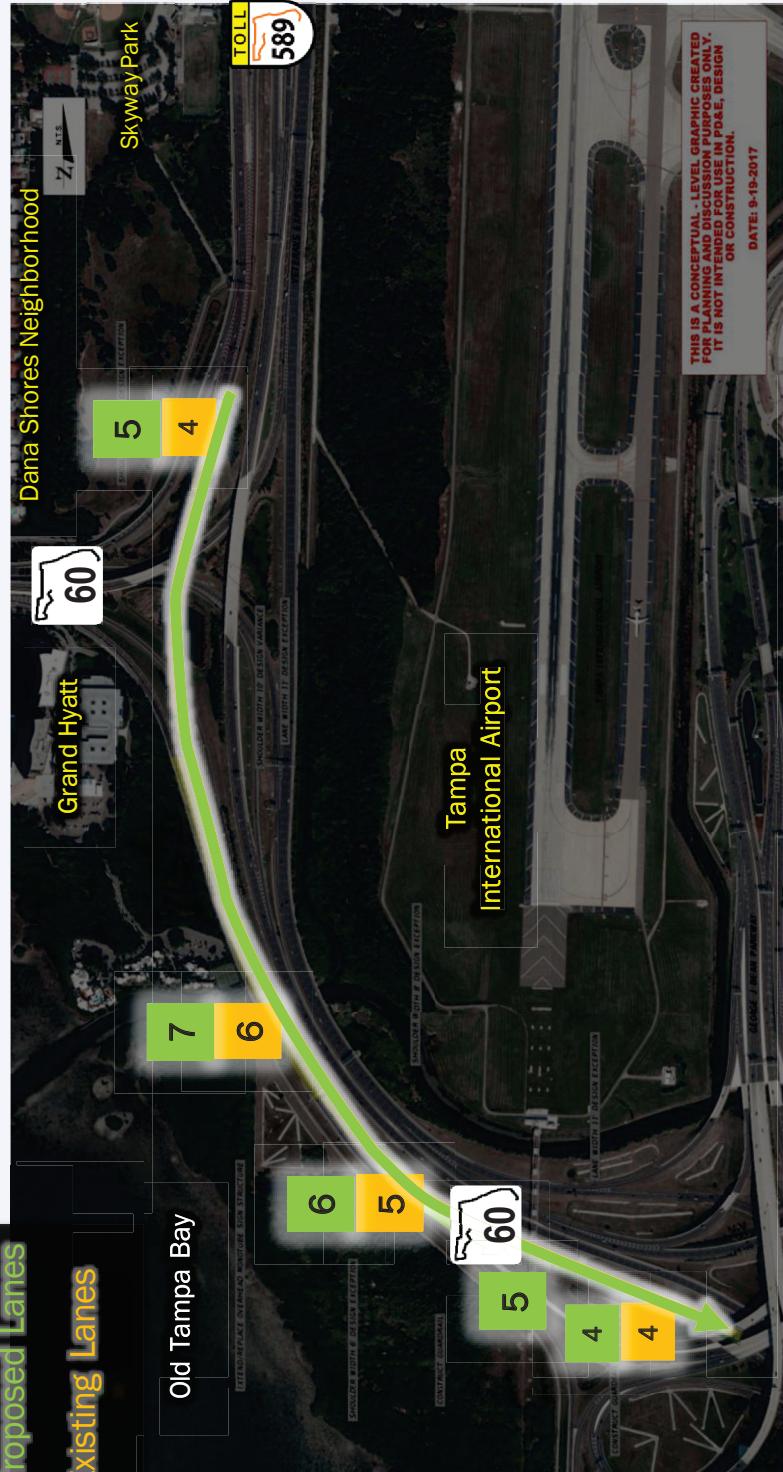
- FPIID: TBD
- Construction Estimate: \$2.9M
- Design/Build NTP: 2018
- No ROW required
- Description: Improves transition from Veteran's Expressway to SR 60 and Tampa Airport Interchange



## Southbound SR 60/Veterans Expressway Operational Improvements



## Southbound Lanes



Proposed Lanes

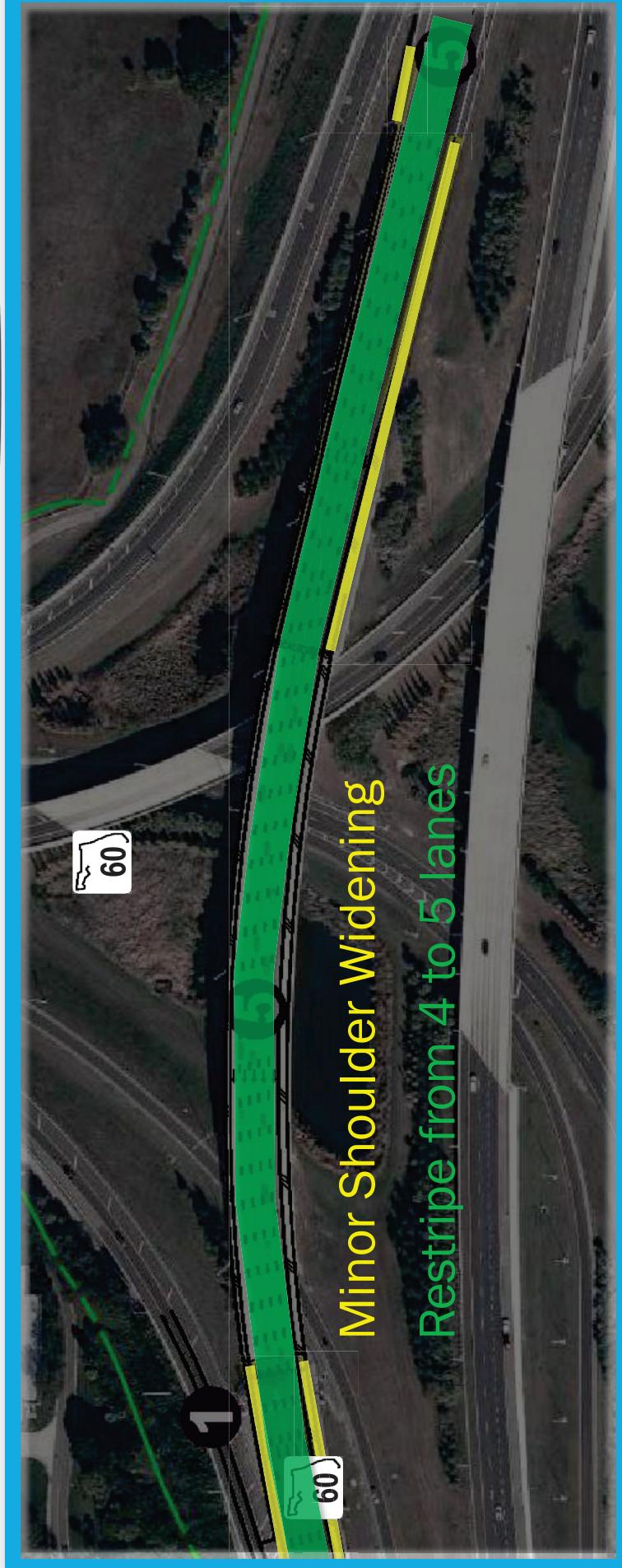
Existing Lanes

#

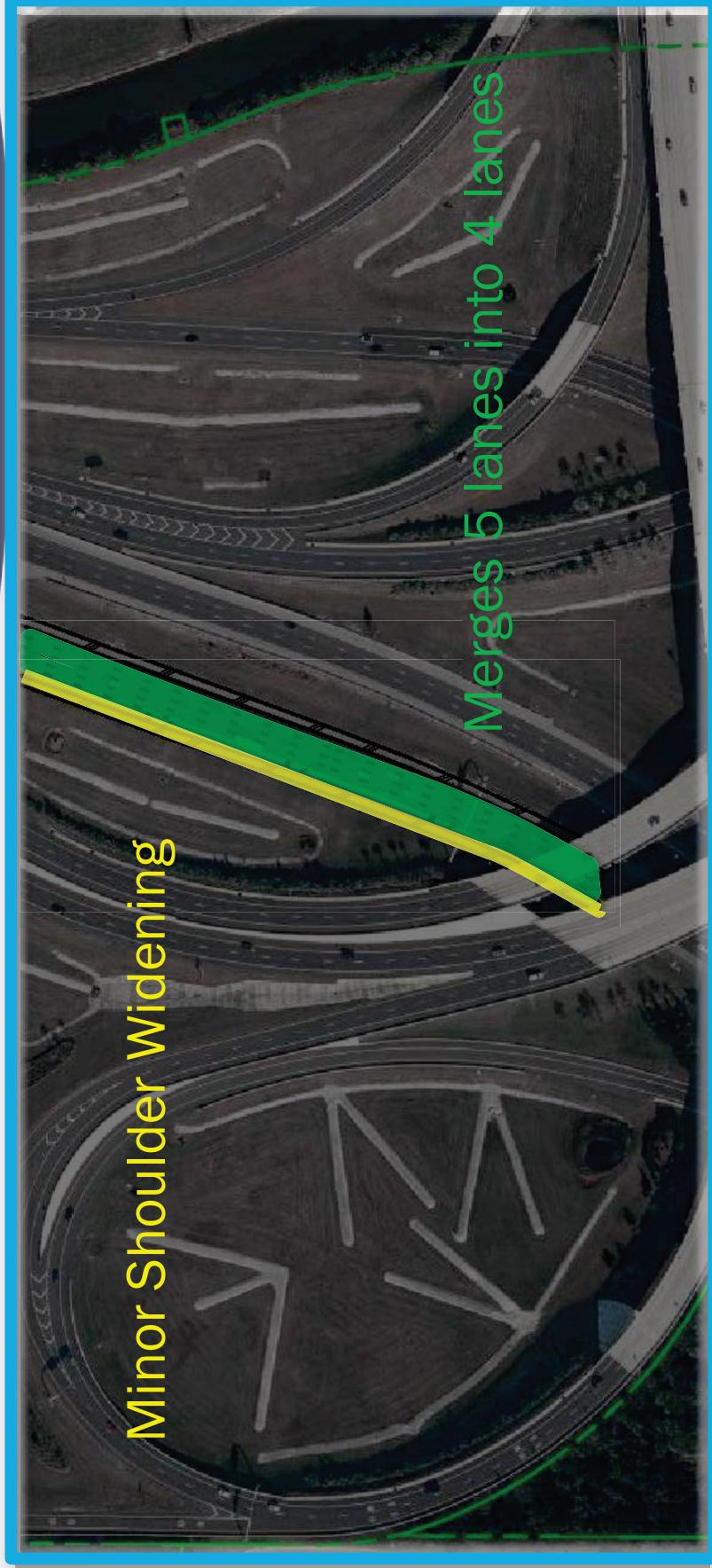
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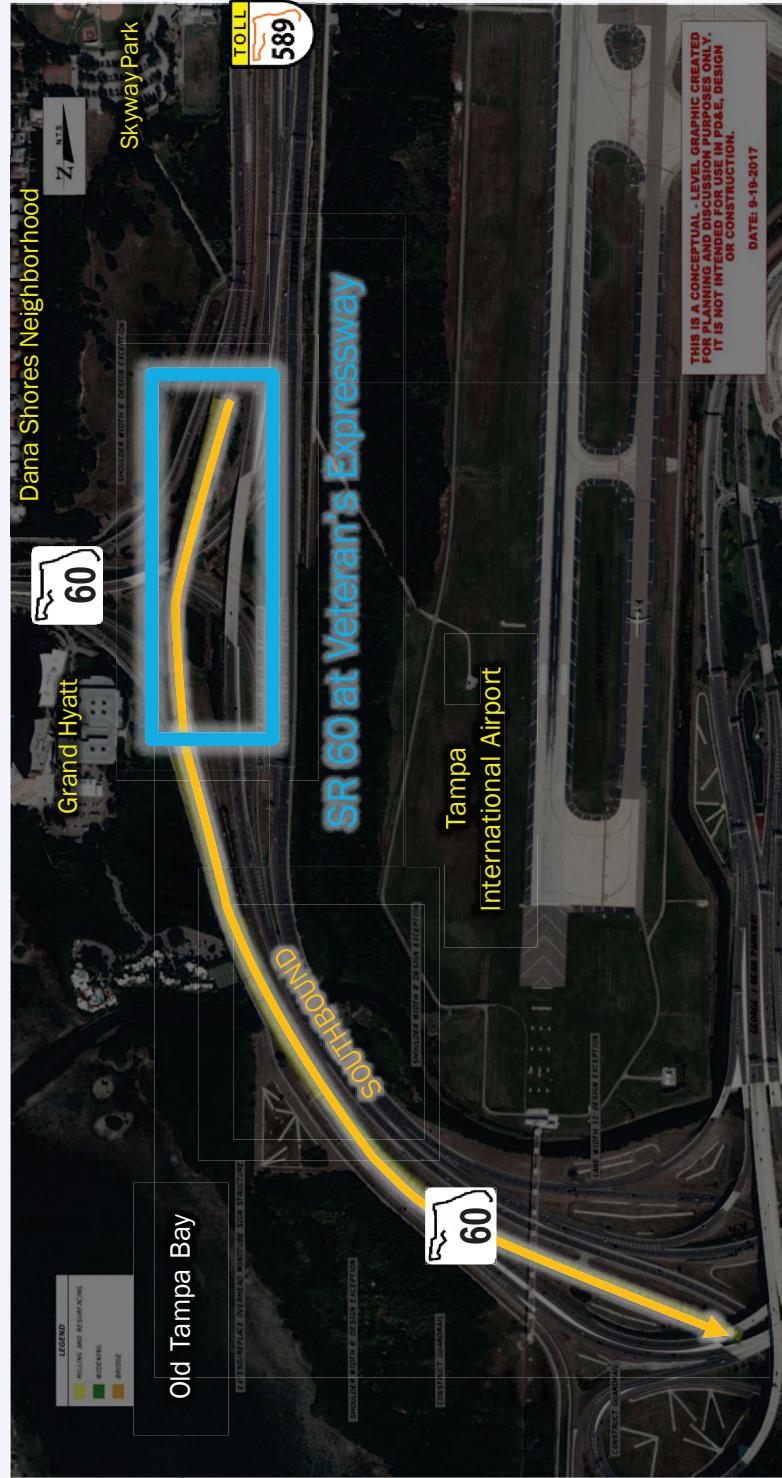
## SR 60 and Veteran's Expressway



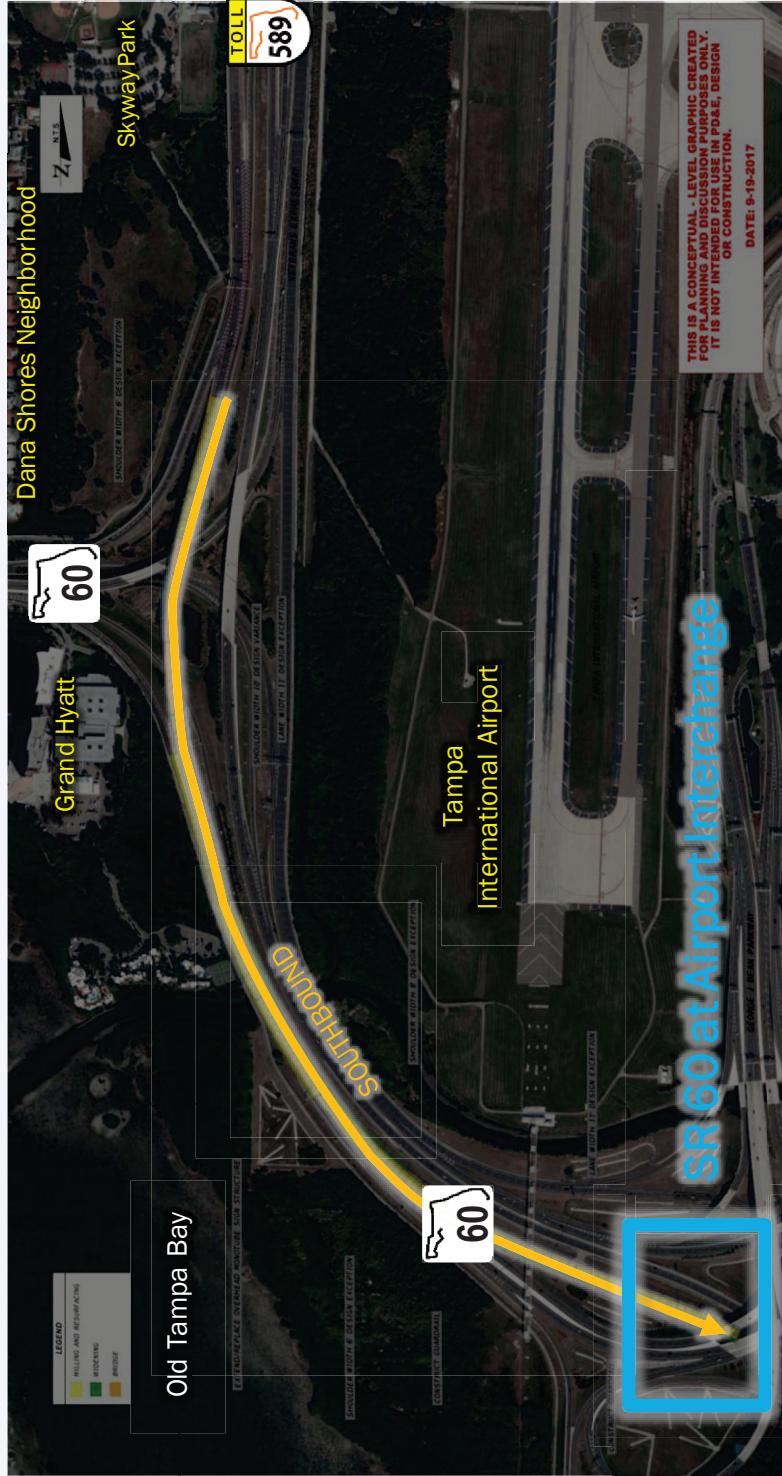
## SR 60 at Airport Interchange



# Entering from Veteran's Expressway



## Exiting to Westshore



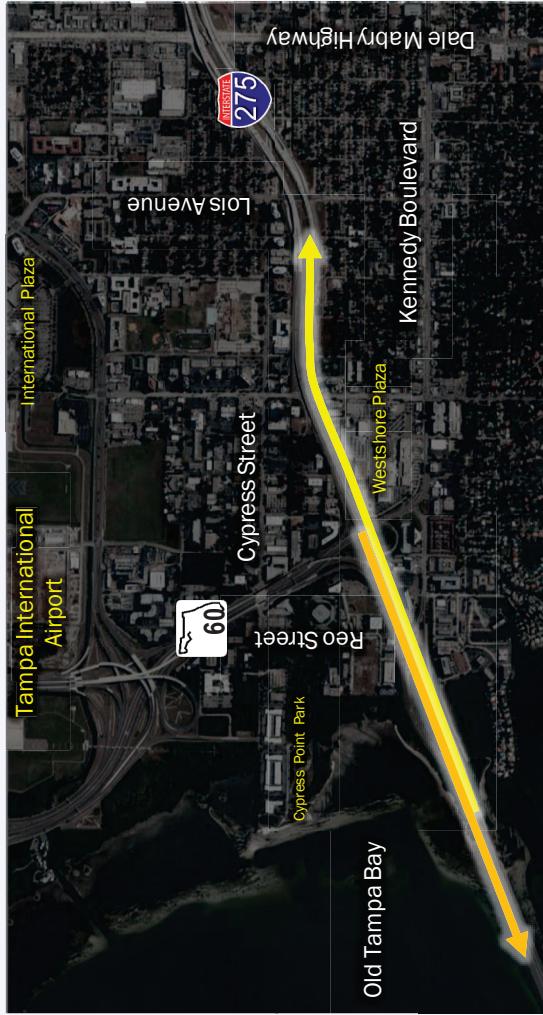


## I-275 OPERATIONAL IMPROVEMENTS

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

## Project Overview

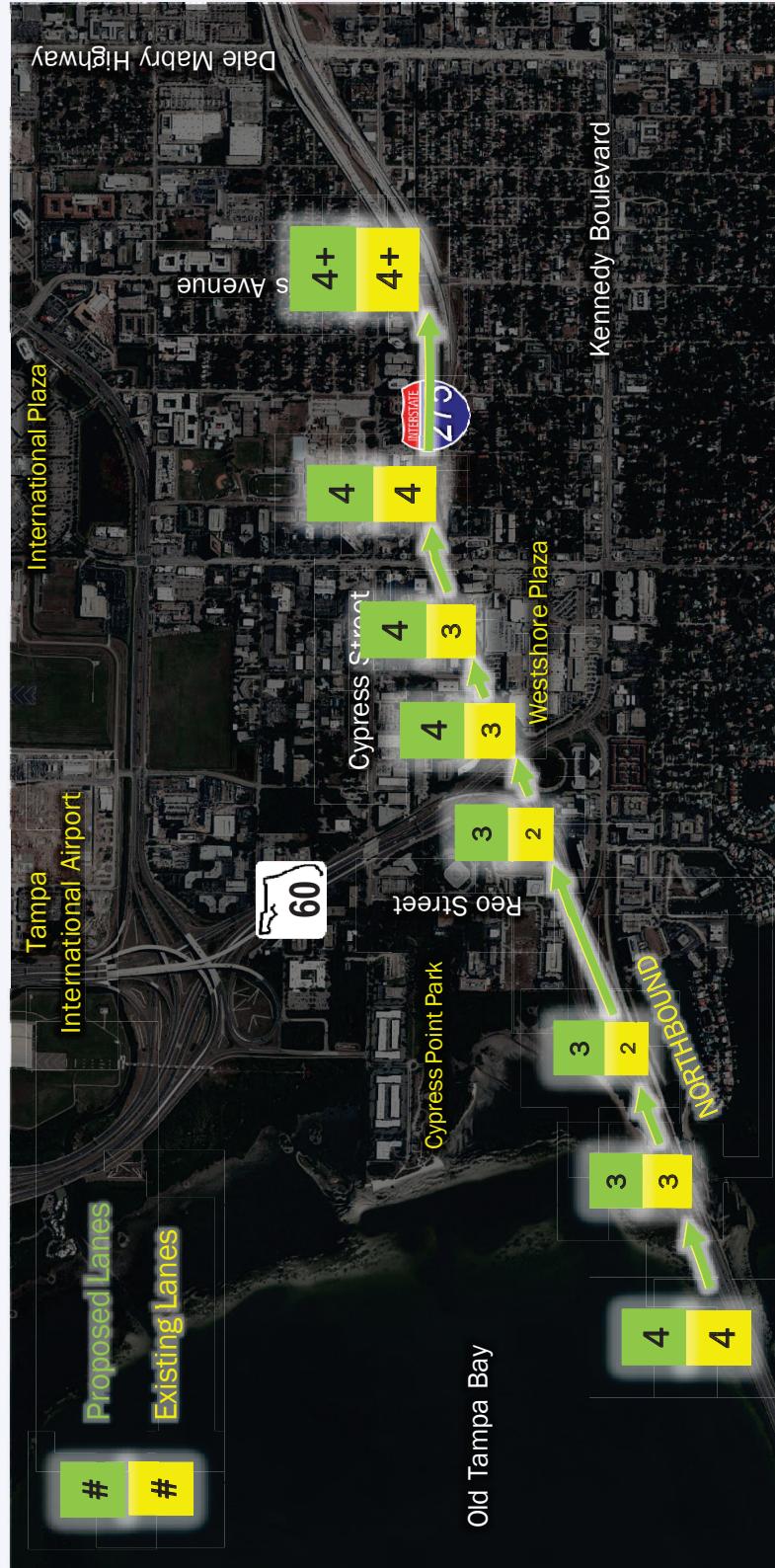
- FPIID: 441111-1
- Construction Estimate: \$25M
- Design/Build Notice To Proceed: 2019
- No ROW required
- To be completed prior to Howard Frankland Bridge project
- Description: Adds one additional general purpose lane to I-275 northbound and southbound to alleviate congestion entering and exiting Howard Frankland Bridge



## I-275 Operational Improvements



# I-275 Operational Improvements Northbound Lanes

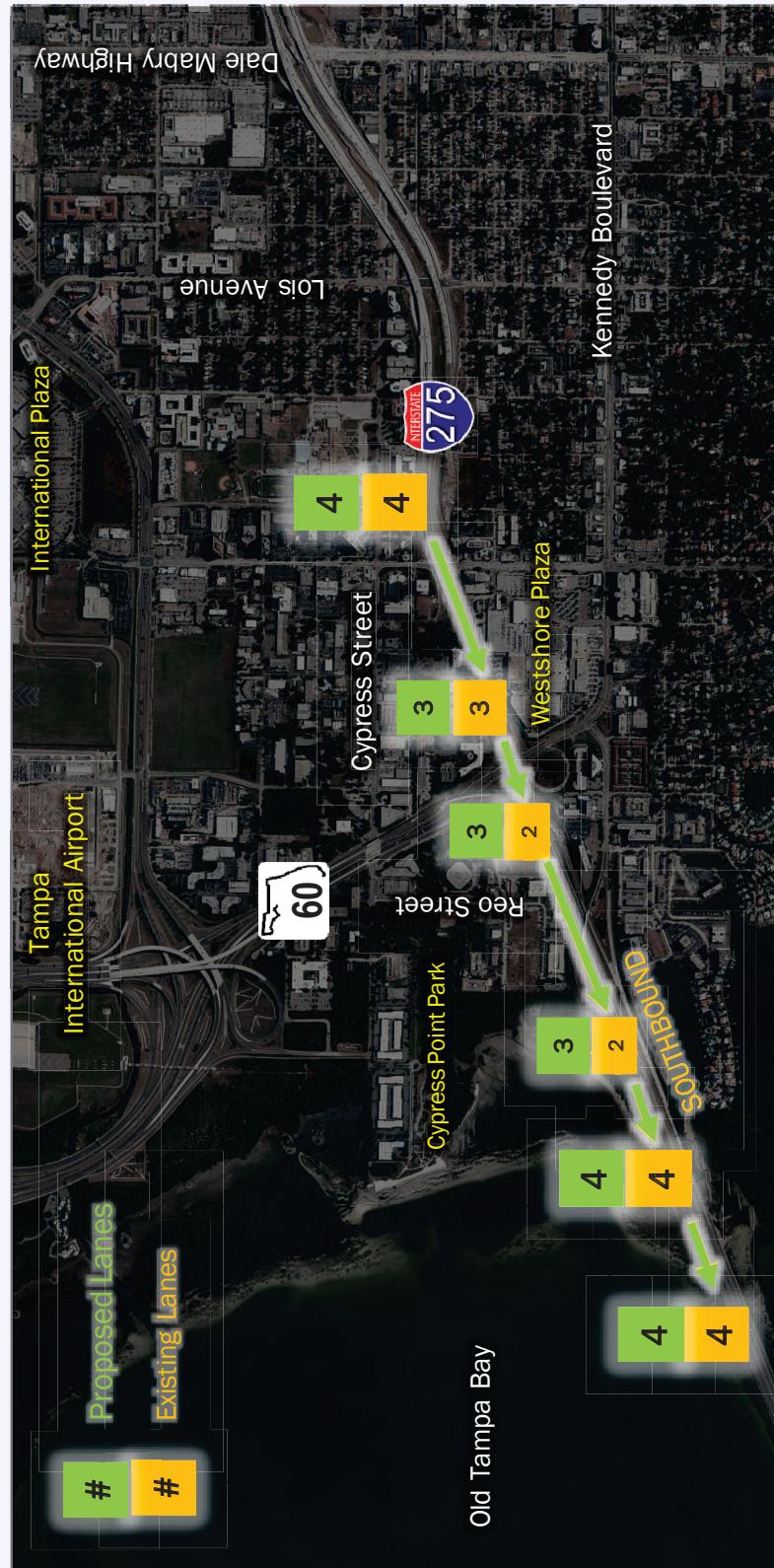


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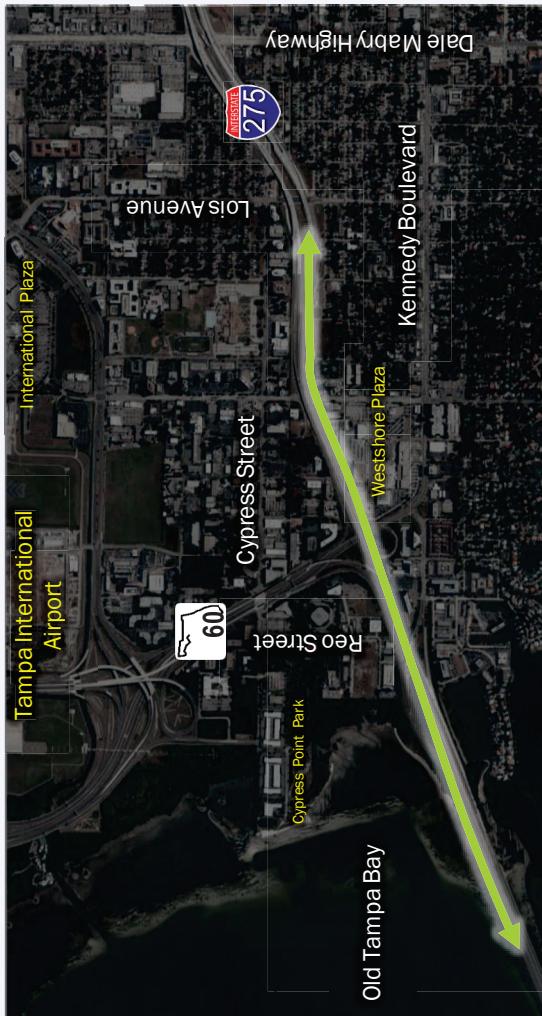


## I-275 Operational Improvements Southbound Lanes



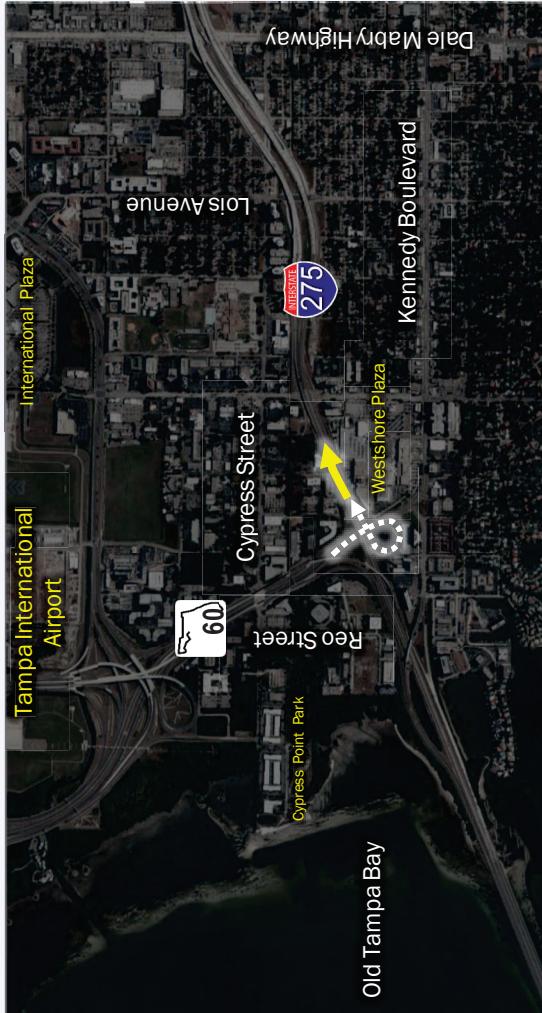
## I-275 Operational Improvements Benefits

- Alleviates congestion entering and exiting Howard Frankland Bridge by adding one non-tolled lane to the existing condition
- Provides a minimum of 3 lanes in each direction through the interchange



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- Alleviates congestion entering and exiting Howard Frankland Bridge by adding one non-tolled lane to the existing condition
- Provides a minimum of 3 lanes in each direction through the interchange
- Provides additional lane to receive traffic from the SB SR 60/Veterans Expressway loop ramp to NB I-275

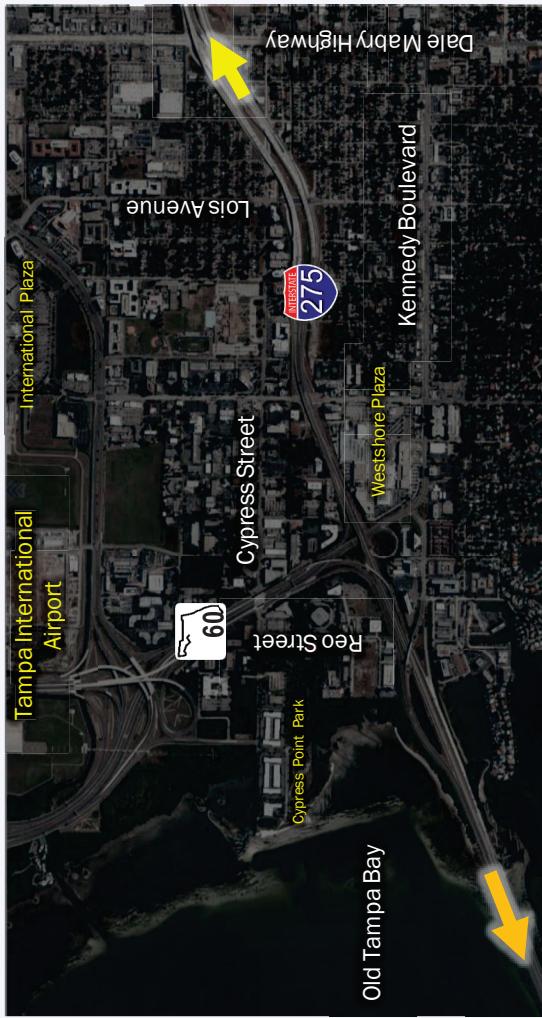


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## I-275 Operational Improvements Benefits

- Alleviates congestion entering and exiting Howard Frankland Bridge by adding one non-tolled lane to the existing condition
- Provides a minimum of 3 lanes in each direction through the interchange
- Provides additional lane to receive traffic from the SB SR 60/Veterans Expressway loop ramp to NB I-275
- Provides the needed lane capacity in anticipation of the HFB construction



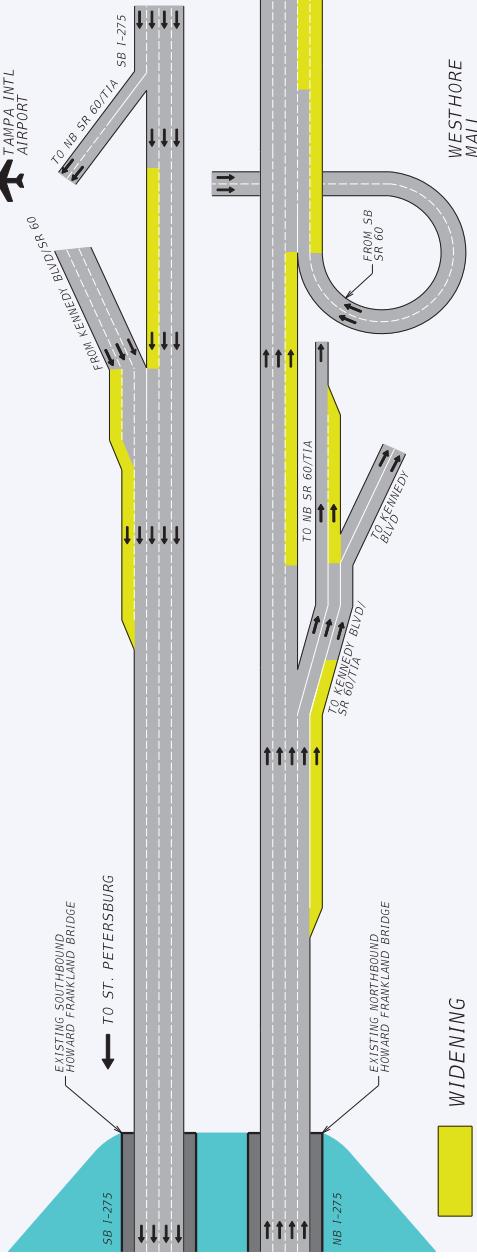
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# I-275 Operational Improvements

This is our upcoming project to  
reduce congestion on I-275 at SR 60.  
Construction Scheduled 2019-2020

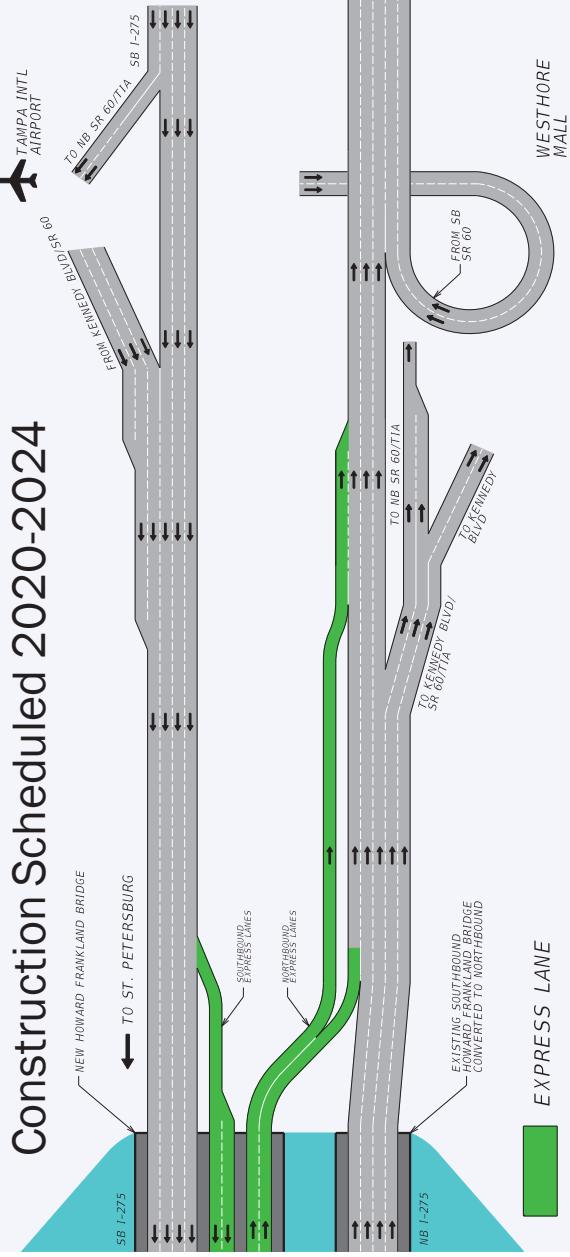
NOT TO SCALE



# Howard Frankland Bridge Project

This is how express lanes will transition into the Westshore area after the new bridge is built.  
Construction Scheduled 2020-2024

NOT TO SCALE



## Westshore Area Lane Additions and Transitions

## I-275 Operational Improvements

### What the improvement does:

- ✓ Improves I-275 mainline capacity through the Westshore interchange
- ✓ Alleviates congestion on/off Howard Frankland in Westshore
- ✓ Provides additional lane to receive traffic from the SB SR 60/Veterans Expressway loop ramp to NB I-275

### What the improvement doesn't do:

- 🚫 Provide underpasses at ReO, Occident, or Trask Streets
- 🚫 Fix all interchange's geometric and operational issues
- 🚫 Require right of way

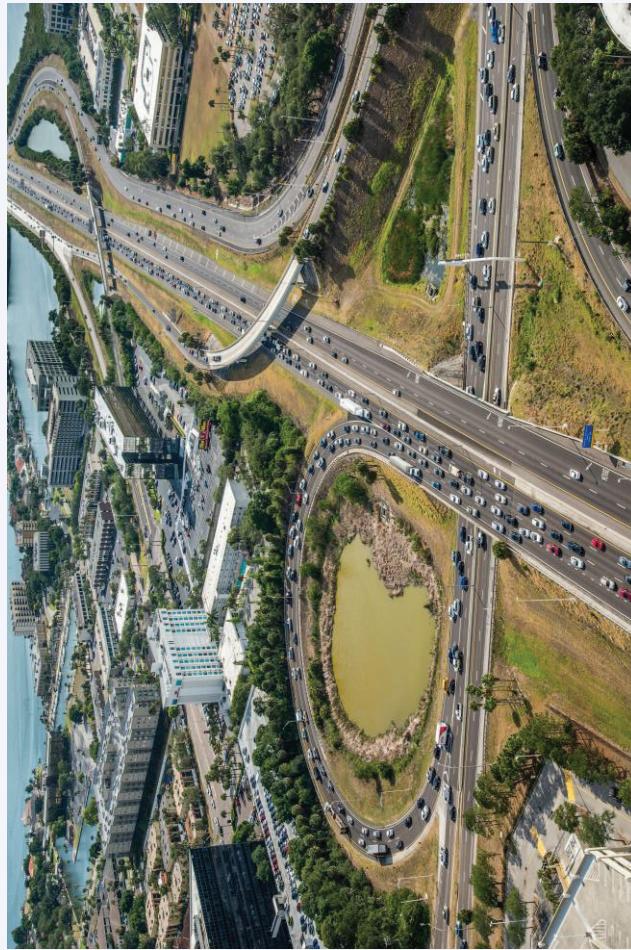




## WESTSHORE INTERCHANGE RECONSTRUCTION

## Full Reconstruction

- Ultimate Westshore Area Interchange reconstruction is still under study as a part of the Tampa Interstate Study SEIS
- SEIS to be completed by 2019
- Concept plans available to review during breakout session



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## Westshore Interchange Reconstruction

# Himes/MacDill Access Options

- Options for West Tampa access points
- Want community feedback during breakout session
- Visit the engineering and planning team during breakout session



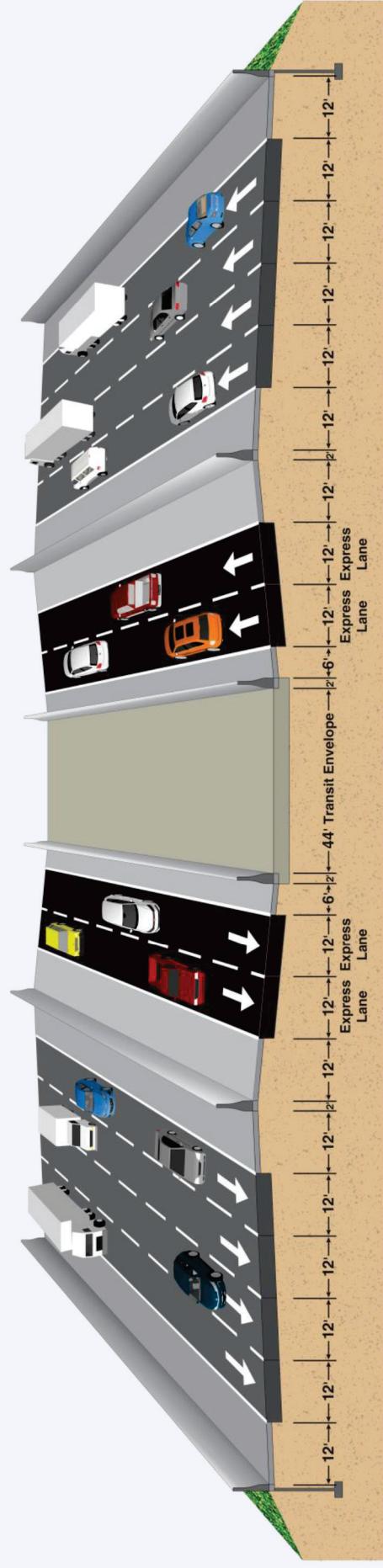
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## Transit Envelope in Median

- Could connect Pinellas and Hillsborough
- Flexibility for different transit modes

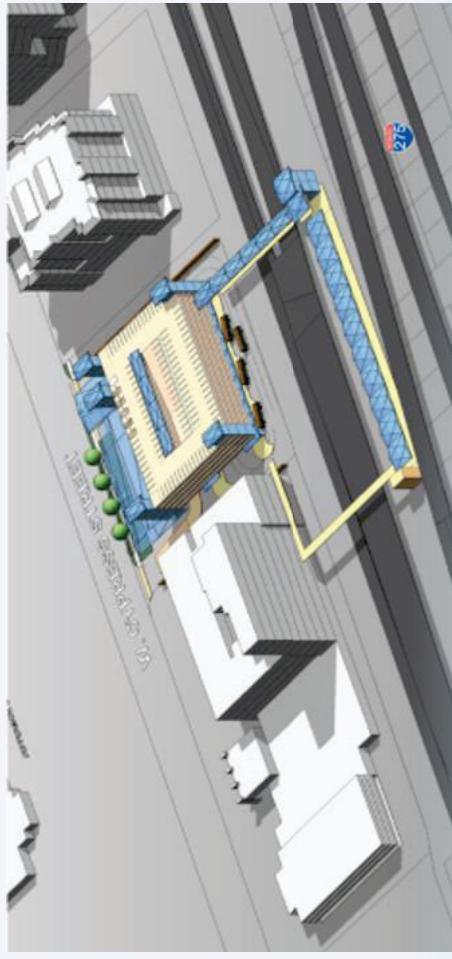
Westshore Transit Opportunities



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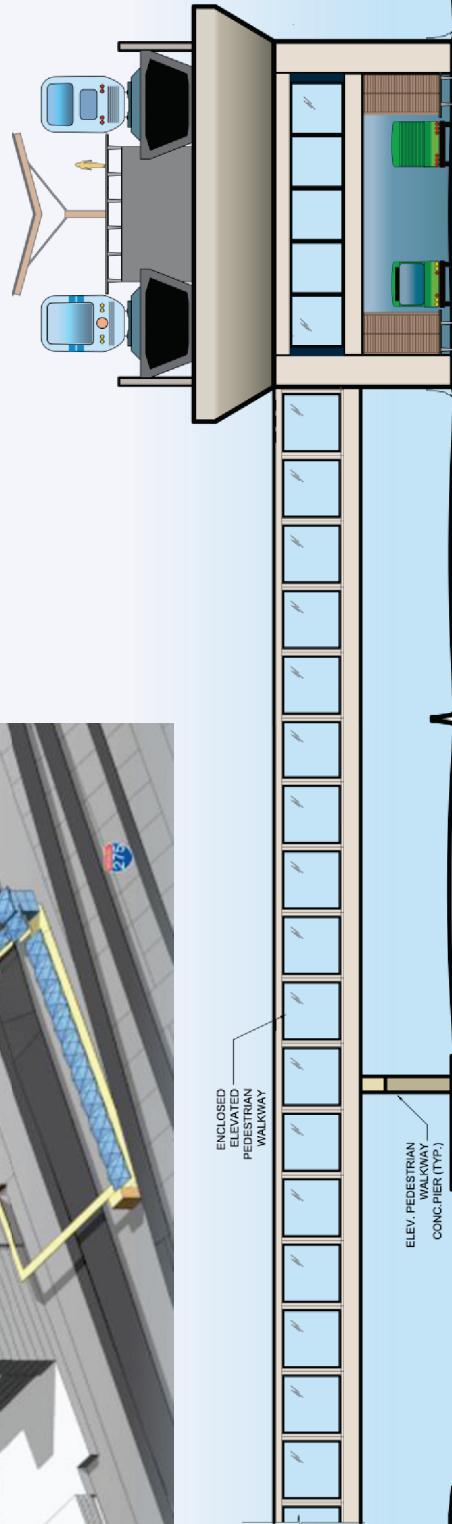
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## Westshore Intermodal Center



## Westshore Transit Opportunities

FDOT purchased the site in 2016.



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# When is all this going to happen? How much will it cost?

## **SR 60 Operational Improvements**

Cost estimate

**\$2.9 million**

Anticipated start date

**2018**

## **I-275 Operational Improvements**

Design/Build  
Notice To Proceed

**2019**

Cost estimate

**\$25 million**

## **Howard Frankland Bridge**

Cost estimate

**\$750 million**

Design/Build

**2020**

## **Westshore Interchange**

In the SEIS Process  
Anticipated Design/Build

**TBD**

Cost estimate

**\$800 million - \$1 billion**



# Tampa Interstate Study Supplemental Environmental Impact Statement (SEIS) Public Workshop

*October 9:*  
Westshore Marriott  
4-7 p.m. (open house style)

*October 10:*  
Hilton Downtown Tampa  
4-7 p.m. (open house style)



**WE ARE HERE**

## **Screening**

- Purpose & Need
- Critical Issues
- Alternatives Screening and Analysis
- Input - Public, Agencies, Stakeholders
- Community Workshops
- Tier 1 & Tier 2 Screening

## **Prepare Draft SEIS**

- Alternatives Analysis
- Technical environmental studies
- Input - Public, Agencies, Stakeholders
- Community Workshops
- Tier 3 Screening

## **Publish Draft SEIS**

- Public, Agencies, Stakeholders
- Review and Comment
- Public Hearing

## **Select Preferred Alternative**

- Public and Agency Comments Reviewed and Addressed
- Preferred Alternative Selected
- FEIS/ROD To Be Undertaken
- Document Project Commitments





FORWARD  
PINELLAS



Together

Moving Forward

Hillsborough MPO  
Metropolitan Planning  
for Transportation



# Next Steps



Date	Time	Event Name	Location
Thursday, October 5	5:30 p.m. – 7:30 p.m.	Westshore/West Tampa/South Tampa Community Working Group Meeting #2	Centre Club, 8th Floor 123 S. Westshore Blvd, Tampa, FL 33609
Friday, October 6	12:00 p.m.	Citizens Transportation Academy	Online Webinar (or attend at FDOT) 11201 McKinley Drive, Tampa, FL 33612
Monday, October 9	4:00 p.m. – 7:00 p.m.	Tampa Interstate Study, SEIS Public Workshop - Westshore	Marriott Westshore 1001 N. Westshore Blvd, Tampa, FL 33607
Tuesday, October 10	4:00 p.m. – 7:00 p.m.	Tampa Interstate Study, SEIS Public Workshop - Downtown Tampa	Hilton Downtown Tampa 211 N. Tampa Street, Tampa, FL 33602
Friday, October 13	12:00 p.m.	Citizens Transportation Academy	Introduction to Transportation Project Development Online Webinar (or attend at FDOT) 11201 McKinley Drive, Tampa, FL 33612
Friday, October 20	12:00 p.m.	Citizen Transportation Academy	Introduction to Transit: Transit Modes and How They Work Online Webinar (or attend at FDOT) 11201 McKinley Drive, Tampa, FL 33612
Friday, October 27	12:00 p.m.	Citizen Transportation Academy	How Transportation Projects are Funded Online Webinar (or attend at FDOT) 11201 McKinley Drive, Tampa, FL 33612
Thursday, November 2	12:00 p.m.	Citizen Transportation Academy	Congestion Management Strategies Online Webinar (or attend at FDOT) 11201 McKinley Drive, 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  
*Note: There will be no session on Sept. 29 due to the TMA Leadership Meeting*

### 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



# 2045 Long Range Transportation Plan

## Regional Scenario Planning

September 2017

Hillsborough MPO  
**Metropolitan Planning**  
for Transportation



# Why does the Long Range Plan Matter?

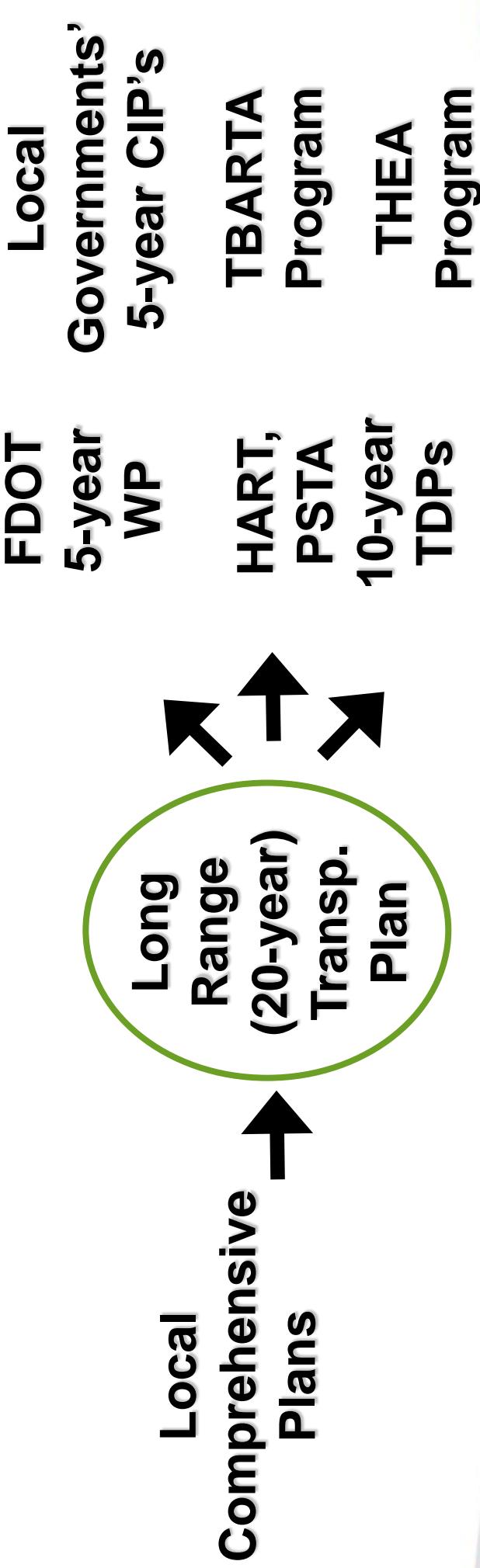
- Identifies priority projects now being funded, for example:
  - Howard Frankland Bridge
  - I-275/SR 60 Interchange
  - Replacement Buses
  - Advanced Traffic Management Systems
  - South Coast Greenway & other trails
- Conveys our priorities for federal & state funding to Washington, DC & Tallahassee

# How does it fit with other efforts?

*Where will growth be?*

*What facilities will be needed?*

*Who builds or operates what, & starting when?*



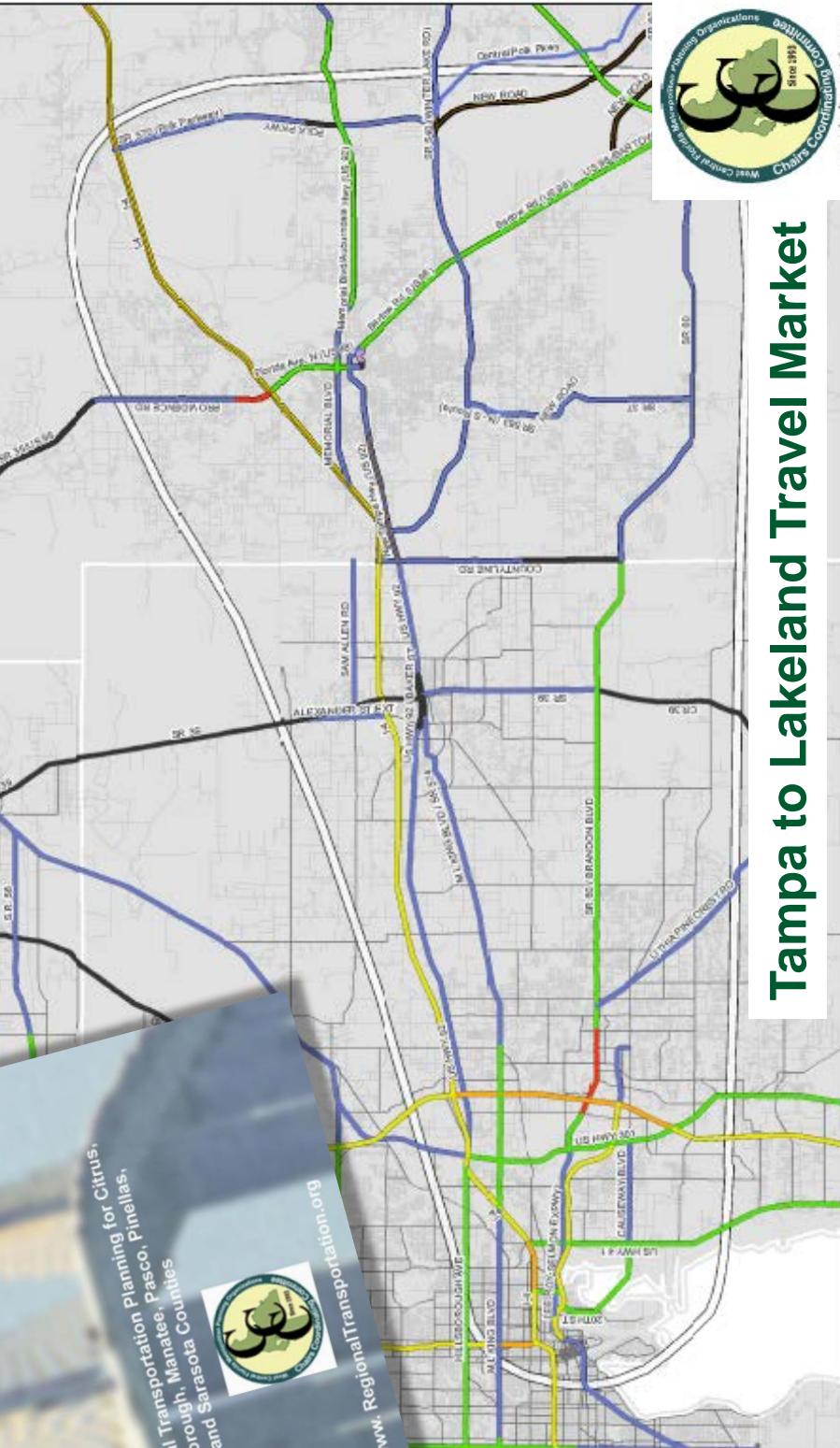
# How is it coordinated across the region?



Planning for Citrus,  
Hillsborough, Manatee,  
Pasco, Pinellas,  
Hernando, Polk and Sarasota Counties



[www.RegionalTransportation.org](http://www.RegionalTransportation.org)



**Tampa to Lakeland Travel Market**

## Regional Travel Needs

Studied by MPO  
Chairs  
Coordinating  
Committee



**2035 LRTP**

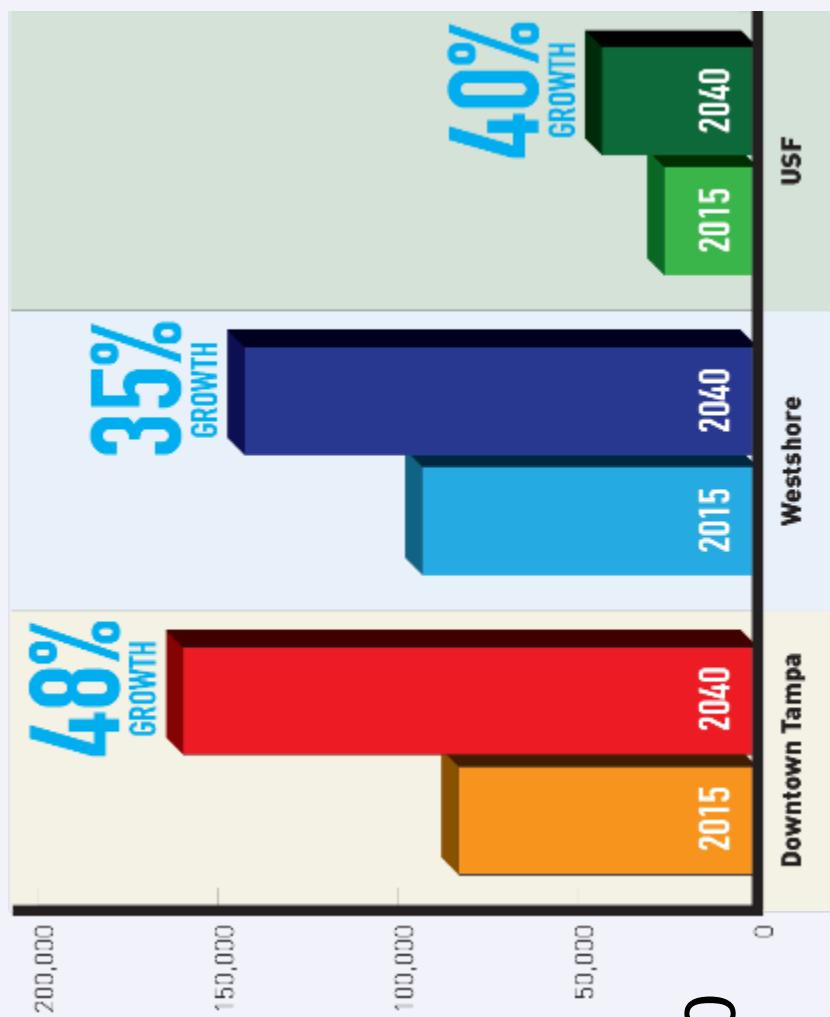
# What trends will shape what Tampa Bay looks like in 2045?



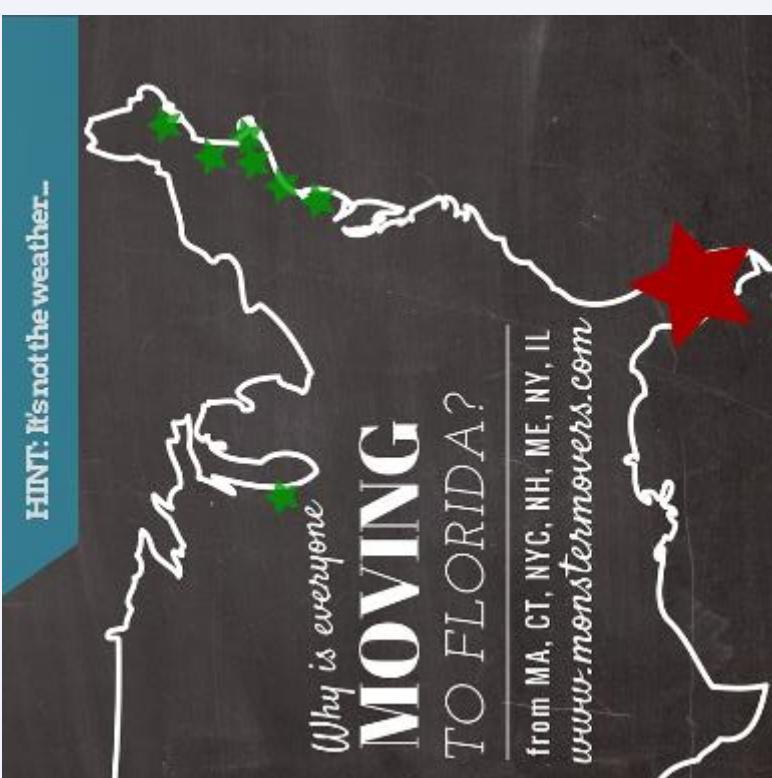
Key drivers of change for the Atlanta Region

# Defining the Problem

## ECONOMIC DISTRICTS: Workforce



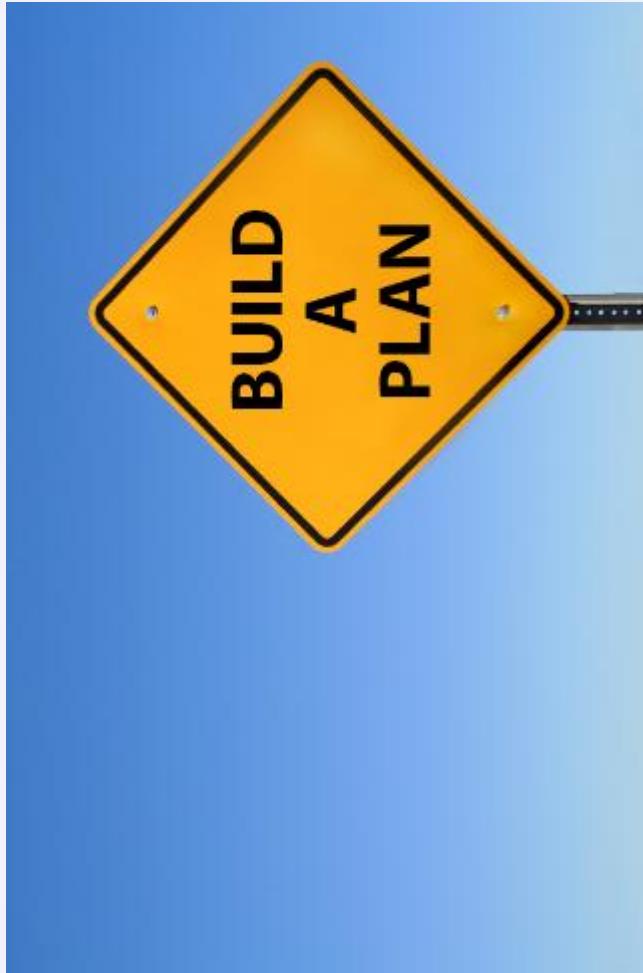
Source: Tampa Bay Regional Planning Model



Tampa Bay is the **5<sup>th</sup> fastest growing metro area** in the U.S., with almost 5,000 people per month moving here in 2016.



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



# The Program Includes:

Interstate Modernization



Transit



Bicycle/Pedestrian Facilities



Complete Streets



Transportation Innovation



Freight Mobility



# Interstate Modernization

Project	Public Hearing	Preferred Alternative		
Howard Frankland Bridge	Fall 2017	Express Lanes (4 non-tolled)		
Westshore Area Interchange (SEIS)	Early 2019	Evaluating Express Lanes and other concepts		
Westshore to Downtown Corridor (SEIS)	Early 2019	Evaluating Express Lanes and other concepts		
Downtown Interchange (SEIS)	Early 2019	Evaluating Express Lanes and other concepts		
I-275 Innovation Corridor	Early 2019	Evaluating Express Lanes and other concepts		
I-4 and Connector	October 2015	Express Lanes		
I-75 Operational Improvements	TBD	TBD		



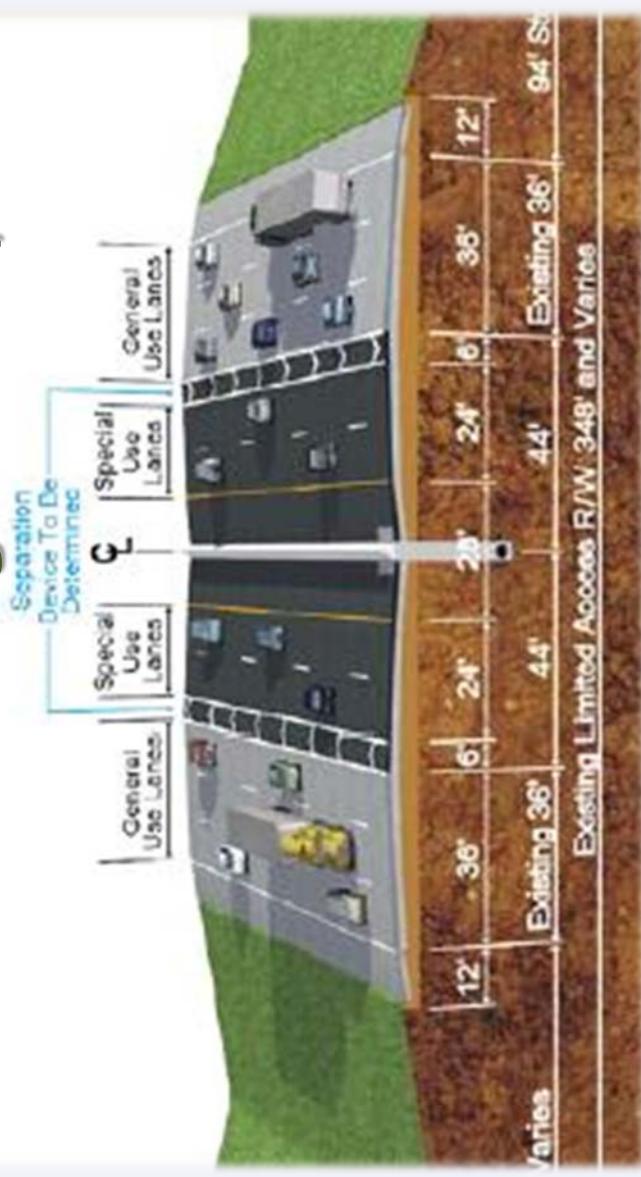
# Interstate Modernization

## Other Concepts Being Evaluated

- Converting I-275 to a Boulevard north of Downtown Tampa
- Beltway
- Trench
- Elevated Lanes
- Reversible Lanes
- Other Mgd. Lane Options
- Transit Options

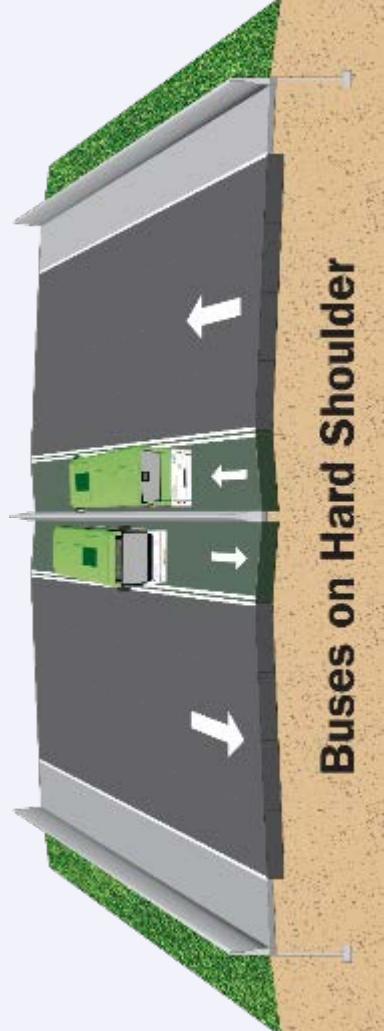
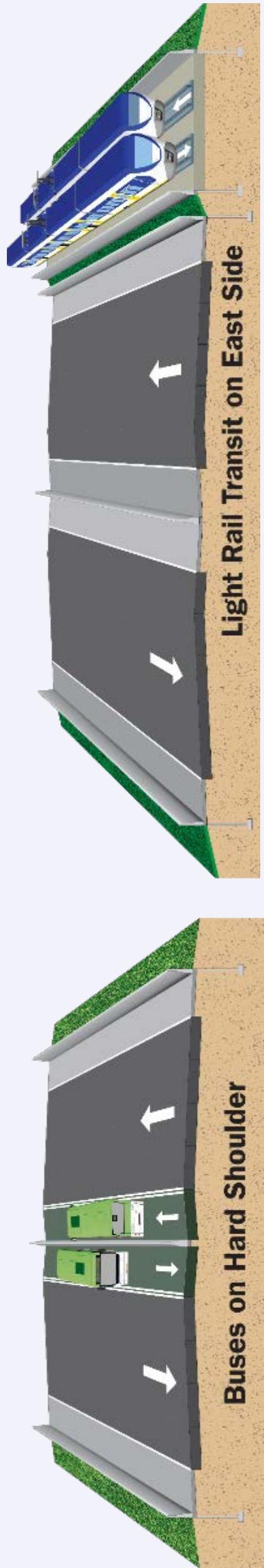
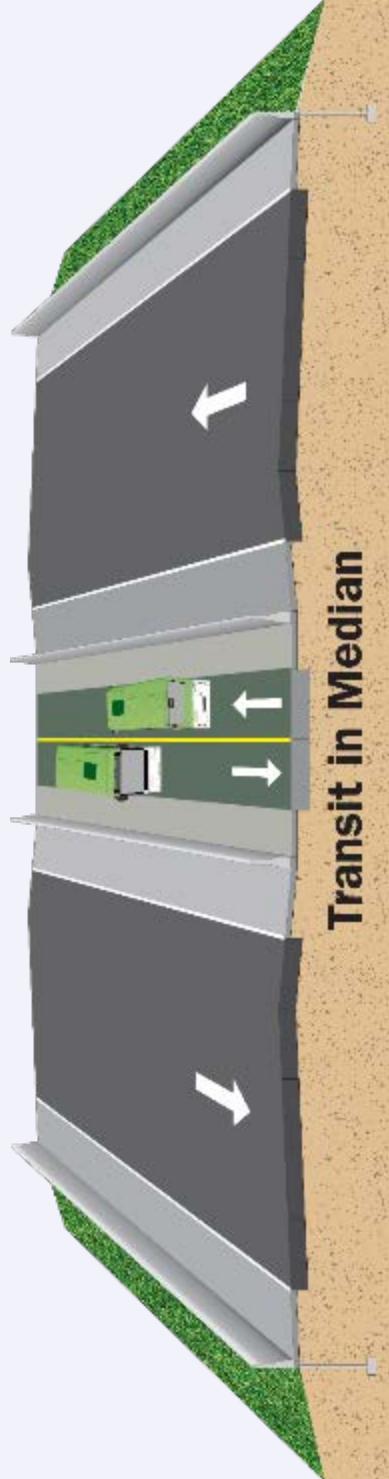
## MPO Chairs' Coordinating Committee High Priorities (2012)

### #1: I-75 Managed Lanes w/ Transit



# Transit

## Options for Premium Transit in Interstate ROW



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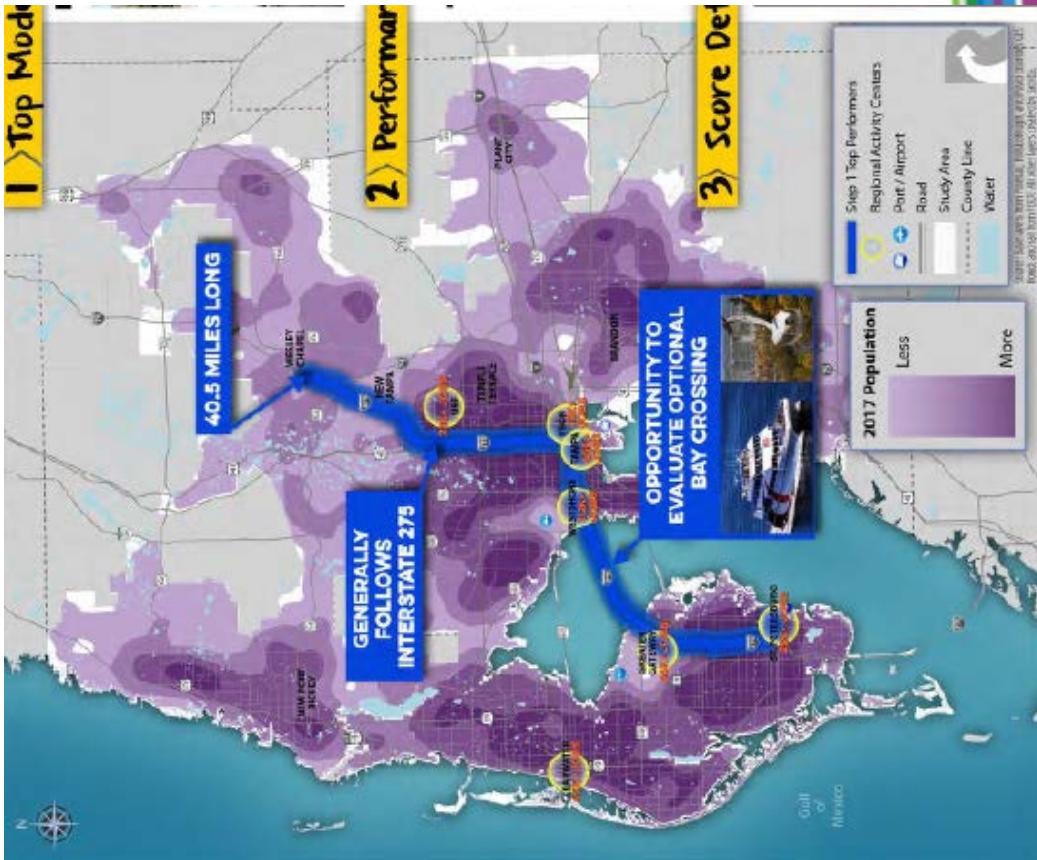
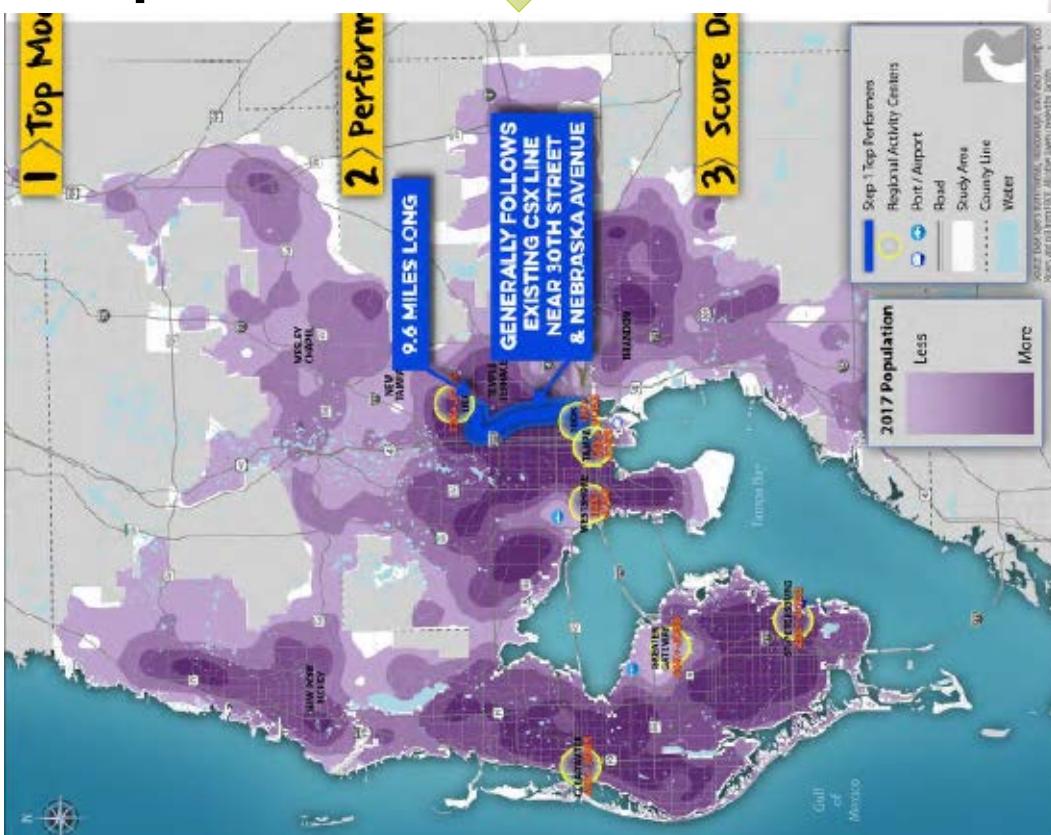
**FDOT**

# Regional Transit Feasibility Plan

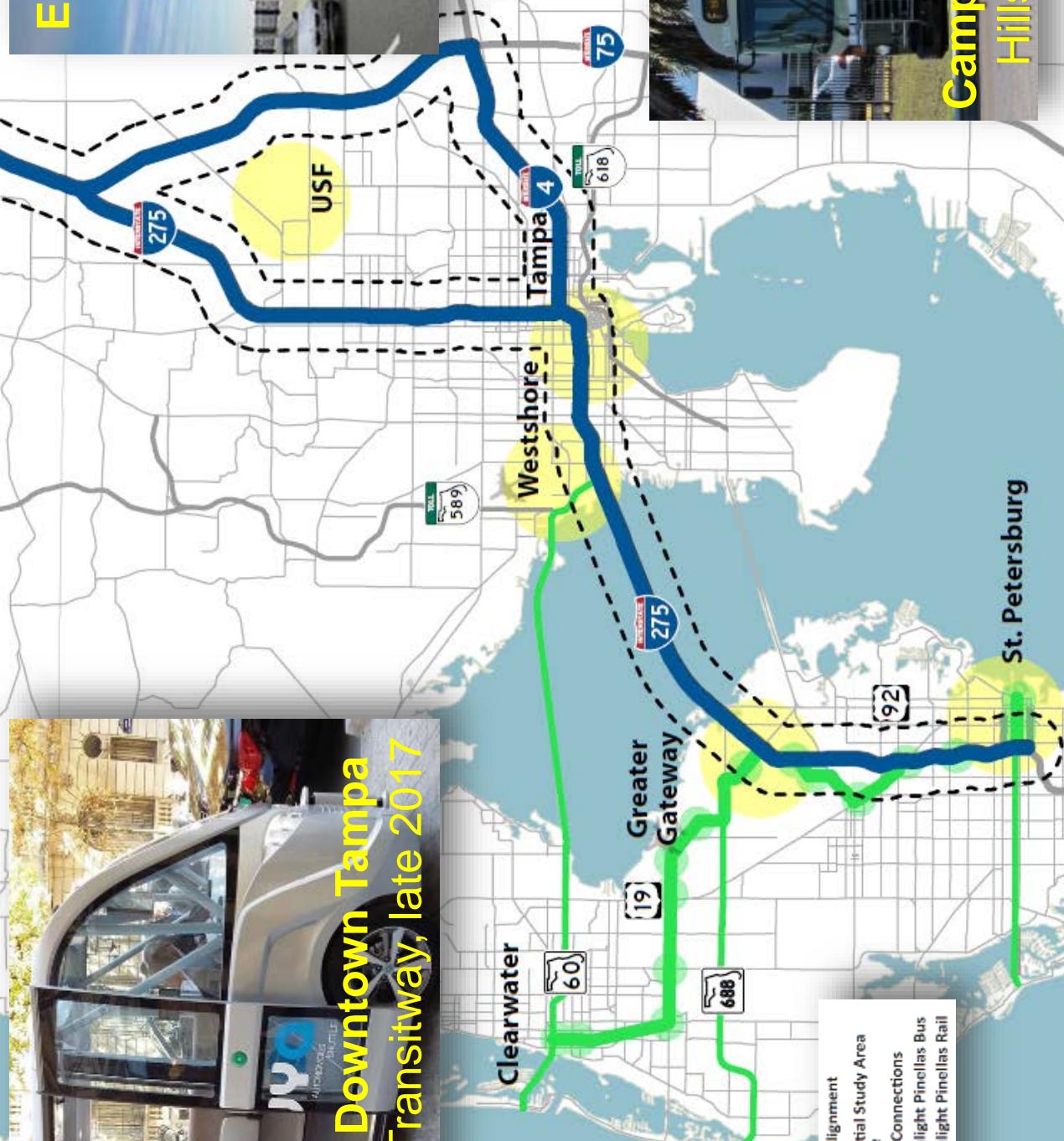
**Top 2 Potential Corridors  
Have Been Identified per  
Federal Criteria:**

USF to Downtown Tampa  
(CSX Corridor)

Wesley Chapel to St Pete  
(Interstate Corridor)

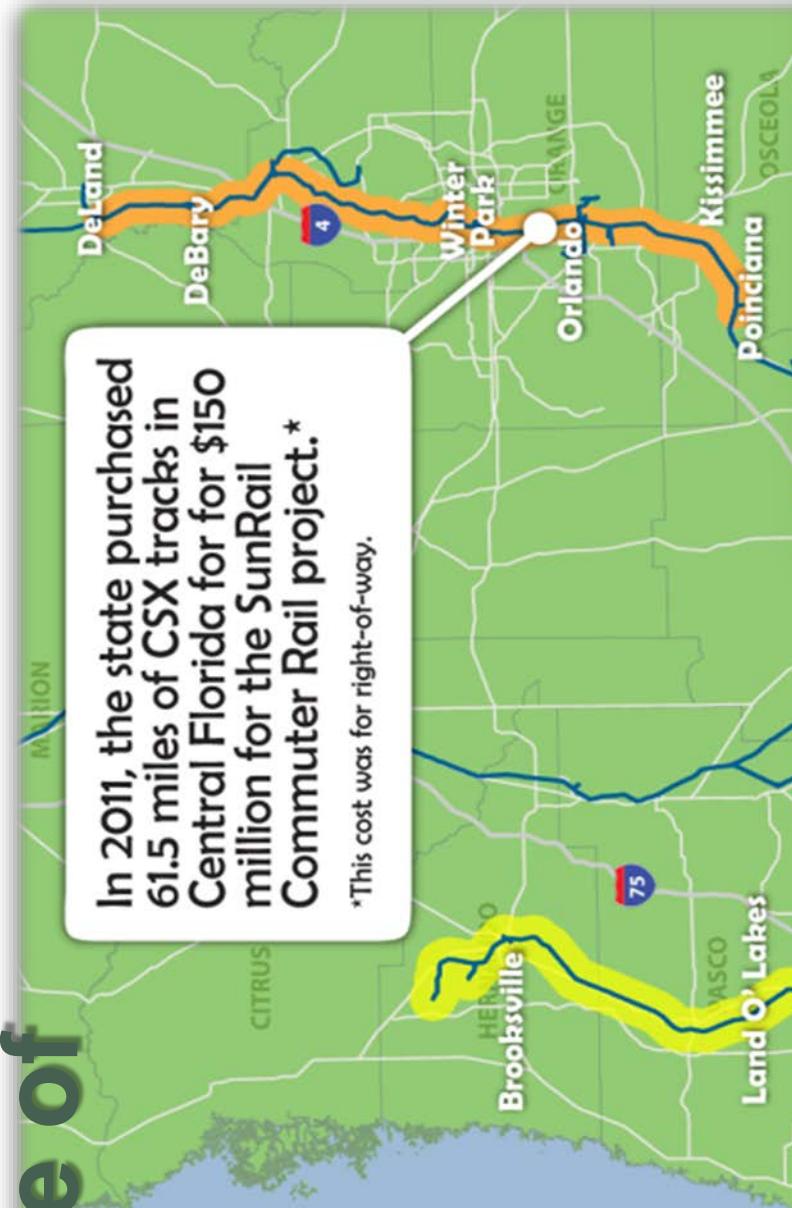


# Bus Rapid Transit & Automation



# Reuse &/or Joint Use of CSX Rail Corridors

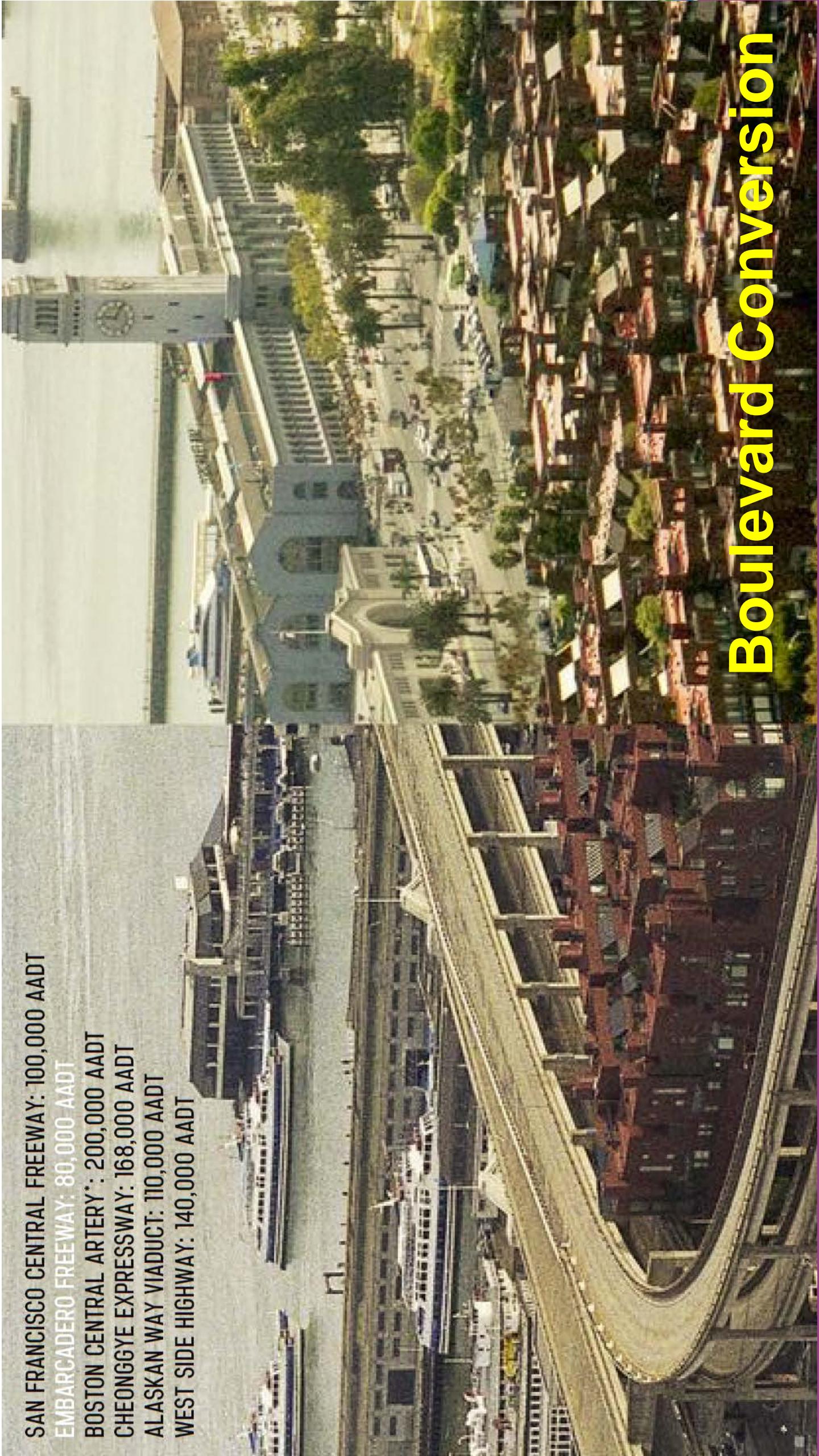
- More than 100 miles of low-use CSX track in Tampa Bay
- Potential for expansion to Clearwater, St Pete, Land O Lakes, Brooksville, So. Tampa
- SunRail- FDOT bought 61.5 miles of tracks from CSX for \$150 m (\$2.4 m/mi) **plus** track refurbishing where freight was to be re-routed
- CSX was operating up to 30 freight trains/day on the SunRail corridor, ~6 times the volume as our dead-end line



DMU (Diesel Multiple Unit) FRA-compliant vehicle operating in Dallas Ft Worth



# Boulevard Conversion



SAN FRANCISCO CENTRAL FREEWAY: 100,000 AADT

EMBARCADERO FREEWAY: 80,000 AADT

BOSTON CENTRAL ARTERY\*: 200,000 AADT

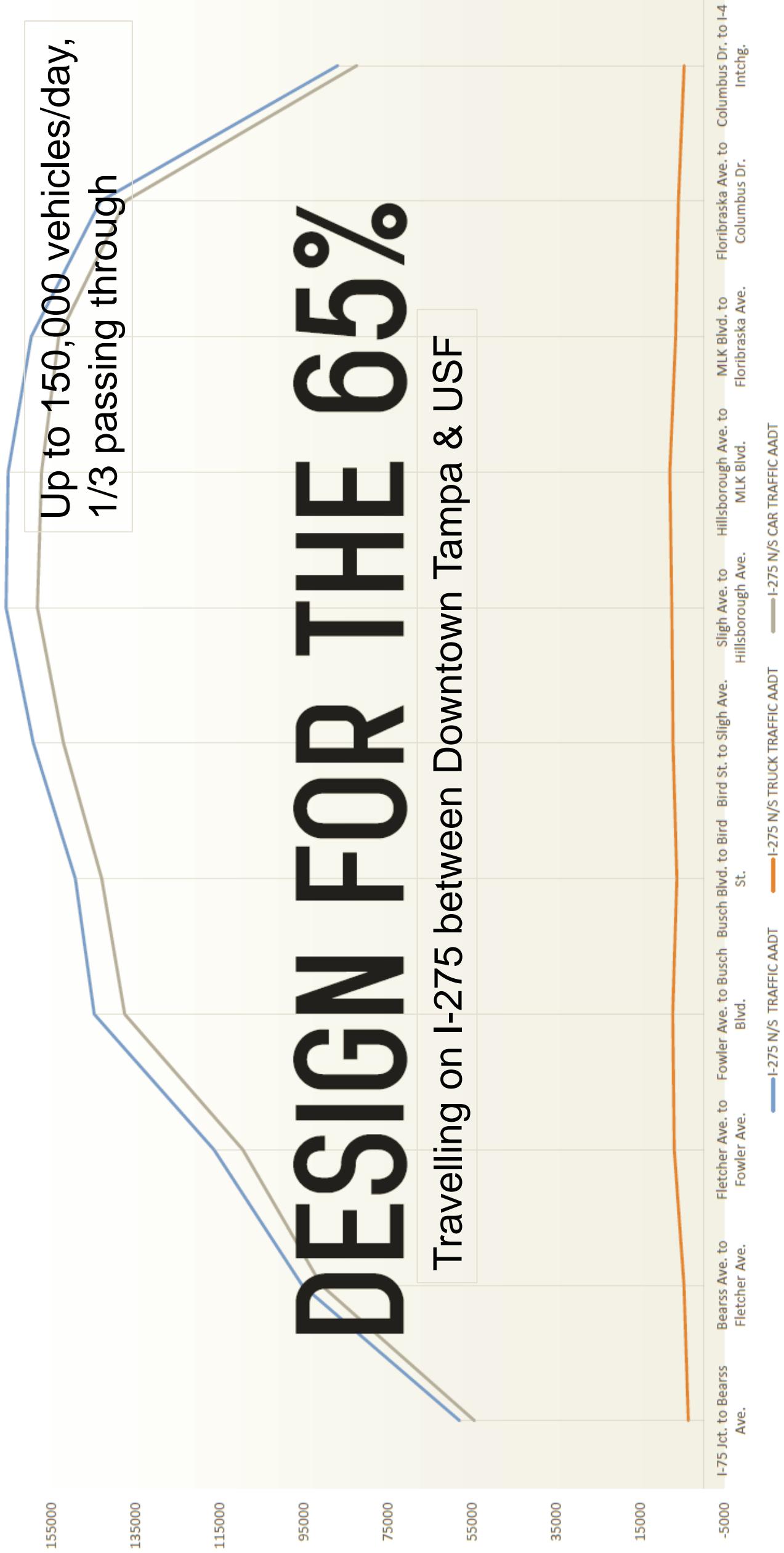
CHEONGGYE EXPRESSWAY: 168,000 AADT

ALASKAN WAY VIADUCT: 110,000 AADT

WEST SIDE HIGHWAY: 140,000 AADT

# Boulevard Conversion

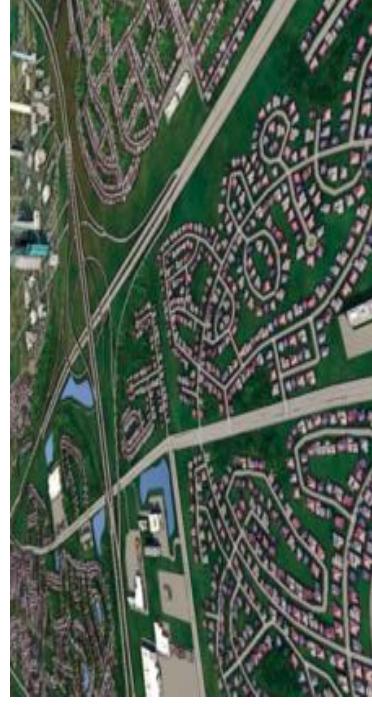
Up to 150,000 vehicles/day,  
1/3 passing through



# Playing out some very different futures . . .

Hillsborough's *Imagine 2040* Scenarios were a **combo of transportation & development decisions**

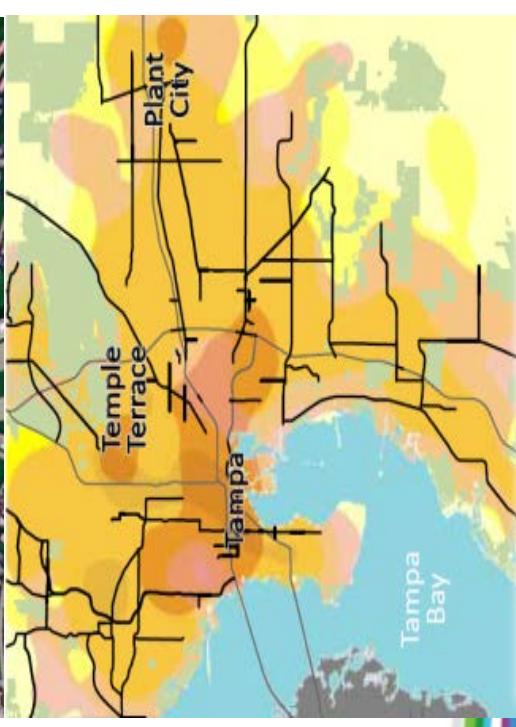
A. "Suburban Dream" (Trend)



B. "Bustling Metro" (Rail & TOD)



C. "New Corporate Ctrs." (on Exp. Lanes)



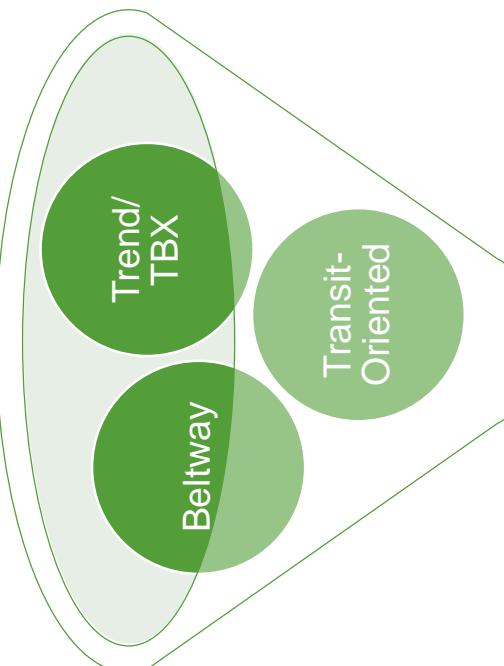
Expand the growth boundary to make room for new suburbs. Extend roads & water lines, rebuild major intersections.

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 toll lanes in the interstates (I-4, I-75, I-275) through

# Tampa Bay TMA Role

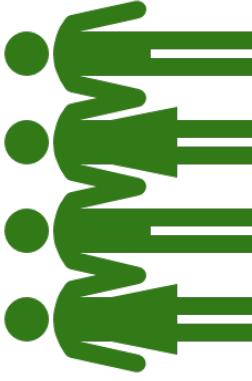
**Build 2045 Growth Scenarios**



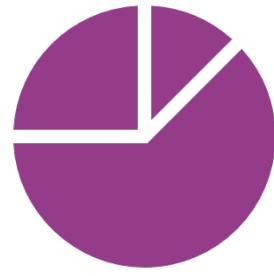
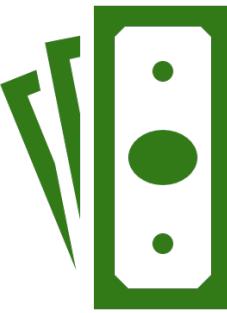
Trend/  
TBX

Transit-  
Oriented

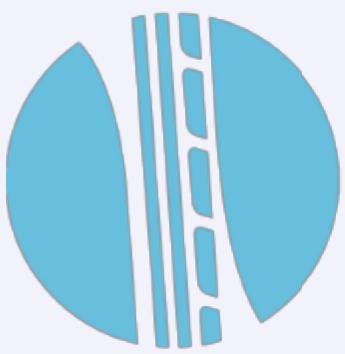
**Create Public Survey Tools**



**Develop Funding & Cost Sharing Strategies for Hybrid Scenario**



**Hybrid Scenario**



Hillsborough MPO  
Metropolitan Planning  
for Transportation

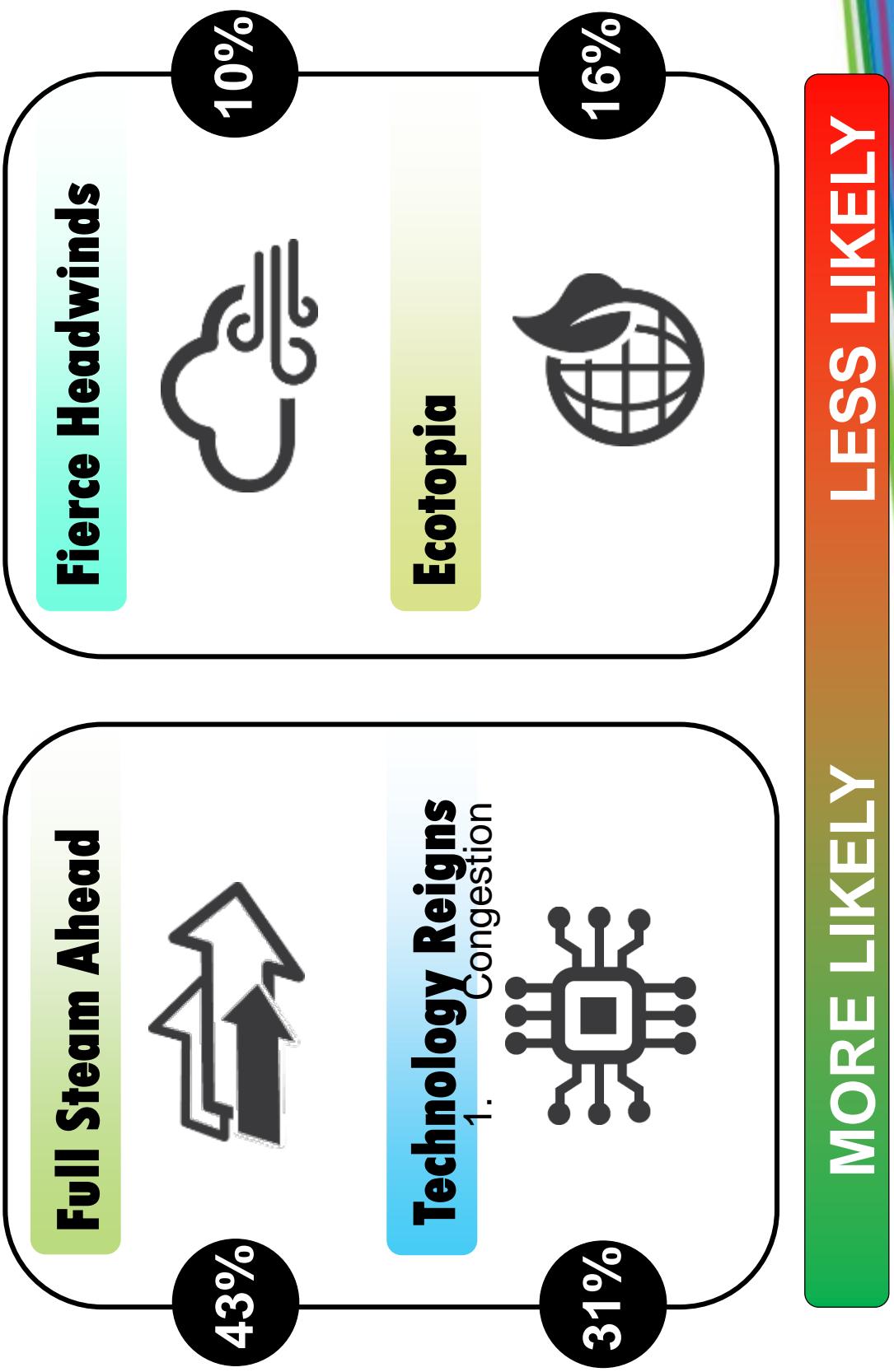


Moving Forward  
Together



# Atlanta Region's Plan: online gaming beta test results

*What might  
scenarios  
for the  
Tampa Bay  
TMA look  
like?*



# 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)

1. Vacant land availability
2. Declining gas tax, more reliance on tolls & fees
3. Dramatic traffic growth
4. Deferred maintenance
5. Investing in fixed transit
6. 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

## 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 as needed
5. Develop new towns in outlying areas
6. Develop along interstate hwy & expressway corridors
7. Don't accommodate it
8. Other

# Question 3: For our future populations' needs, how should we focus transportation resources? (Select 3)

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

# Closing Questions

What is your home zip code?

[https://www.pollevewhere.com/free\\_text\\_polls/PS32w047uVW068w](https://www.pollevewhere.com/free_text_polls/PS32w047uVW068w)

Are there any additional things we should consider?

[https://www.pollevewhere.com/free\\_text\\_polls/7kgAvB2LfzXUD7e](https://www.pollevewhere.com/free_text_polls/7kgAvB2LfzXUD7e)

# Regional Transit Feasibility Plan

A ROUTE MAP TO IMPLEMENTATION



**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?

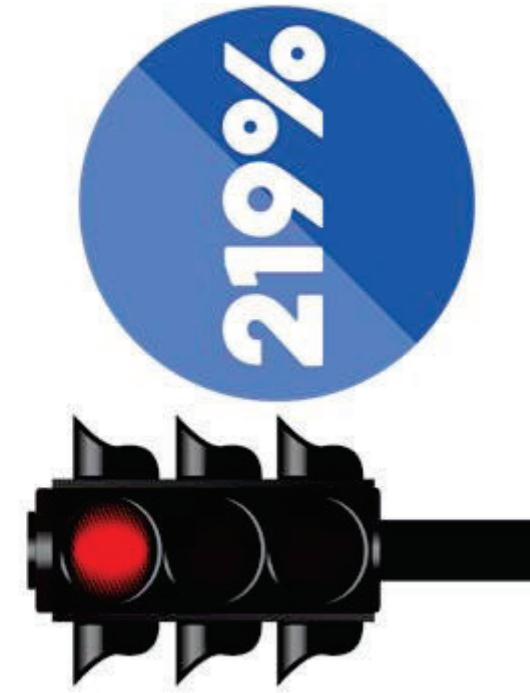
## Traveling to Our Regional Centers in 2040...

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



More Miles Traveled

Cost Feasible in Long Range Plans



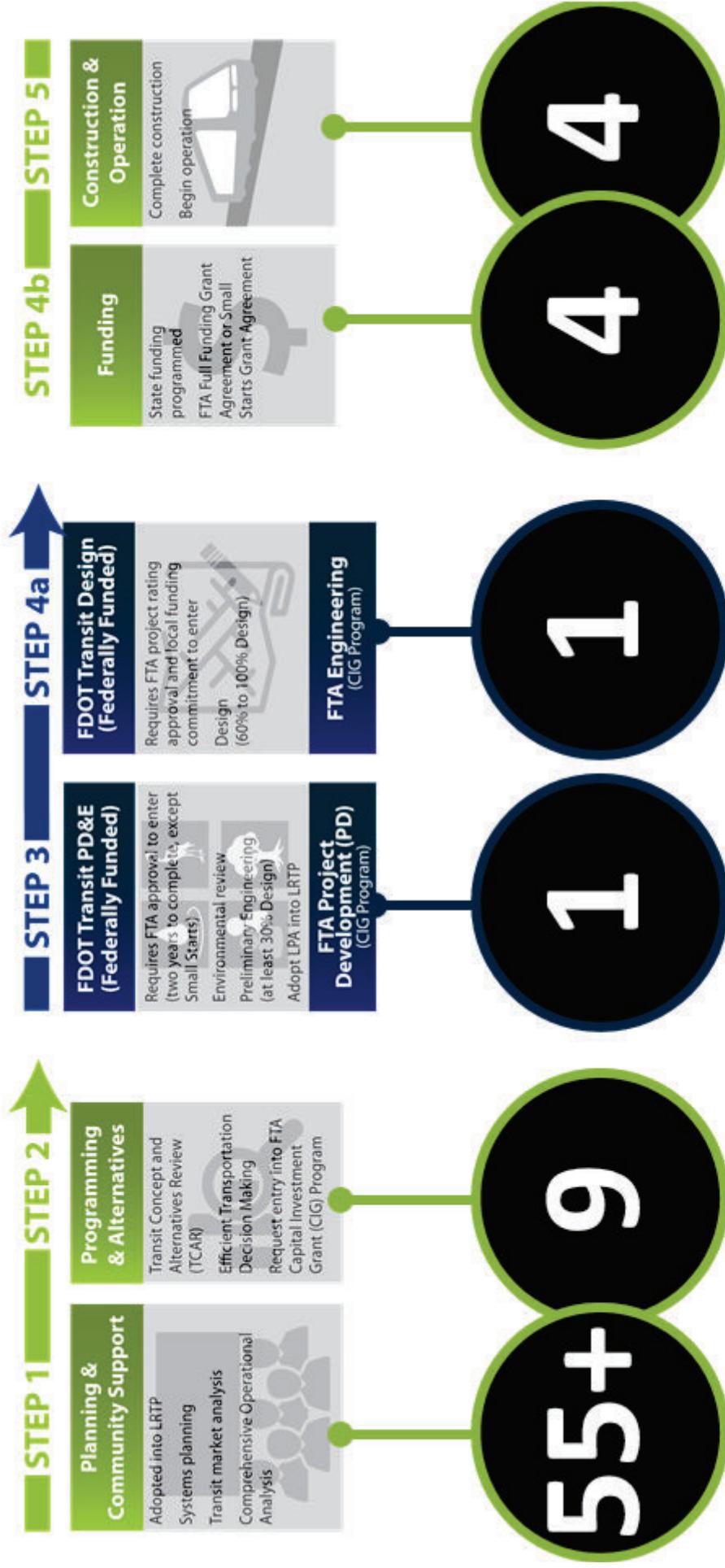
More Miles of New Lanes

Cost Feasible in Long Range Plans

**Increase in Delay Due to Congestion**

Cost Feasible in Long Range Plans

# 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	Jan - Apr	May	Jun	July	Aug	Sep	Oct - Dec	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sep
																	2018

### Study Management, Coordination, and Outreach

#### Step 1: WHERE

#### Step 2: WHAT

#### Step 3: HOW

Community Vetting Period      Implementation Plan

Draft Implementation Plan



#### Presentations/meetings

**90+**



#### Participants

**600+**



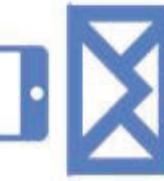
#### Website visits

**7,000+**



#### Social media posts

**500+**



#### New Articles

**14+**

#### Comments Received

**450+**

## WHAT WE HAVE HEARD

“Rail has to fit  
into the  
rest of  
our  
transport  
systems.”

“Autonomous  
Vehicles are  
brainier. a no  
brainer.”

“Stop talking, start  
building”

“Need frequent  
transit”

“Focus on Economic  
Growth”

“Need a Connection to  
the Airport”

“Use CSX”

2016	Oct - Dec	Jan - Apr	May	Jun	July	Aug	Sep	Oct - Dec	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sep
																	2018

Study Management, Coordination, and Outreach

Step 1: WHERE

Step 2: WHAT

Step 3: HOW

Community Vetting Period

Draft Implementation Plan

Implementation Plan

- Data collection and plans review
- Travel market and purpose and need
- Step 1 evaluation
- Ridership forecasting
- Operating plans
- Station locations
- Transit mode assignment
- Step 2 evaluation and return on investment



**STEP 1: WHERE ARE THE TOP  
PERFORMING CONNECTIONS?**

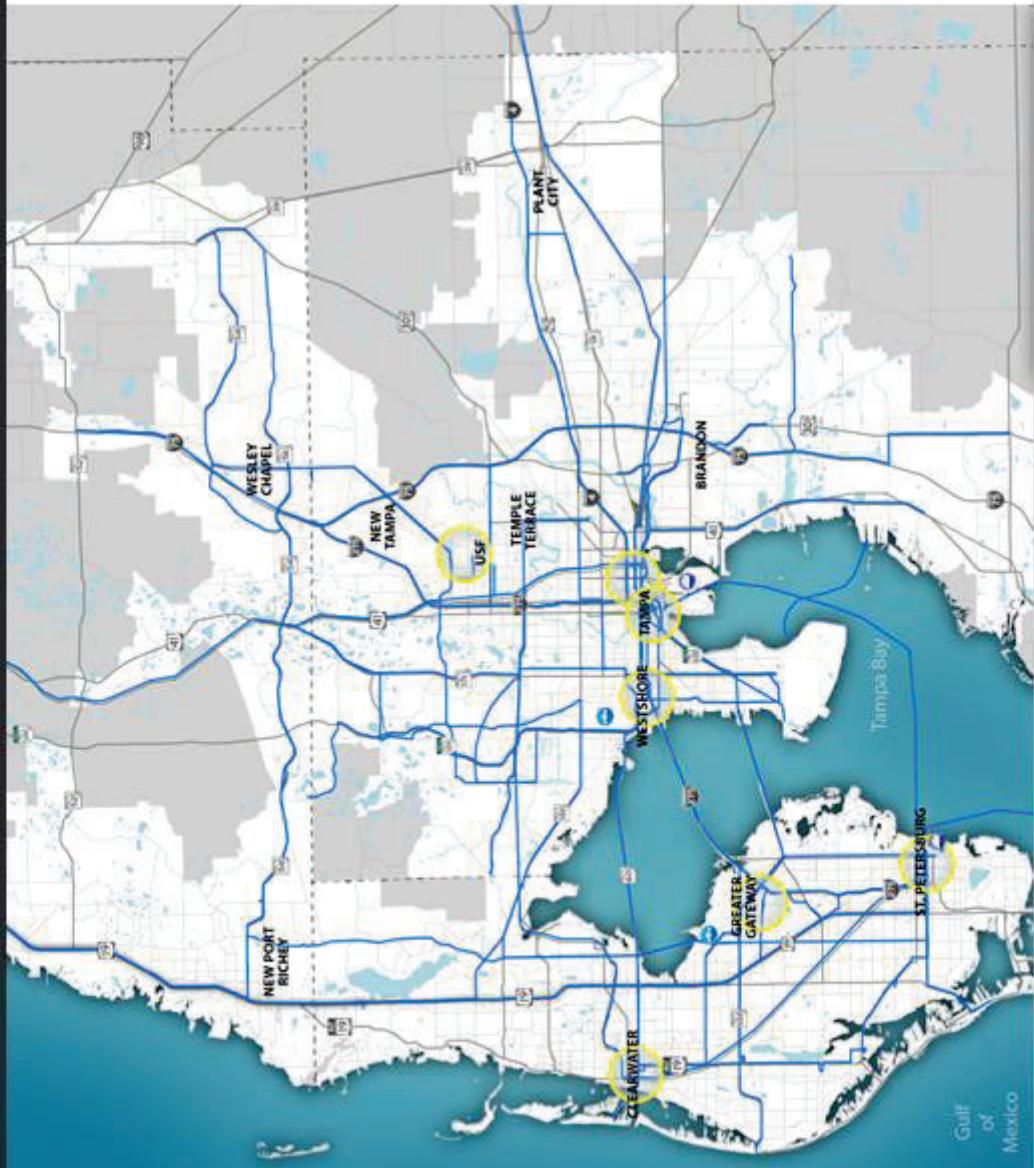
**STEP 2: WHAT ARE THE BEST  
PROJECTS?**

**STEP 3: HOW AND WHEN ARE  
PROJECTS BUILT?**

# STEP 1 “WHERE” EVALUATING TOP PERFORMING CONNECTIONS

## STEP ONE CONNECTIONS EVALUATED

- 67 connections
- All adopted in current LRTPs
- Cost Affordable and Needs



# Purpose of the Plan



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

## Step One Evaluation Criteria

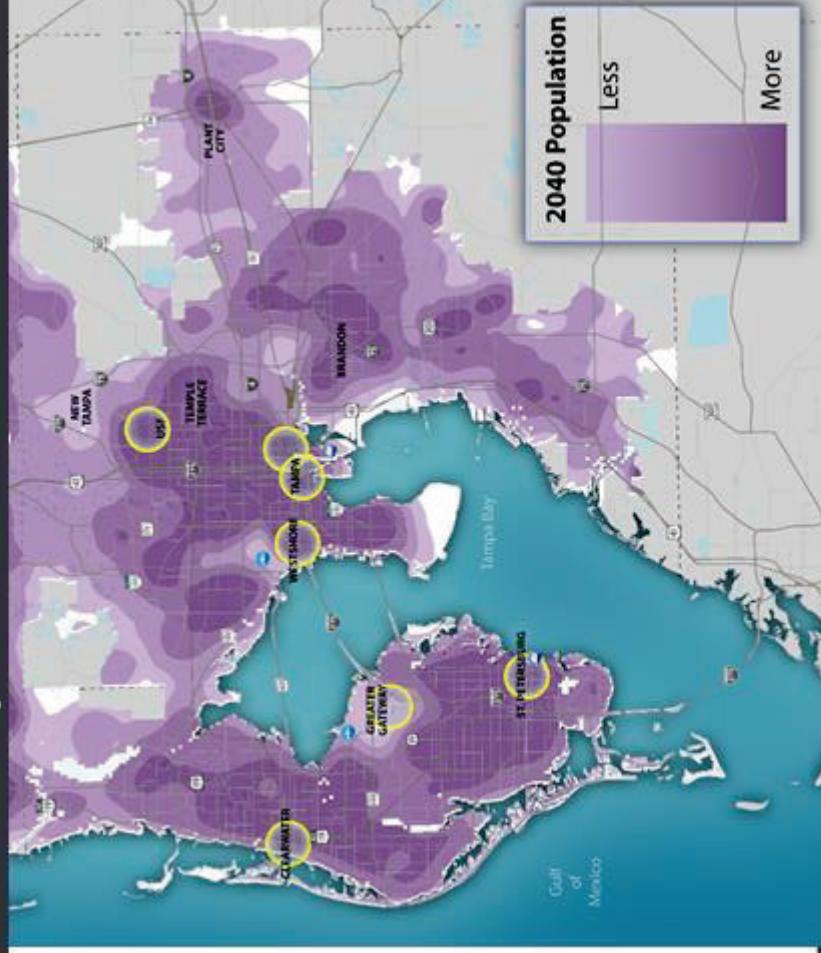
- Most studied
- **Activity centers served**
- **Trips to activity centers**
- **Jobs and population per mile**
- Amenities
- **Transit Oriented Development (TOD) policies and**
- **Community Reinvestment Areas (CRAs) served**
- Resiliency

# Purpose of the Plan

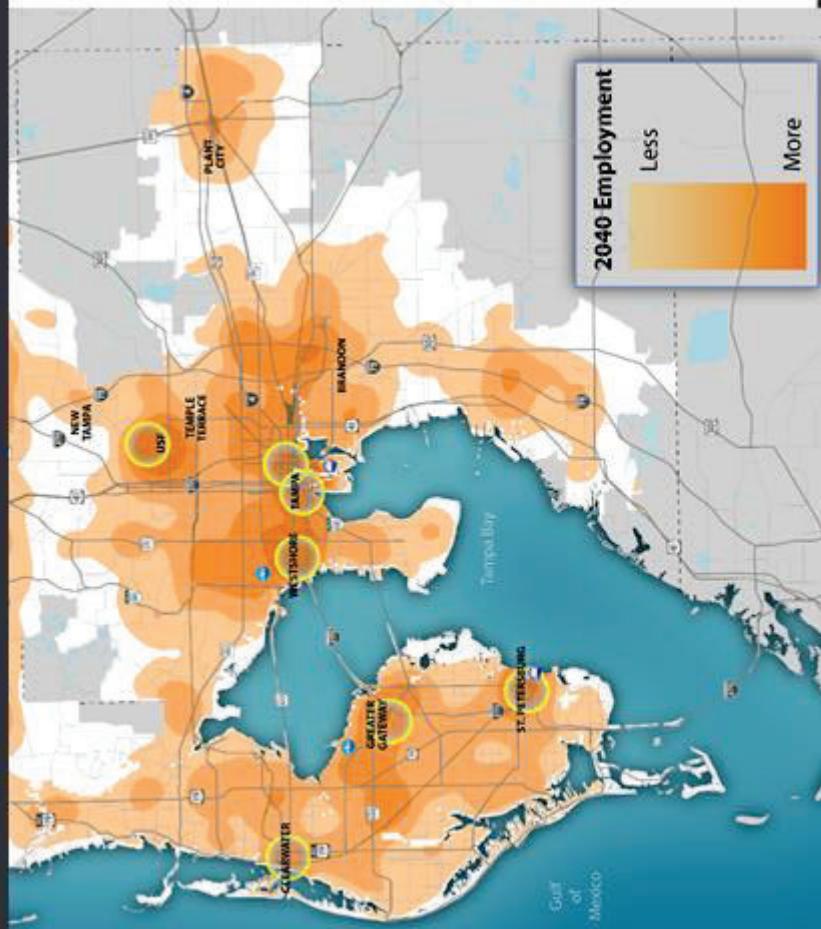


Projects that best serve our region today while supporting tomorrow's growth

## Job Centers

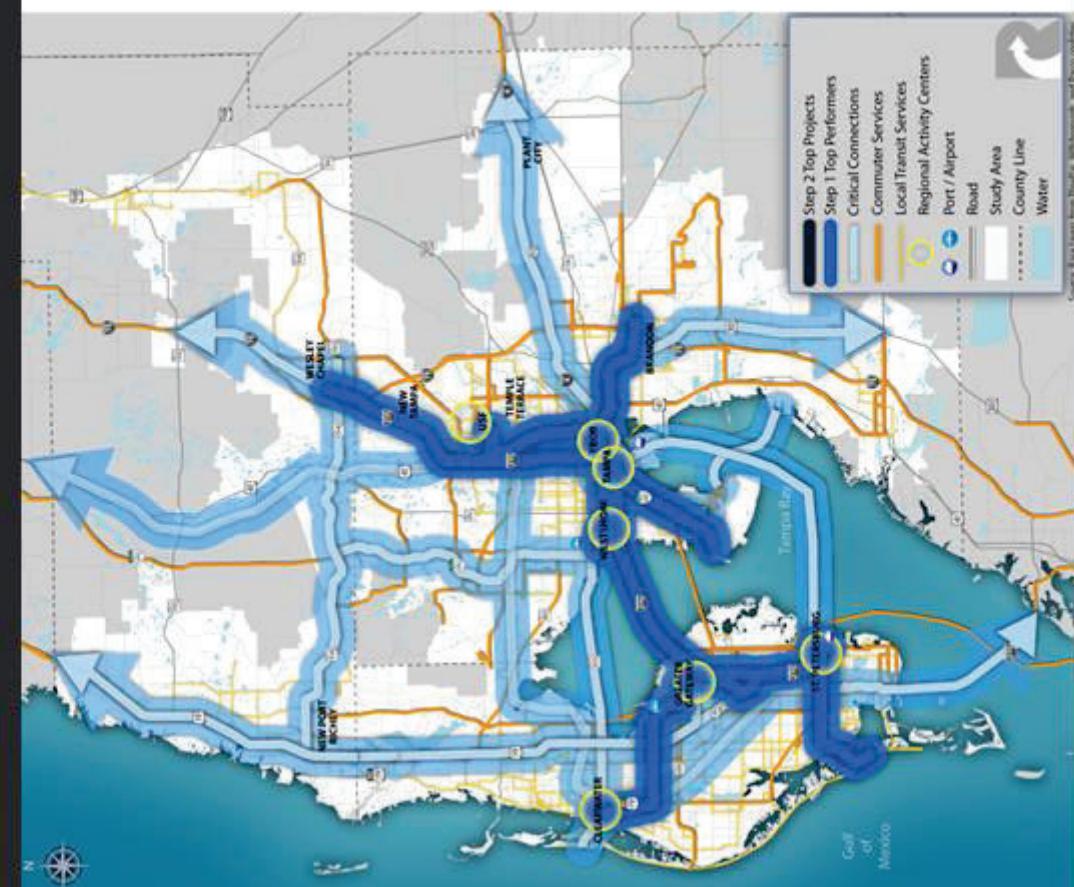


## Population Centers



# REGIONAL TRANSIT VISION

THE **TOP PERFORMERS** AND CRITICAL REGIONAL CONNECTION 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**

JOBSPER MILE (2040)

SERVES APPROX. **3,000**

RESIDENTSPER MILE (2040)



SERVES APPROX.

**6 IN 10**  
RESIDENTS WITHOUT CARS  
(2040)

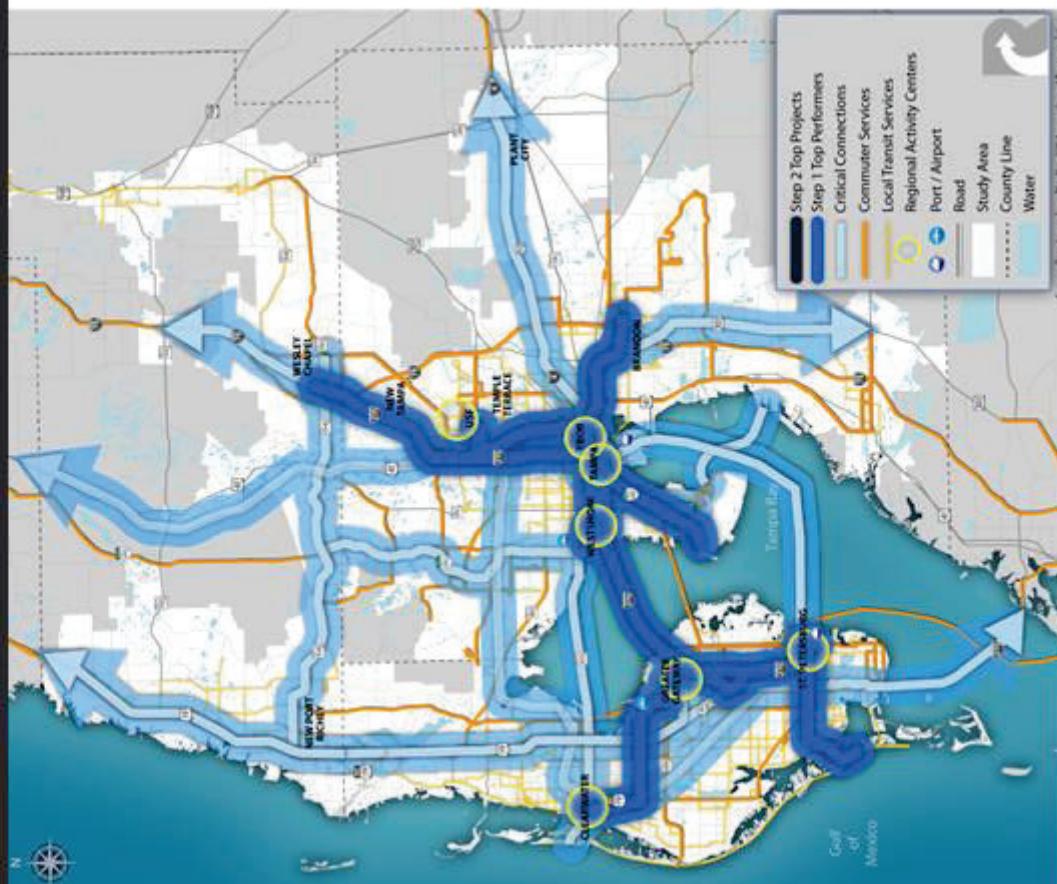


## STEP 1 RESULTS

# REGIONAL TRANSIT VISION

## WHAT WE LEARNED

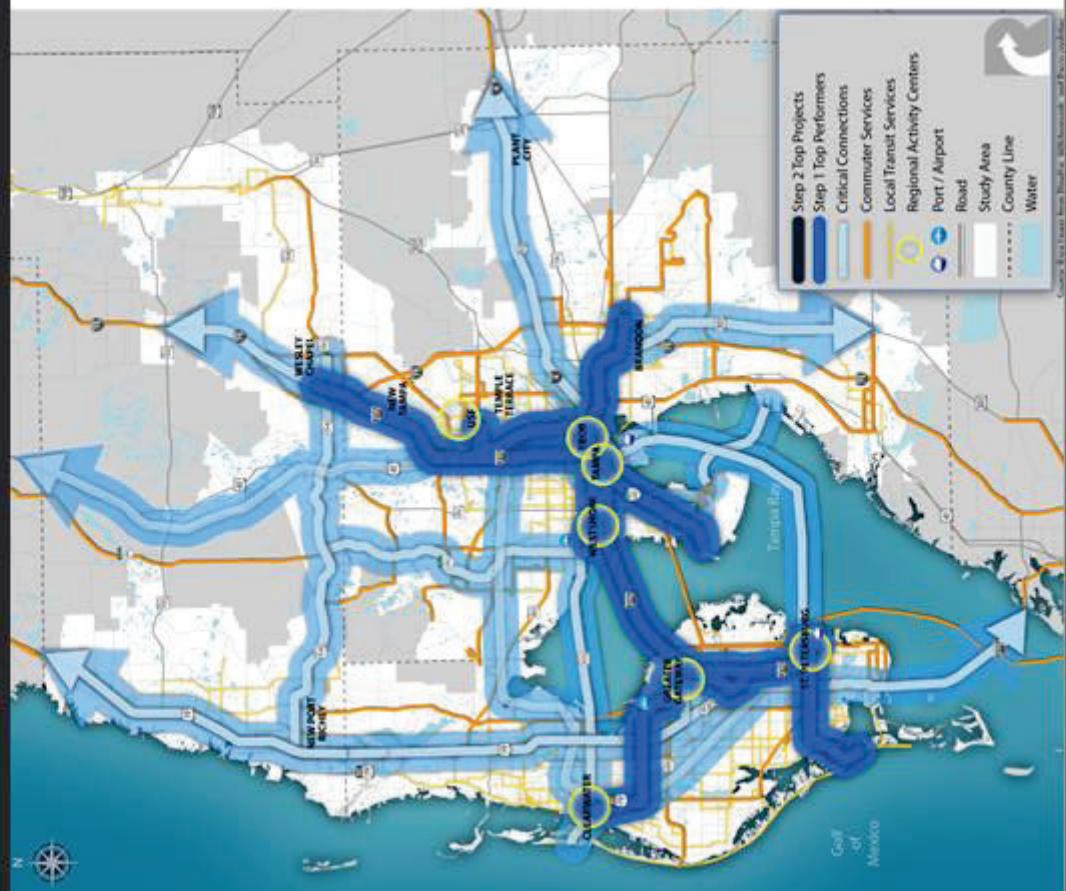
- Major travel patterns have not changed
- Best transit connections serve major activity, job and population centers



# REGIONAL TRANSIT VISION

- Vision for Tampa Bay region and for all stakeholders

*"Move out and connect or move to Connect."*  
*"Have to Connect to Urban Centers."*  
"St. Pete to Tampa is where we live and work"



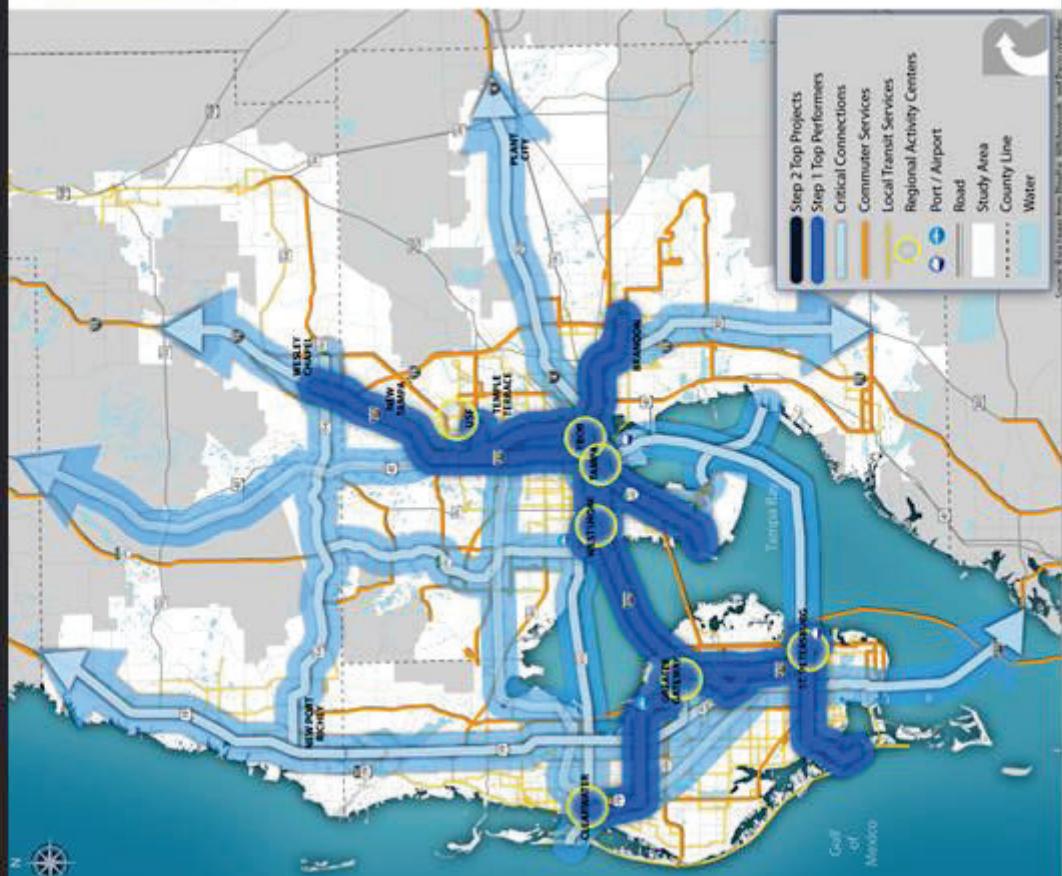
# REGIONAL TRANSIT VISION

## REGIONAL TRANSIT VISION

Top Performing Connections

**Top Performing Projects**

Implementation Plan

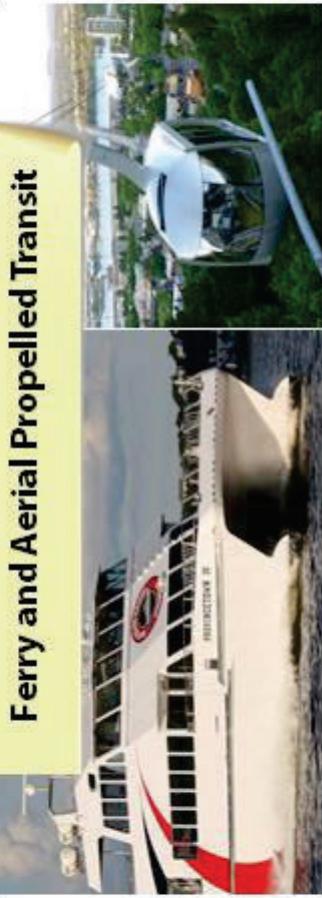


# CHOOSING MODES

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



# MODES: RUBBER TIRE

## IN TOLL LANE



**Rubber tire vehicles in toll lanes** is express service commonly used in urban areas and typically intended to run faster than local bus service between commuter destination points. These buses do not make as many stops as local bus service and often take routes that are quicker, such as toll lanes. Buses may operate out of park and ride lots, in some cases only during rush hour in the peak direction.

Type of Service:	Medium and long distance trips	Operating Speeds:	10-65 MPH
Type of Station:	On-street, shelter, or park and ride	Capacity: (passengers/hour)	590-900
Spacing between Stations:	Varies, generally more than 5 miles	Corridor Width:	28 FT
Examples:	Tampa to Orlando Megabus (pictured); Tampa, FL; St. Petersburg, FL; Orlando, FL	Turning Radius Required:	44 FT

## IN DEDICATED LANE



**Rubber tire vehicles in dedicated lanes** is often referred to as Bus Rapid Transit (BRT) which has specialized design, branding, services, and infrastructure that improve quality of service and reduce delay. Buses run in their own lane dedicated to buses and may be given priority at intersections. This service aims to combine the capacity and speed of rail with the flexibility, lower cost, and simplicity of a bus.

Type of Service:	Local and medium distance trips	Operating Speeds:	10-65 MPH
Type of Station:	On-street, shelter, or platform	Capacity: (passengers/hour)	480-1,250
Spacing between Stations:	1/4 mile to 3 miles	Corridor Width:	28 FT
Examples:	Los Angeles, CA (pictured); Las Vegas, NV; Eugene, OR; Cleveland, OH; Boston, MA	Turning Radius Required:	44-75 FT

## AUTONOMOUS SOLUTIONS



**Autonomous solutions** are fully automated forms of transit with rubber-tire vehicles operating along a guideway. The most common application in the U.S. is at airports, such as Tampa International. These systems span a variety of designs, from subway-like advanced rapid transit (ART) systems to smaller car-like vehicles known as group rapid transit (GRT) with vehicles sized for around 20 passengers.

Type of Service:	Local to medium distance trips	Operating Speeds:	10-45 MPH
Type of Station:	Platform or elevated platform	Capacity: (passengers/hour)	120-2,000+
Spacing between Stations:	Varies, generally less than 1 mile	Corridor Width:	30 FT
Examples:	Heathrow Airport, London (pictured); Metromover, Miami, FL; Tampa International Airport, Tampa, FL	Turning Radius Required:	35-75 FT

# MODES: RUBBER TIRE

- 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

# **MODES: RUBBER TIRE**

**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



# MODES: RUBBER TIRE

Credit: Characteristics provided by manufacturer websites

## MANUFACTURER HEADQUARTERS

MANUFACTURER	HEADQUARTERS	TOP SPEED/PASSENGERS
NAVYA	Paris France	25 MPH / 12 Passengers Per Vehicle
EASY MILE	Toulouse France	28 MPH / 15 Passengers Per Vehicle
AURO ROBOTICS	California	25 MPH / 12 Passengers Per Vehicle
2GETTHERE	Netherlands	38 MPH / 16 Passengers Per Vehicle
LOCAL MOTORS	Chandler Arizona	25 MPH / 8 Passengers Per Vehicle
ULTRA GLOBAL	Bristol UK	25 MPH / 8 Passengers Per Vehicle



Most applications operate in a mixed travel environment

**CAN IT GO FASTER IN A  
DEDICATED LANE?**



# MODES: STEEL WHEEL

## MODERN STREETCAR

**LIGHT RAIL** Modern Streetcar or Light Rail uses steel-tracked fixed guidways and electric-powered trains. Light rail operates in its own lane or with vehicles. Light rail can operate as a single train or as multiple vehicles coupled together. The term "light rail" was coined to convey the vehicle's design, "...for light loads and fast movement."



Type of Service:	Local, medium, and long distance trips	Operating Speeds:	30-65 MPH
Type of Station:	Platform	Capacity: (passengers/hour)	590-2,500+
Spacing between Stations:	Approximately 1 mile	Corridor Width:	40 FT
Examples:	Phoenix, AZ (pictured); Charlotte, NC; Portland, OR; Salt Lake City, UT	Turning Radius Required:	<b>62 FT</b>

## COMMUTER RAIL

**Commuter Rail** consists of a traditional locomotive pulling several passenger rail cars. Commuter rail is a regional service that primarily operates between a city center, the suburbs, and commuter towns or other locations that draw large numbers of commuters. The Federal Rail Administration allows the operation of commuter rail vehicles on active freight lines with appropriate safety measures in place.



Type of Service:	Medium to long distance trips	Operating Speeds:	30-80 MPH
Type of Station:	Platform	Capacity: (passengers/hour)	600-6,000
Spacing between Stations:	2 miles to 5 miles or more	Corridor Width:	100 FT
Examples:	SunRail, Orlando, FL (pictured); Denver, CO; Long Island, NY; Chicago, IL	Turning Radius Required:	<b>140 FT</b>

## ELEVATED RAIL

**Elevated Rail** is powered by electricity that runs through a rail below or above the vehicle. The electric rail requires it to operate exclusive from other vehicles and elevated to protect riders from the electrical current. The technology has a larger carrying capacity than light rail and modern streetcar.



Type of Service:	Local and medium distance trips	Operating Speeds:	40-70 MPH
Type of Station:	Elevated platform	Capacity: (passengers/hour)	1,000-4,000+
Spacing between Stations:	Varies, generally 1/4 to 1 mile	Corridor Width:	40-100 FT
Examples:	Las Vegas, NV (pictured); Seattle, WA; Chicago, IL; Miami, FL; Vancouver, Canada	Turning Radius Required:	<b>200-330 FT</b>

## **MODES: WATER AND AIR**



WATER EERRY

**Water Ferry** is used to shuttle passengers between destinations separated by large water bodies. Vessels vary in size from small water taxis to large high speed ferries and carry passengers and/or automobiles and cargo. Service typically consists of only point-to-point trips with no stops in between. This form of transit is affected by weather and sea conditions and may not be able to operate during fog, high winds, or choppy conditions.

Photo Credit: ABC Action News



AERIAL CABINET TRANSIT

Type of Service:	Medium and long distance trips	Operating Speeds:	 25-35 MPH
Type of Station:	Dock or slip	Capacity: (passengers/hour)	 100-2,400
Spacing between Stations:	Varies greatly, generally more than 1 mile	Corridor Width:	 Not Applicable
Examples:	Tampa/St. Petersburg, FL (pictured); Boston, MA; New York, NY; Newport, RI	Turning Radius Required:	<b>NOT APPLICABLE</b>

Type of Service:	Local distance trips	Operating Speeds:		10-30 MPH
Type of Station:	Elevated platform	Capacity: (passengers/hour)		320-1,100
Spacing between Stations:	Generally 1/10 to 1/2 mile	Corridor Width:		40 FT
Examples:	Portland, OR (pictured); Telluride, CO; New York, NY; La Paz, Bolivia; Medellin, Colombia	Turning Radius Required:		0 FT

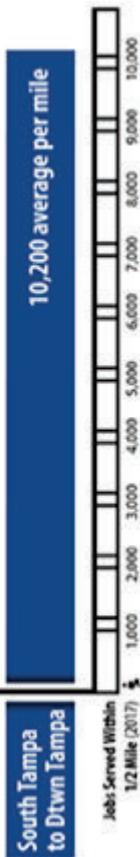
# WHO ARE WE SERVING

- Westshore to Brandon:**  
Commuters to Tampa and Westshore
- Tampa to USF:**  
*Students and households that depend on transit to make shorter neighborhood trips*
- Wesley Chapel, USF, Tampa, St. Petersburg:**  
*Mix of users ranging from commuters to neighborhood trips and from choice riders to households that depend on transit for mobility*
- Clearwater, Gateway, St. Petersburg:**  
*Mix of users making shorter neighborhood trips*
- South Tampa to Tampa:**  
*Professionals making very short commute trips to Tampa*

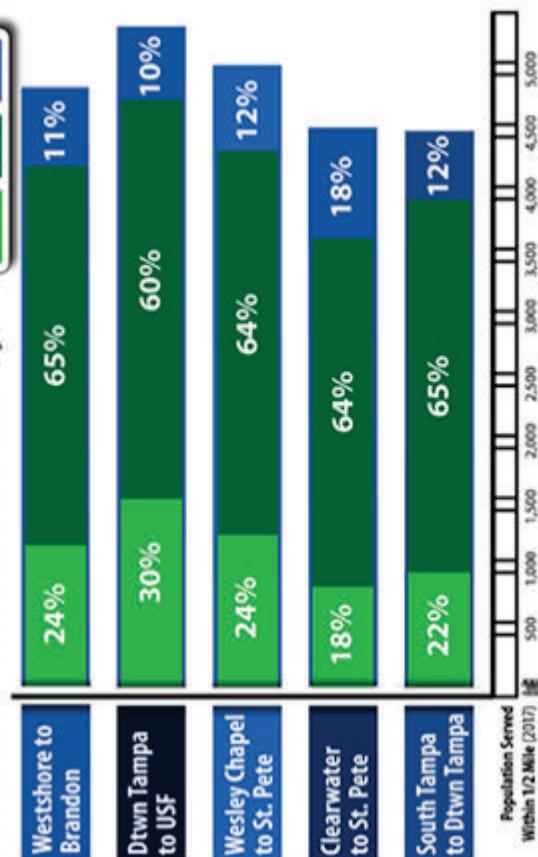
## ASSIGNING MODES

### JOBs SERVED PER MILE

Jobs Served Within 1/2 Mile (2017)	9,600 average per mile
Dtnw Tampa to USF	8,700 average per mile
Wesley Chapel to St. Pete	4,800 average per mile
Clearwater to St. Pete	6,500 average per mile
South Tampa to Dtnw Tampa	10,200 average per mile



### POPULATION SERVED PER MILE (age)



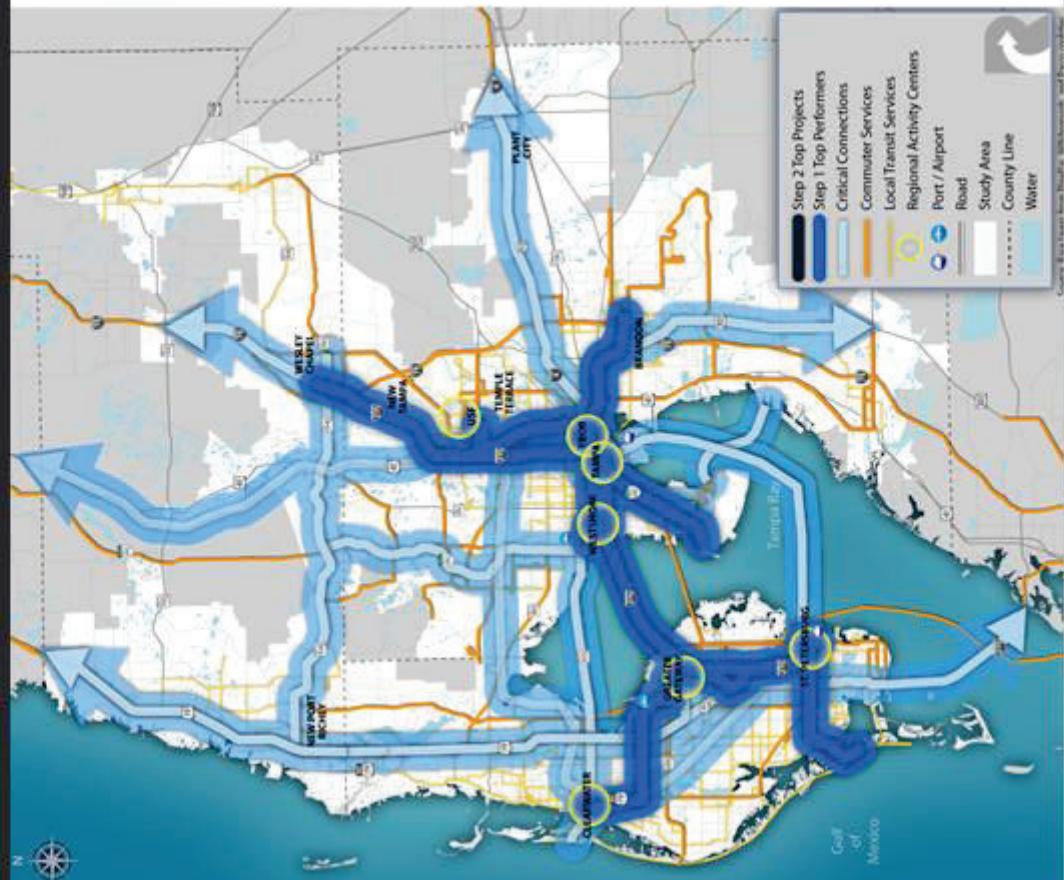
# REGIONAL TRANSIT VISION

## REGIONAL TRANSIT VISION

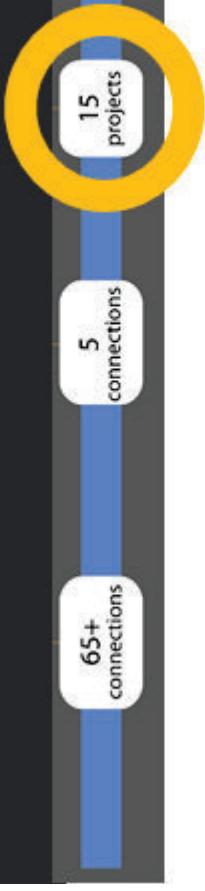
Top Performing Connections

**Top Performing Projects**

Implementation Plan



# STEP 2 ‘WHAT’: TOP PERFORMING PROJECTS



Best serves our region today while supporting tomorrow's growth

Compete for state and federal grants

## 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

Workshop and Website Survey



# STEP 2 ‘WHAT’: TOP PERFORMING PROJECTS



## ALL PROJECTS COMPARED TO EACH OTHER

Performance of all projects are compared to each other to define best performing

## PROJECTS DIVIDED INTO QUINTILES

Range of project performance divided into 5 statistical quintiles

## MAX SCORE OF 5

Each quintile is given a score of 1 through 5, with the highest performing receiving a score of 5

SCORE KEY (BEST PERFORMANCE RECEIVES A 5)	PRELIMINARY FTA RATING	IMPACTS				REGIONAL COMMUNITY BENEFITS		
		RETURN ON INVESTMENT (FOR EVERY DOLLAR SPENT)	UTILITY CONFLICTS PER MILE	NOISE IMPACTS PER MILE	% OF ALTERNATIVE NATURAL RESOURCES PRESENT	CULTURAL RESOURCE CONFLICTS PER MILE	2040 JOBS SERVED/2040 POPULATION DENSITY (PER SQUARE MILE)	PERCENTAGE OF STATIONS THAT SERVE LOW-INCOME, MINORITY, OR ELDERLY POPULATIONS
<b>5</b>	3.04 - 3.27	\$5.49 - \$6.27	0.00 - 1.15	0.0 - 20.6	0.0 - 10.1	0.0 - 69.6	239K/12K - 266K/14K	91 - 100
<b>4</b>	2.80 - 3.03	\$4.70 - \$5.48	1.16 - 1.48	20.7 - 32.7	10.2 - 14.2	69.7 - 82.8	211K/10K - 265K/13K	81 - 90
<b>3</b>	2.57 - 2.79	\$3.91 - \$4.79	1.49 - 1.87	32.8 - 48.7	14.3 - 18.0	82.9 - 99.1	184K/8K - 210K/9K	71 - 81
<b>2</b>	2.33 - 2.56	\$3.12 - \$3.90	1.88 - 2.38	48.8 - 59.6	18.1 - 21.3	99.2 - 120.4	156K/6K - 184K/8K	61 - 71
<b>1</b>	2.13 - 2.32	\$2.33 - \$3.11	2.39 - 3.18	59.7 - 108.8	21.6 - 26.3	120.5 - 126.9	129K/4K - 156K/6K	55 - 61

THRESHOLDS FOR EACH SCORE ARE DETERMINED BY THE RANGE OF RESULTS OF ALL ALTERNATIVES.

**RUBBER TIRE IN  
DEDICATED LANES:**  
\$80-675M TO BUILD  
\$3-4M TO OPERATE/YR



**STEEL WHEEL -  
COMMUTER RAIL:**  
\$180-600M TO BUILD  
\$19-23M TO OPERATE/YR



**STEEL WHEEL - MODERN  
STREETCAR OR  
LIGHT RAIL:**  
\$360-1,850M TO BUILD  
\$4-5M TO OPERATE/YR

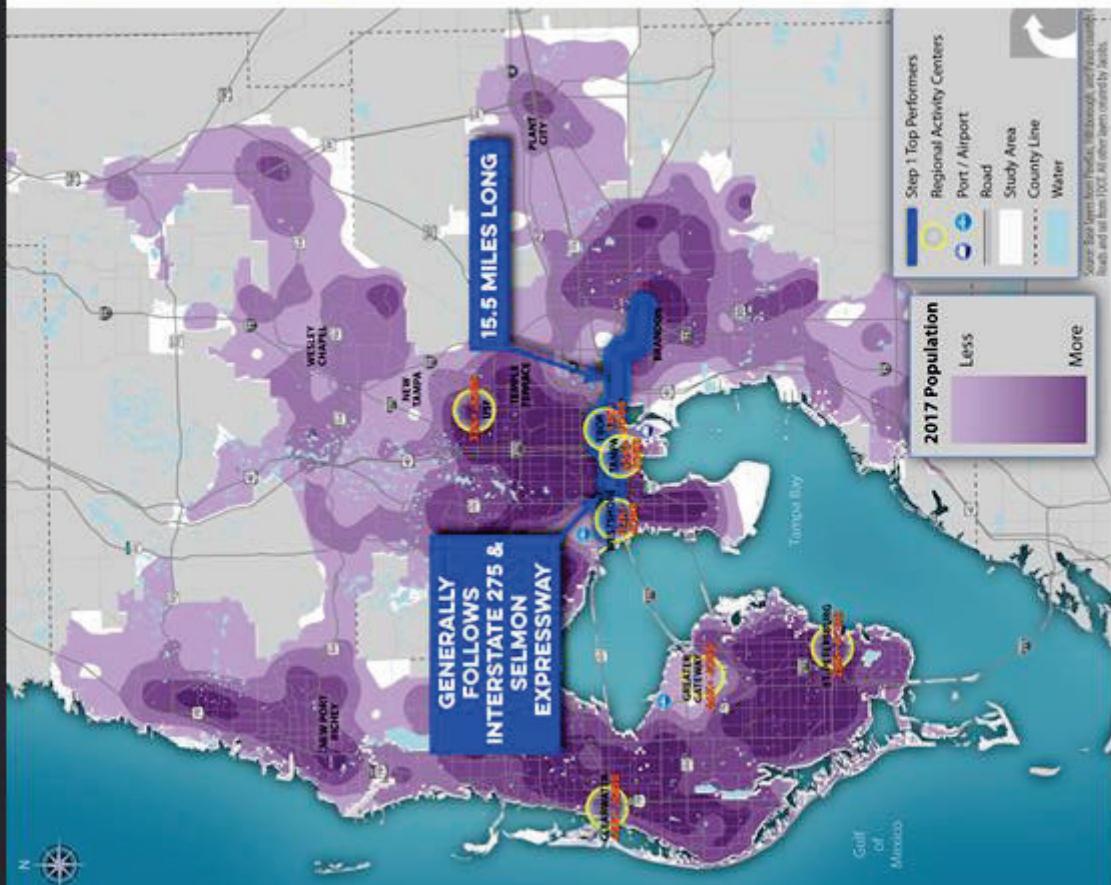


# WESTSHORE TO BRANDON



PRELIMINARY FTA RATING	RETURN ON INVESTMENT	COMPOSITE IMPACT SCORE	COMMUNITY BENEFIT SCORE	COMBINED SCORE (OUT OF 5)	RANK (OUT OF 15)
<b>RUBBER TIRE IN DEDICATED LANE</b>				<b>3.50</b>	<b>5</b>
<b>STEEL WHEEL LIGHT RAIL</b>				<b>3.25</b>	<b>9</b>
<b>STEEL WHEEL COMMUTER RAIL</b>				<b>2.69</b>	<b>13</b>

# WESTSHORE TO BRANDON



## Annual Ridership:

Bottom Percentile

## Most Activity:

Between Westshore and Tampa

## Best Attribute:

Benefit to Community

## Return on Investment:

Low ROI from Commuter Rail, a Return of \$3.37 on every dollar invested

STEP 2 EVALUATION



**NOTE:** MAY REQUIRE PURCHASE OF 96-MILE CSX LINE AT A COST OF APPROXIMATELY \$400-600 MILLION



**STEEL WHEEL - COMMUTER RAIL:**  
\$180-435M TO BUILD  
\$7-9M TO OPERATE/YR

**STEEL WHEEL - MODERN STREETCAR OR LIGHT RAIL:**  
\$290-1,205M TO BUILD  
\$4-5M TO OPERATE/YR



**RUBBER TIRE IN DEDICATED LANES:**  
\$115-480M TO BUILD  
\$2-3M TO OPERATE/YR



**RUBBER TIRE IN DEDICATED LANES:**  
\$115-480M TO BUILD  
\$2-3M TO OPERATE/YR

## DOWNTOWN TAMPA TO USF

PRELIMINARY FTA RATING	RETURN ON INVESTMENT	COMPOSITE IMPACT SCORE	COMMUNITY BENEFIT SCORE	COMBINED SCORE (OUT OF 5)	RANK (OUT OF 15)
<b>RUBBER TIRE IN DEDICATED LANE</b>				<b>4.37</b>	<b>1</b>
<b>STEEL WHEEL COMMUTER RAIL</b>				<b>3.31</b>	<b>6</b>
<b>STEEL WHEEL LIGHT RAIL</b>				<b>4.25</b>	<b>3</b>

**NOTE:** MAY REQUIRE ADDITIONAL COST FOR BRIDGE CROSSING



**RUBBER TIRE IN  
TOLLED LANES:**  
\$75-150M TO BUILD  
\$5-6M TO OPERATE/YR



**RUBBER TIRE IN  
DEDICATED LANES:**  
\$215-1,760M TO BUILD  
\$6-8M TO OPERATE/YR



**STEEL WHEEL -  
COMMUTER RAIL:**  
\$475-1,560M TO BUILD  
\$19-23M TO OPERATE/YR



**STEEL WHEEL - MODERN  
STREETCAR OR  
LIGHT RAIL:**  
\$940-4,820M TO BUILD  
\$12-14M TO OPERATE/YR



# WESLEY CHAPEL, USF, TAMPA, ST. PETERSBURG

PRELIMINARY FTA RATING	RETURN ON INVESTMENT	COMPOSITE IMPACT SCORE	COMMUNITY BENEFIT SCORE	COMBINED SCORE (OUT OF 5)	RANK (OUT OF 15)
Blue	Red	Green	Dark Blue	3.31	6
Blue	Green	Dark Blue	Dark Blue	4.37	1
Yellow	Green	Grey	Dark Blue	3.31	6
Blue	Green	Dark Blue	Dark Blue	4.06	4

# WESLEYCHAPEL, USF, TAMPA, ST. PETERSBURG



## Annual Ridership:

Rubber Tire in Tolled Lanes in Bottom Percentile, Others in Medium to High Percentile

## Most Activity:

St. Petersburg to Tampa and USF

## Best Attribute:

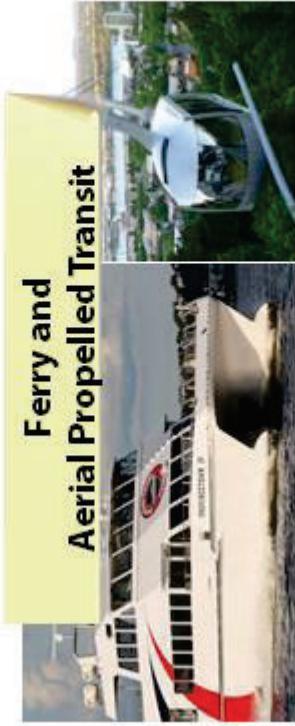
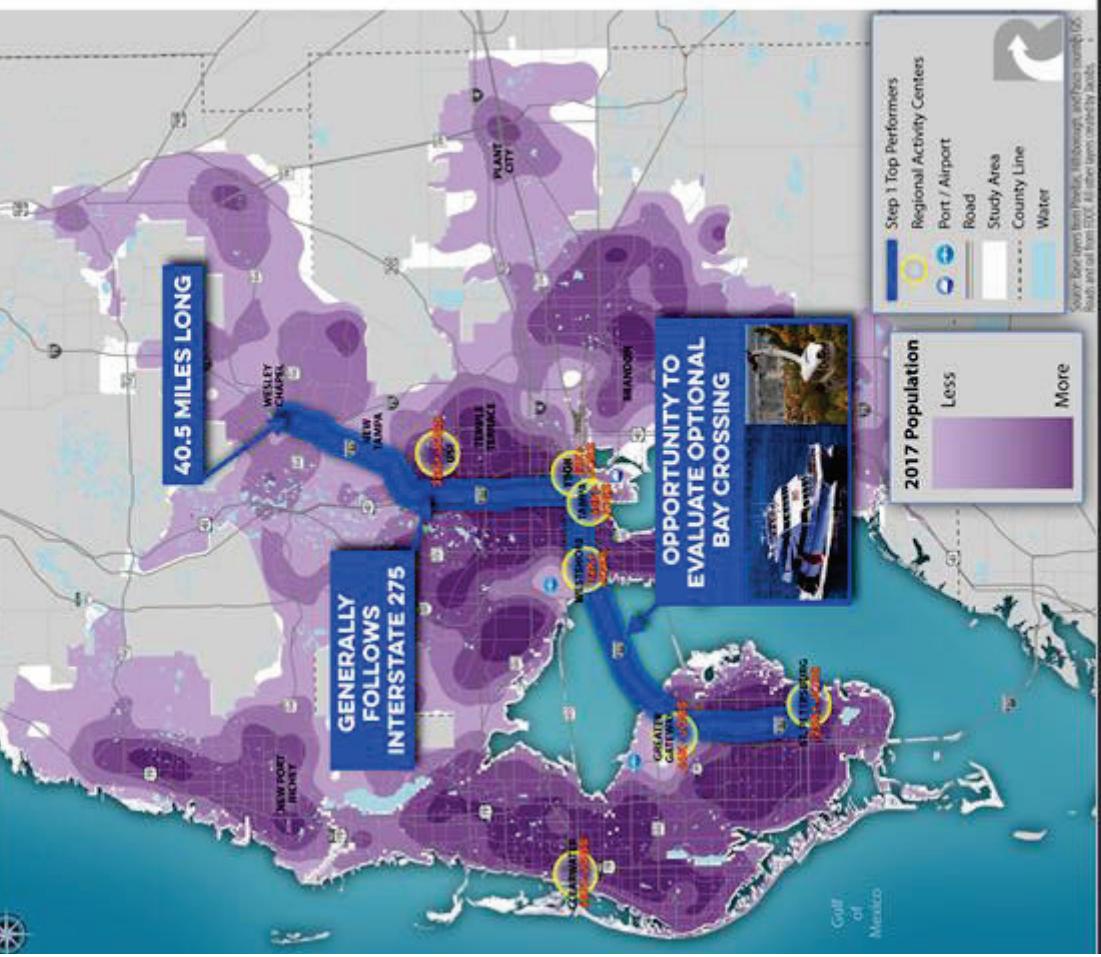
Preliminary FTA Rating and ROI for Light Rail and Rubber Tire in Dedicated Lanes

## Return on Investment:

Low ROI from Rubber Tire in Tolled Lanes (Express Bus), a Return of \$2.37 and Commuter Rail with a Return of \$3.70 on every dollar invested

## STEP 2 EVALUATION

# WESLEYCHAPEL, USF, TAMPA, ST. PETERSBURG



## Howard Frankland Bridge as Part of Entire Connection:

- 10% of boardings annually
- Cost and method of Bay crossing must be a consideration moving forward

STEP 2 EVALUATION

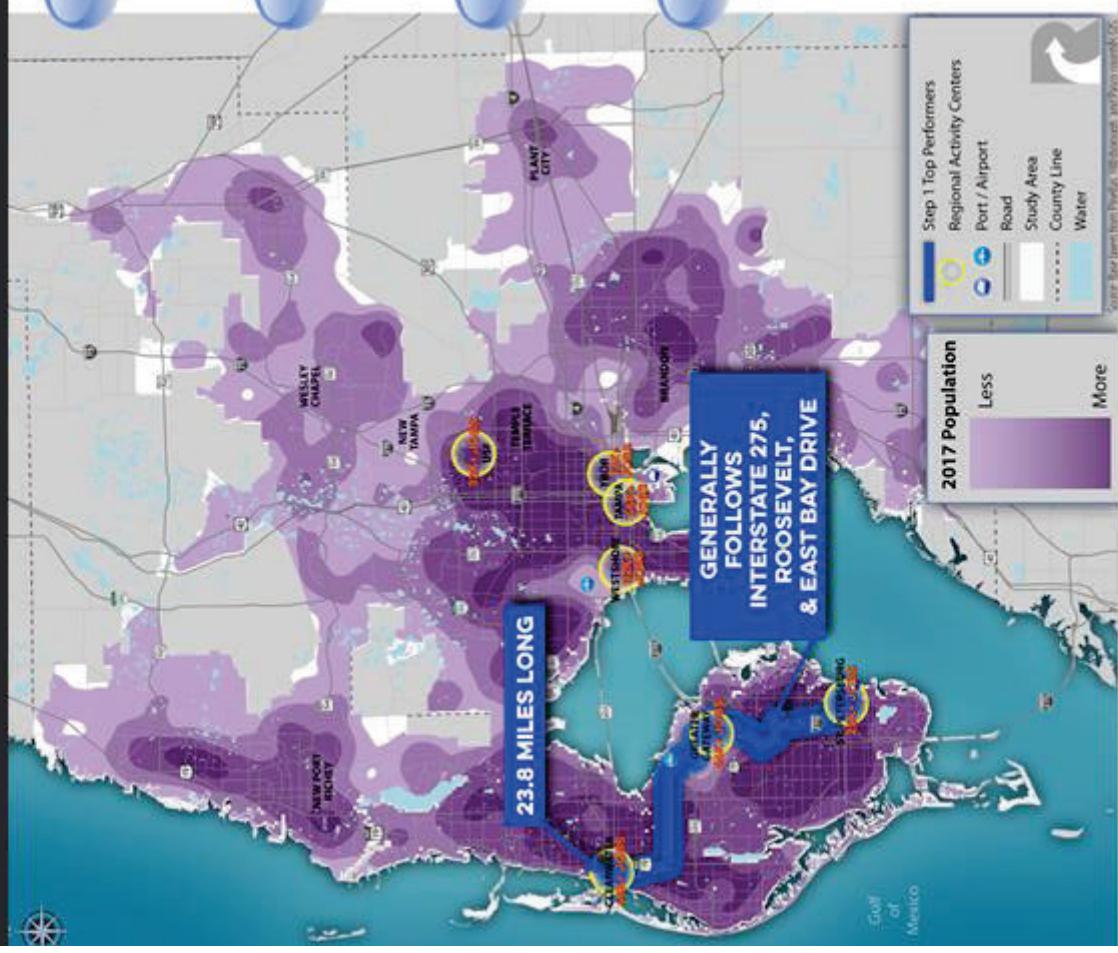
## STEP 2 EVALUATION

PRELIMINARY FTA RATING	RETURN ON INVESTMENT	COMPOSITE IMPACT SCORE	COMMUNITY BENEFIT SCORE	COMBINED SCORE (OUT OF 5)	RANK (OUT OF 15)
RUBBER TIRE IN DEDICATED LANE	Red	Blue	Grey	3.00	11
STEEL WHEEL LIGHT RAIL	Red	Green	Grey	2.94	12

# CLEARWATER, GATEWAY, ST. PETERSBURG



# CLEARWATER, GATEWAY, ST. PETERSBURG



## Annual Ridership:

Bottom to Middle Percentile

## Most Activity:

St. Petersburg to Gateway Area

## Best Attribute:

ROI and Community Benefits

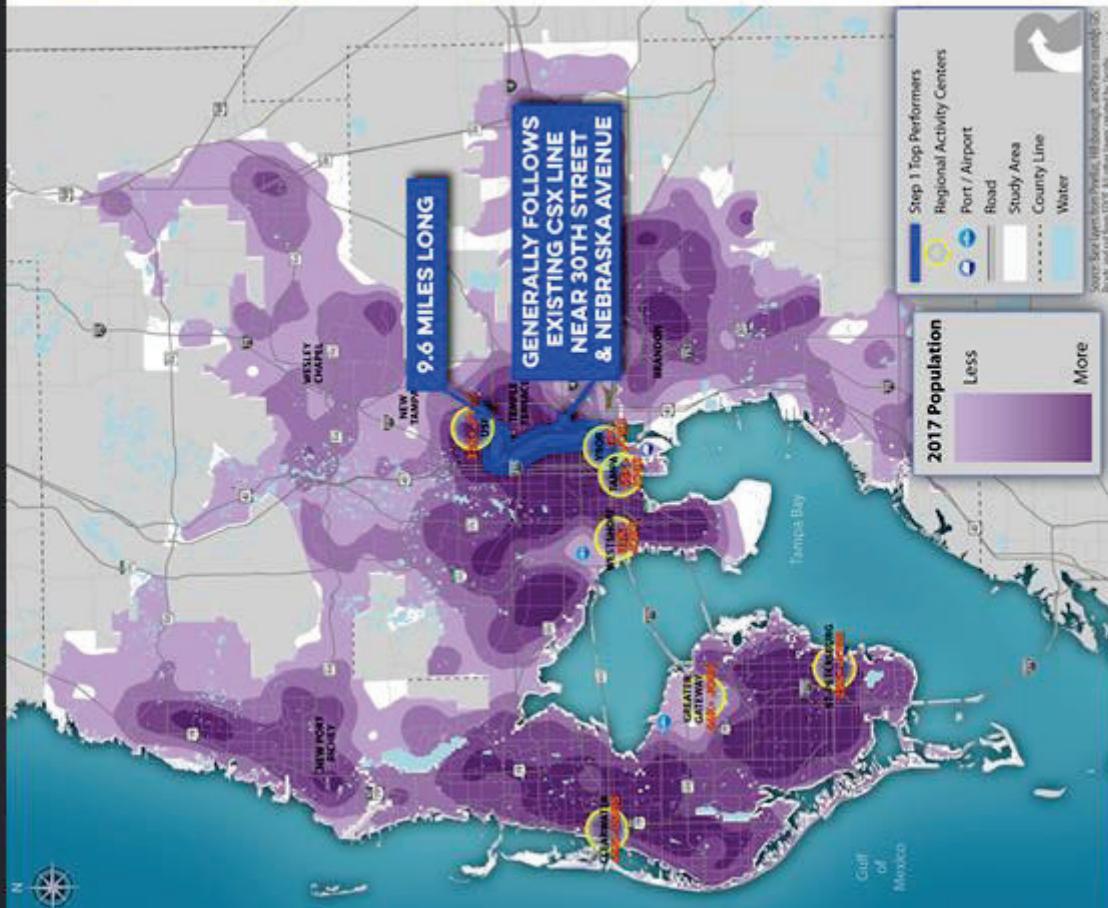
## Return on Investment:

Medium to High ROI for Rubber Tire and Light Rail

STEP 2 EVALUATION

# DOWNTOWN TAMPA TO USF

- **Annual Ridership:** Middle Percentile
  - **Most Activity:** University Area and Tampa
  - **Best Attribute:** Preliminary FTA Rating and ROI for all Projects



**Regional Transit  
Feasibility Plan**  
A ROUTE MAP TO IMPLEMENTATION

**NOTE:** MAY REQUIRE PURCHASE OF 9.1-MILE CSX LINE AT A COST OF APPROXIMATELY \$60-100 MILLION



**STEEL WHEEL - ELEVATED RAIL:**  
\$1,260-5,165M TO BUILD  
\$44-52M TO OPERATE/YR

**RUBBER TIRE IN DEDICATED LANES:**

\$110-455M TO BUILD  
\$3-4M TO OPERATE/YR



**STEEL WHEEL - MODERN STREETCAR OR LIGHT RAIL:**  
\$275-1,145M TO BUILD  
\$8-10M TO OPERATE/YR

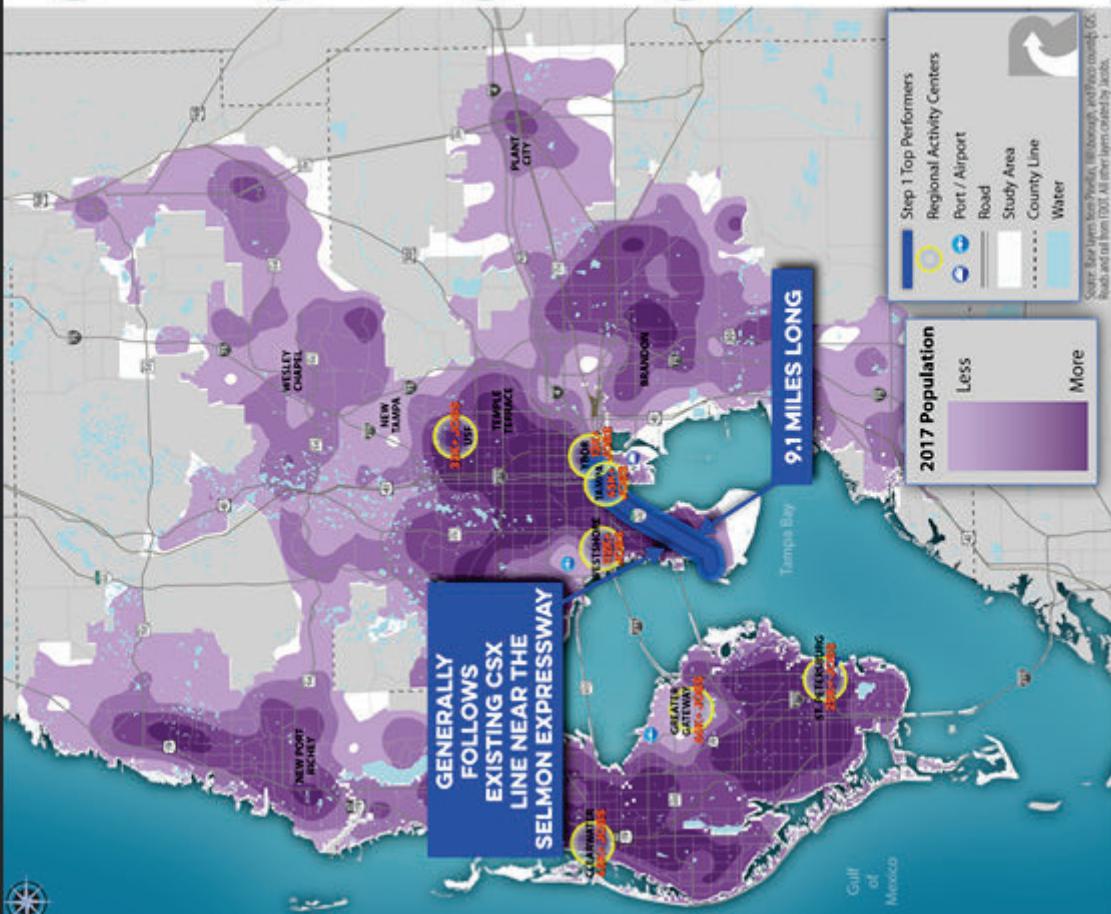


## SOUTH TAMPA TO DOWNTOWN TAMPA

PRELIMINARY FTA RATING	RETURN ON INVESTMENT	COMPOSITE IMPACT SCORE	COMMUNITY BENEFIT SCORE
<b>RUBBER TIRE IN DEDICATED LANES</b>			
<b>STEEL WHEEL ELEVATED RAIL</b>			
<b>STEEL WHEEL LIGHT RAIL</b>			

## DOWNTOWN TAMPA TO USF

- **Annual Ridership:**  
Bottom to Middle Percentile
  - **Most Activity:**  
Gandy Area and north of Swann Ave.
  - **Best Attribute:**  
Return on Investment
  - **Return on Investment:**  
Medium to Medium-high ROI  
Percentile



# **Regional Transit Feasibility Plan**

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A ROUTE MAP TO IMPLEMENTATION

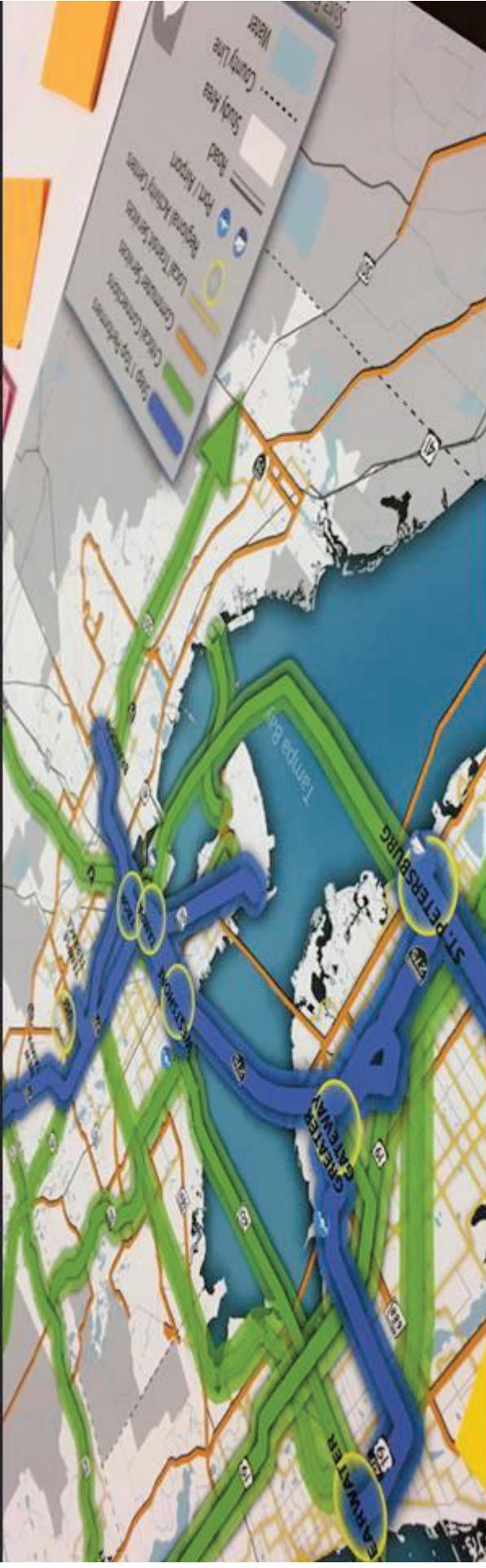
# STEP 2 PROJECTS: TECHNICAL RANKING

Rank	Connection	Mode	Project Score
<b>1</b>	(I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg	Rubber Tire in Exclusive Lane	<b>4.37</b>
<b>1</b>	(CSX North) Downtown Tampa to USF	Rubber Tire in Exclusive Lane	<b>4.37</b>
<b>3</b>	(CSX North) Downtown Tampa to USF	Light Rail	<b>4.25</b>
<b>4</b>	(I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg	Light Rail	<b>4.06</b>
<b>5</b>	Westshore to Brandon	Rubber Tire in Exclusive Lane	<b>3.50</b>
<b>6</b>	(I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg	Rubber Tire in Toll Lanes	<b>3.31</b>
<b>6</b>	(I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg	Commuter Rail	<b>3.31</b>
<b>6</b>	(CSX North) Downtown Tampa to USF	Commuter Rail	<b>3.31</b>
<b>9</b>	Westshore to Brandon	Light Rail	<b>3.25</b>
<b>10</b>	(CSX South) South Tampa to Tampa	Light Rail	<b>3.06</b>
<b>11</b>	Clearwater, Gateway, St. Petersburg	Rubber Tire in Exclusive Lane	<b>3.00</b>
<b>12</b>	Clearwater, Gateway, St. Petersburg	Light Rail	<b>2.94</b>
<b>13</b>	Westshore to Brandon	Commuter Rail	<b>2.69</b>
<b>13</b>	(CSX South) South Tampa to Tampa	Rubber Tire in Exclusive Lane	<b>2.69</b>
<b>13</b>	(CSX South) South Tampa to Tampa	Elevated Rail	<b>2.69</b>

# STEP 2 PROJECTS: PUBLIC OPINION RANKING

Rank	Connection	Mode	Project Score
<b>1</b>	(I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg	Light Rail	<b>126</b>
<b>2</b>	(I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg	Rubber Tire in Exclusive Lane	<b>64</b>
<b>3</b>	(CSX North) Downtown Tampa to USF	Light Rail	<b>58</b>
<b>4</b>	(I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg	Commuter Rail	<b>38</b>
<b>5</b>	Clearwater, Gateway, St. Petersburg	Light Rail	<b>37</b>
<b>6</b>	(CSX South) South Tampa to Tampa	Light Rail	<b>33</b>
<b>7</b>	Westshore to Brandon	Light Rail	<b>29</b>
<b>8</b>	(CSX North) Downtown Tampa to USF	Commuter Rail	<b>26</b>
<b>9</b>	(CSX North) Downtown Tampa to USF	Rubber Tire in Exclusive Lane	<b>23</b>
<b>10</b>	Westshore to Brandon	Rubber Tire in Exclusive Lane	<b>21</b>
<b>11</b>	(I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg	Rubber Tire in Toll Lane	<b>19</b>
<b>12</b>	Clearwater, Gateway, St. Petersburg	Rubber Tire in Exclusive Lane	<b>16</b>
<b>13</b>	Westshore to Brandon	Commuter Rail	<b>12</b>
<b>14</b>	(CSX South) South Tampa to Tampa	Rubber Tire in Exclusive Lane	<b>8</b>
<b>15</b>	(CSX South) South Tampa to Tampa	Elevated Rail	<b>2</b>

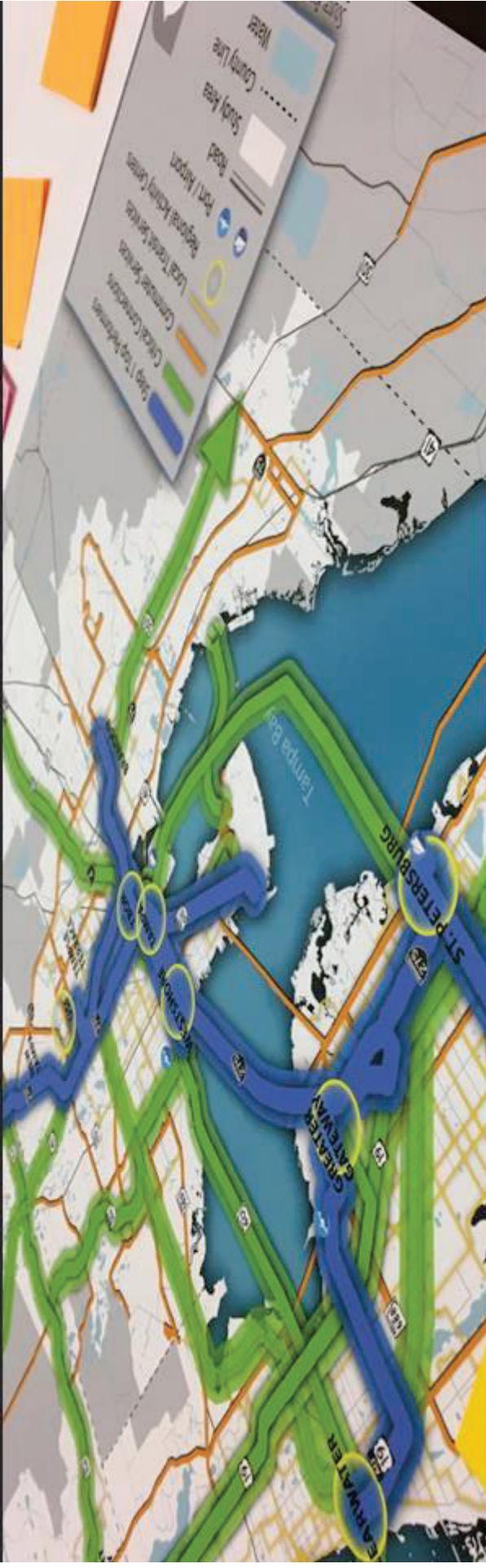
## NEXT STEPS



## September 29, 2017: TMA Meeting

- Rescheduled
- Review and discuss results

# NEXT STEPS



- Alignments
- Value Engineering (revisiting performance)
- Phasing
- Prioritizing for implementation

# Regional Transit Feasibility Plan

A ROUTE MAP TO IMPLEMENTATION

