



Community Working Group – Pasco-Hernando Counties - #2

December 5, 2017
Real Time Record





Community Working Group –Pasco and Hernando Counties
 December 5, 2017
 5:30 p.m. to 7:30 p.m.
 Faith United Methodist Church, 12128 SR 52, Hudson, Florida 34669

<p>5:30 p.m. – 5:40 p.m.</p>	<p align="center"><u>Welcome / Objectives / Event Structure</u> Milo Paich, Collaborative Labs</p>
<p>5:40 p.m. – 6:00 p.m.</p>	<p align="center"><u>FDOT District Seven Presentation</u> Ed McKinney</p>
<p>6:00 p.m. – 6:20 p.m.</p>	<p align="center"><u>Pasco County Metropolitan Planning Organization Presentation</u> Craig Casper</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 - Pasco County Metropolitan Planning Organization - Regional Transit Feasibility Plan -
<p>7:30 p.m.</p>	<p align="center"><u>Closing</u></p>

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Welcome / Objectives / Event Structure

Milo Paich, Collaborative Labs

Welcome

Pasco and Hernando Counties Community Working Group
December 5, 2017

Milo Paich
Collaborative Labs
St. Petersburg College

**Milo Paich, Facilitator, Collaborative Labs, St. Petersburg College:**

Welcome to this event where the key words are: "Your input is important." I'm from the Collaborative Labs of St. Petersburg College and I'm here with my colleague, Joyce, who will be capturing notes this evening and creating a Real-Time Record with all the information from this session. This meeting will be informed by three presentations that will bring everyone up to speed.

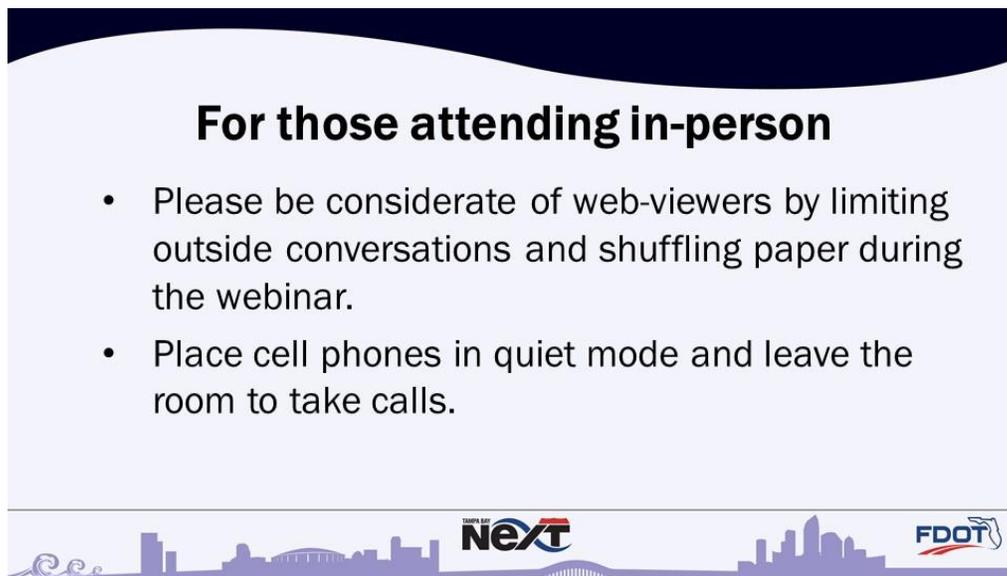
This meeting is also going on as a webinar. For those who are watching by webinar, you will be in "listen only" mode. There will be an opportunity to ask questions via a chat bar.

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 who are live in the room, we would ask that you keep all your cell phones on silent.



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.

Next FDOT

The agenda for this evening includes presentations about ongoing and upcoming activities from the Florida Department of Transportation (FDOT), the Metropolitan Planning Organization (MPO) and an update on the Regional Transit Feasibility Plan. These presentations can be viewed online as well.

The second part of the evening will be breakout sessions with the local presenters. FDOT staff will be available for questions before and after the breakout sessions.



Our agenda this evening

- Tonight will include presentations about ongoing and upcoming activities from the Florida Department of Transportation (FDOT) District Seven, the Pasco 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, Pasco County Metropolitan Planning Organization, the Regional Transit Feasibility Plan for those who are attending in-person.

Next FDOT

For the online participants, you will be able to ask your questions on the chat bar on the right side of your screen. They will not be answered online, but the answers will be provided on the website next week.

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.



Joyce will capture the slides and highlights from the conversations. If you have a comment, please complete one of the available comment cards or comment online. All of the comments will become part of the Real-Time Record.

Real Time Record

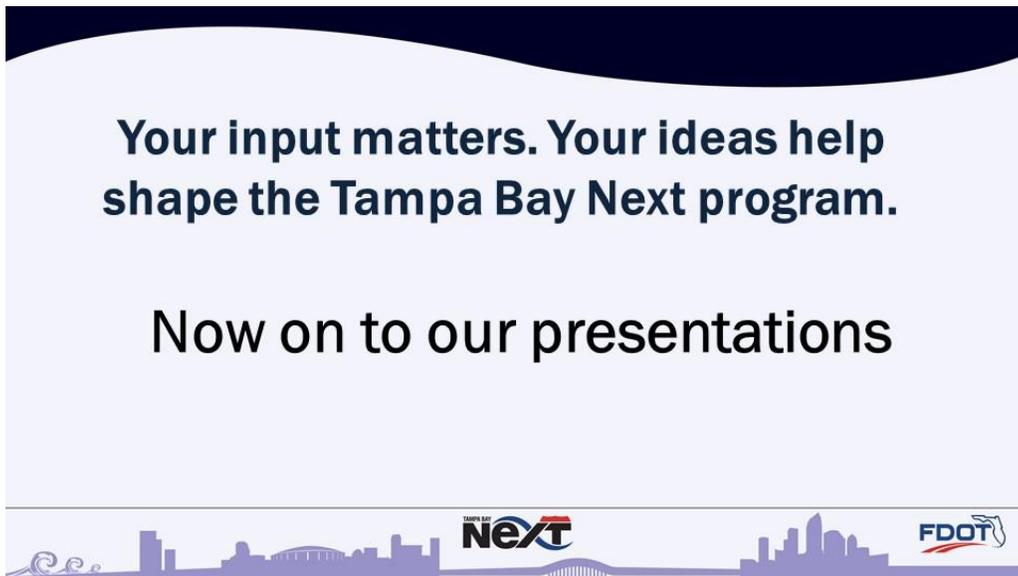
- The Real Time Record will include the first half of tonight's agenda. Due to the format of the breakout sessions, all comments and discussions cannot be recorded.
- If you would like to have your comment included in the Real Time Record, please submit a written comment on one of the comment cards provided, submit your comment via TampaBayNext.com, or submit a comment via the webinar tonight.

TampaBayNext.com
(813) 975-NEXT
TampaBayNext@dot.state.fl

 TampaBayNext  @TampaBayNext



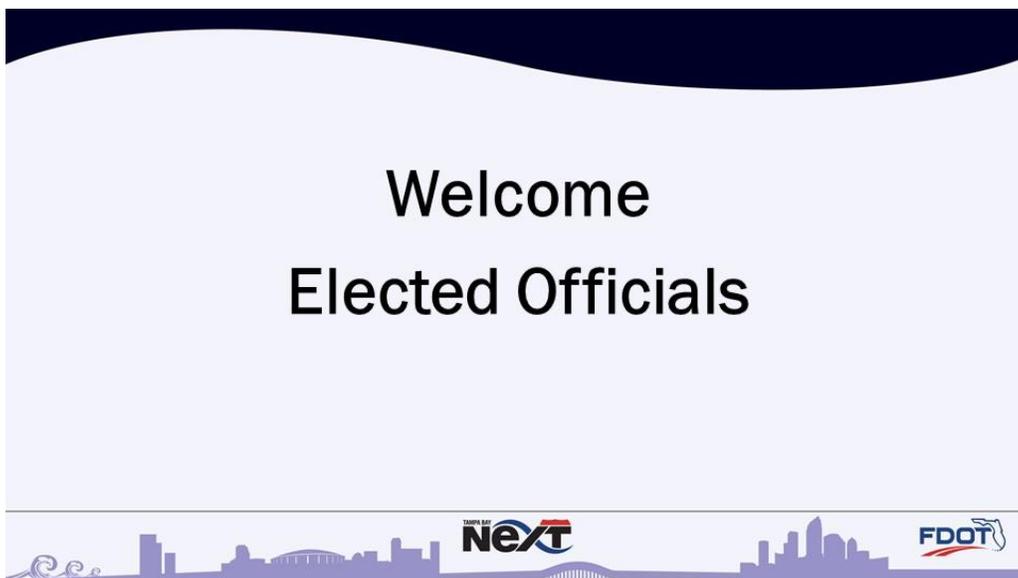
We will now proceed to the presentations. Are there any elected officials in attendance? *None.*



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

Now on to our presentations

Tampa Bay Next FDOT



**Welcome
Elected Officials**

Tampa Bay Next FDOT

FDOT District Seven Presentation

Stephen Benson & Amy Neidringhaus



Stephen Benson, FDOT, District 7: We'll be giving you an update on the Tampa Bay Next program as well as projects in this area.



Why Tampa Bay Next? We are working with the community to build consensus on the projects we should be doing. The first area is design. The second is demand – the number of cars and people we have traveling in our region. The third is choice – providing more choices helps with the second area. The last is consensus. We want to make sure we have that.

Why Tampa Bay Next?

Tampa Bay Next is addressing 4 distinct problems.



DESIGN



DEMAND



CHOICE



CONSENSUS




Interstate Modernization: We have studies and projects planned for Hillsborough and Pinellas Counties. All the way from St. Petersburg up into Pasco County. We have some projects in the Lakeland area, and almost the entire I-75 corridor area. We are looking for solutions to

problems you may be encountering out there. The schedule is on the right. The Gateway expressway will provide a highway connection from US19 to the Bayside Bridge and to I-275. That project is moving along. Construction has started.



The Howard Frankland Bridge project – we just went to public hearing. The north bound span has reached the end of its useful life. We’re replacing lanes, adding lanes and adding pedestrian

and bike trails. That is scheduled for construction in 2019. The Westshore to Downtown corridor as well as the downtown interchange are awaiting public hearings. The I-4 and Connector had a public hearing in 2015 and the I-75 corridor is also being evaluated.

For Pasco County, we're looking at I-75 for a regional express lane. We're looking for your input on how far north these improvements should go. We're looking at additional capacity up to Bruce B. Downs, but we're getting feedback that that is not enough. Maybe all the way to SR 52. We'll be asking those questions at these meetings.



I-75 Corridor Modernization: We're looking at managed lanes on I-75 north of SR56 From the southern portion of Pasco County up to SR56. We are looking at a total of ten lanes; now there are six. We're also looking at Hillsborough County.

I-75 Corridor Modernization

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

2 express lanes & 3 general use lanes in each direction

FDOT Invests in Transit: This gives you an idea of some of the studies and planning activities happening. From ferries to get around all the way to express buses. Also, we're looking at what new technology can do for us – self-driving vehicles and automated vehicle technology. We have a self-driving shuttle moving around downtown Tampa with no driver – that's coming up as a pilot.

FDOT Invests in Transit

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

Community Outreach: The critical piece is that the projects are what you want and consistent with the improvements you want to see done. We've been going to different community events as well as planned meetings like this one. Your honest feedback is really important.

Community Outreach

Leveraging Technology: We have set up a team that are experts on the technology as well as looking at using our resources more efficiently. How many of you have stopped at a light and no one is coming? We know that there is technology out there that can maximize that time. That's just one example. Technology is changing so rapidly that we should be able to use that rather than just adding more lanes.

Leveraging Technology

Mobility Innovation and Technology (MIT) Team

State of the Practice
Where are we today?

Visioning
Where do we want to be tomorrow?

Roadmap
How are we going to get there?






Amy will now go over some of the Pasco-Hernando projects.

Pasco/Hernando Projects

LEGEND

- FDOT Headquarters
- Interstates
- U.S. Highways
- Counties







Amy Neidringhaus, FDOT District 7: We'll start with I-75 at SR56 Diverging Diamond Interchange. It is scheduled to go out to the contractor in June of next year with construction beginning in the Fall of 2018.

Pasco/Hernando Projects

I-75 @ SR56 Diverging Diamond Interchange

Note: This diagram shows the concept of a Diverging Diamond Interchange and not the layout of the planned SDDI at the I-75 and State Road 56 interchange.

About the Project:

- Converts existing interchange to diverging diamond interchange
- More efficient design reduces travel times for motorists in rapidly growing area

Project Limits: Between CR54 & Cypress Ridge Boulevard

Construction Start: 2018

SR56 Extension. Provides an east-west corridor to alleviate traffic on SR54. It is due to be under construction in 2019 to 2020.

Pasco/Hernando Projects

SR56 Extension Construction Status Update

About the Project:

- Provides east-west corridor to alleviate traffic on SR54
- Provides direct truck route for industrial development on Chancey Road Bypass
- Promotes development and growth for Zephyrhills area

Project Limits: From Meadow Pointe Dr. to U.S. 301

Construction: 2017-2020

SR52 Alignment Update: We are shifting alignment in some areas and widening other places. Uradco Place to Fort King Highway. Construction will be starting in 2019.

SR52 Alignment Update

Public Hearing Location
 Knights of Columbus Hall
 Council 1708
 11540 Canby Rd.
 San Antonio, FL 33576

Legend:
 Existing Roadway
 Existing Roadway with Proposed Improvements
 Proposed Roadway on New Alignment
 500' Buffer Study Area

Pasco/Hernando Projects

About the Project:

- Shifts SR52 alignment south of existing roadway in some areas
- Widens SR52 in other areas

Project Limits: From Uradco Place to Fort King Highway

Construction Start: 2019

County Line Road projects: These start at US19 and go to the Suncoast Parkway.

County Line Road Projects Status Update

Legend:
 County Line Road (C.R. 578) Corridor
 Ayers Road Extension Corridor

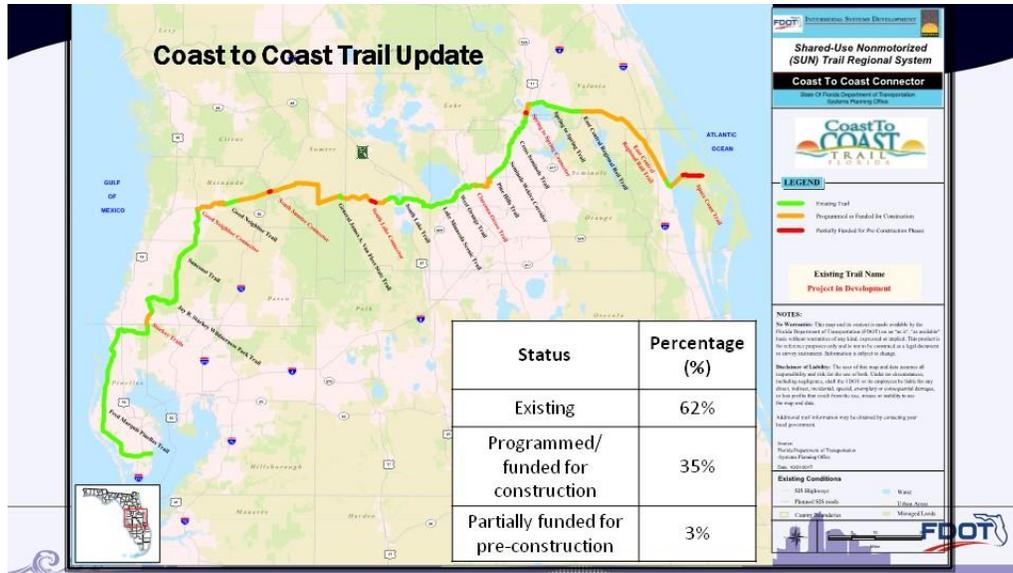
Pasco/Hernando Projects

About the Projects:

- Multiple projects on CR578 to create 4 lanes from U.S. 19 to Suncoast Parkway.
- Intersection at Mariner Blvd/Shady Hills under construction (finish late 2018)
- 3 additional projects in design phase

Coast to Coast Trail Update:

Stephen: This is a statewide initiative to create a trail that goes from the Atlantic Ocean to the Gulf of Mexico. We are working on our piece of that. There are actually multiple projects making these connections. About 60% have already been build. About 35% have funding. Only about 3% need funding. Our area is going through Brooksville, through Sumter County. It is funded to start construction in the next five years or so.



Amy: SR50 has several projects. Including widening to six lanes that includes a shared use path. East of I-75 to west of US 301. East of US 301 is unfunded but design is underway.

Pasco/Hernando Projects

SR50 (Cortez Blvd) Widening Update



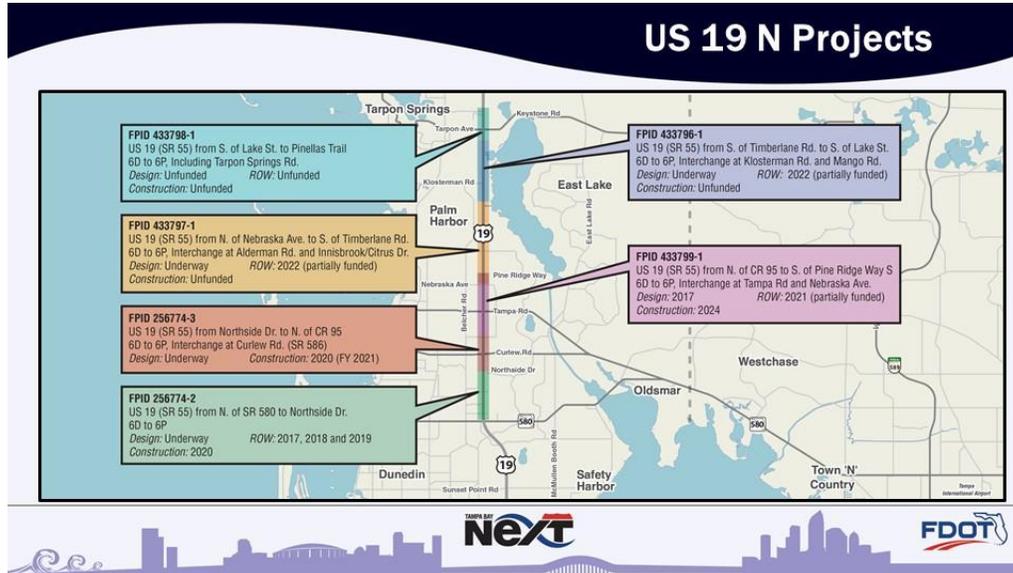
About the Project:

- Widen from 4 lanes to 6 lanes
- Includes shared use path along west side of the road
- Reconstructs intersection of Cobb Rd with concrete

Project Limits: East of I-75 to west of U.S. 301. Construction begins 2019.

East of U.S. 301 to Sumter County Line. Construction is unfunded, but design is underway.

US 19N projects: These are north of SR580 to Keystone Rd. Those northern projects – we’re taking a fresh look at them. The original plan was for controlled access. At the request of the MPOs, we’re looking at it to see if we need to make some changes.



Moving forward together: If you have questions, please let us know. We are working in partnership with these agencies. Thank you for your time.

TAMPA BAY Next
THE FUTURE OF TRANSPORTATION

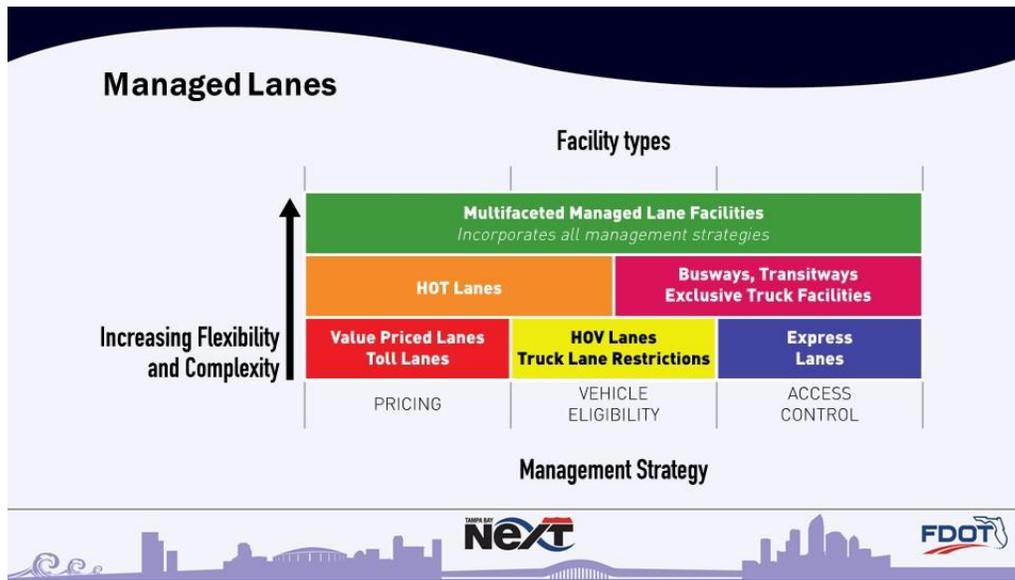
Moving Forward Together

Hillsborough MPO
Metropolitan Planning for Transportation

PASCO COUNTY MPO
FLORIDA

TBARTA
Tampa Bay Area Regional Transit Authority

FORWARD PINELLAS



Pasco County Metropolitan Planning Organization Presentation
Craig Casper

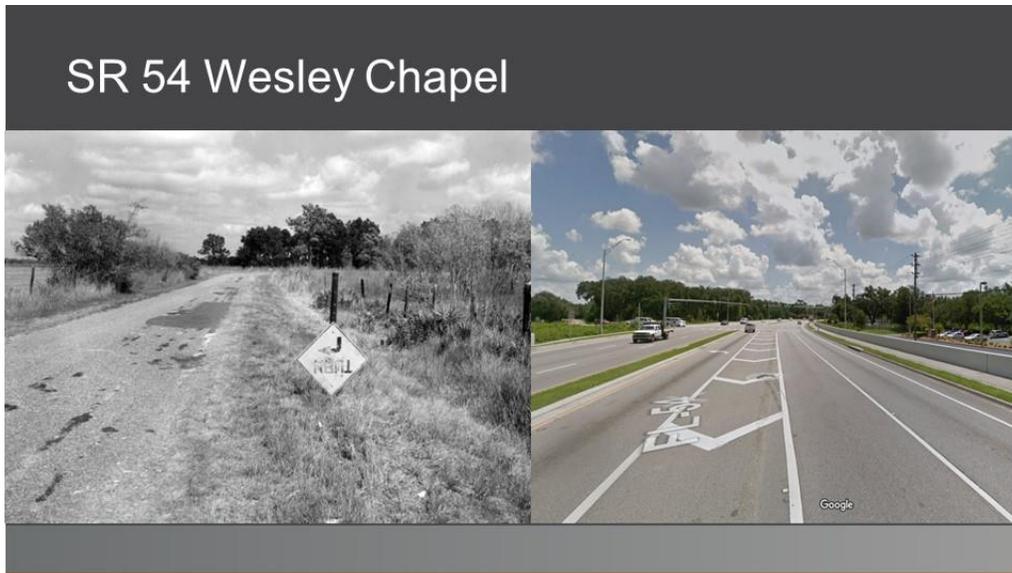
PASCO COUNTY FLORIDA
OPEN SPACES. VIBRANT PLACES.

Pasco County MPO
Transportation: With an emphasis on collaborating with local agencies.



Craig Casper, Pasco Metropolitan Planning Organization (MPO):
Ninety to ninety-five percent of my time is spent on transportation in Pasco; the rest of the time is spent on interfacing with Pinellas and Hillsborough counties.

These two pictures were taken of SR 54, 50 years apart.



What is an MPO/TMA (Metropolitan Planning Organization/Transportation Management Area)? It sets how funds are invested. We are starting this process next month and it will take about two years. We've passed out a survey. Please fill it out and turn it in.

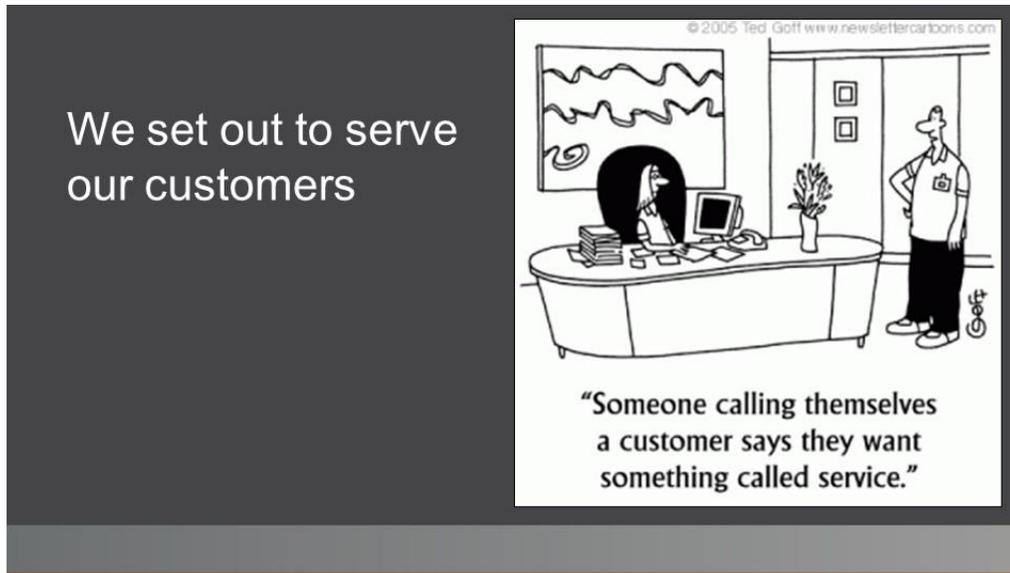


What is an "MPO/TMA"?

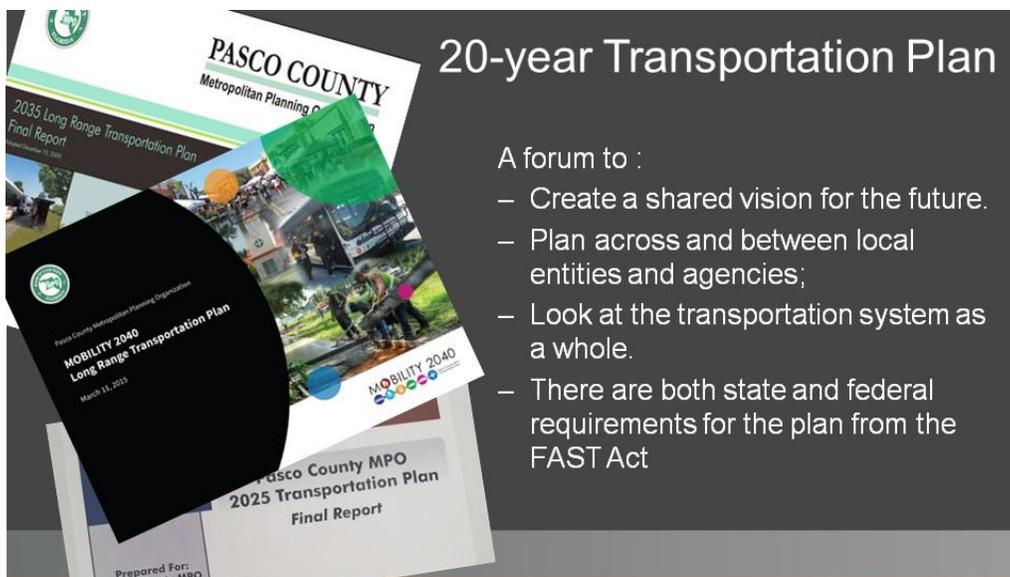
A federally mandated forum to :

- Facilitate collaboration;
- Board of Directors made up of local elected officials.
- Create a shared vision and goals for the transportation system.
- Allocate transportation funds to meet these goals.

We are here to serve our customers. If you've bought gas, you are our customers. We're trying to get out and talk to the community. If you have a Rotary Club or something similar, let us know so we can get out to talk to people. We have to do these plans every five years.



20-year transportation plan: Looking at coordinating plans locally.



What is the FAST (Fixing America’s Surface Transportation) Act? The government has mandated that we use performance metrics to make planning decisions. That’s the first time it’s been required. The law came out about a year after the movie *Moneyball*. The law actually quotes some lines from the movie.

What is the “FAST Act”? Fixing America’s Surface Transportation

- Newest federal transportation authorization.
- Requires use of performance metrics.



How do the plans fit together? Our plans are required to be consistent with surrounding plans.

How do the state, regional, and local plans fit together?

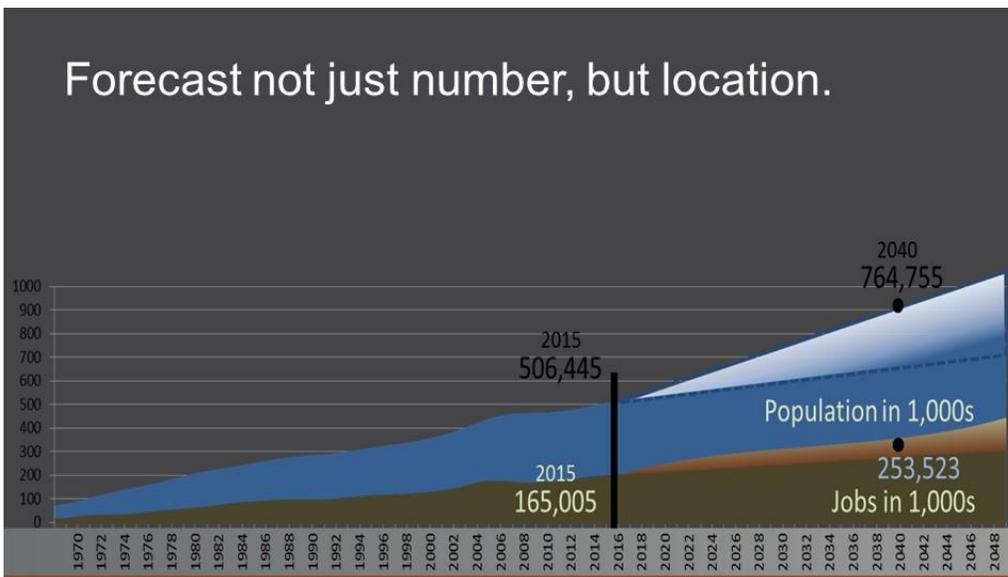


We look at traffic volumes and other factors. We look forward at least to 2045 to make our plan. Our forecasts help us create scenarios that bracket the future. Between 50-75% of projects will be the same no matter what because they are existing problems. We need to figure out what to do with the remaining 25%.

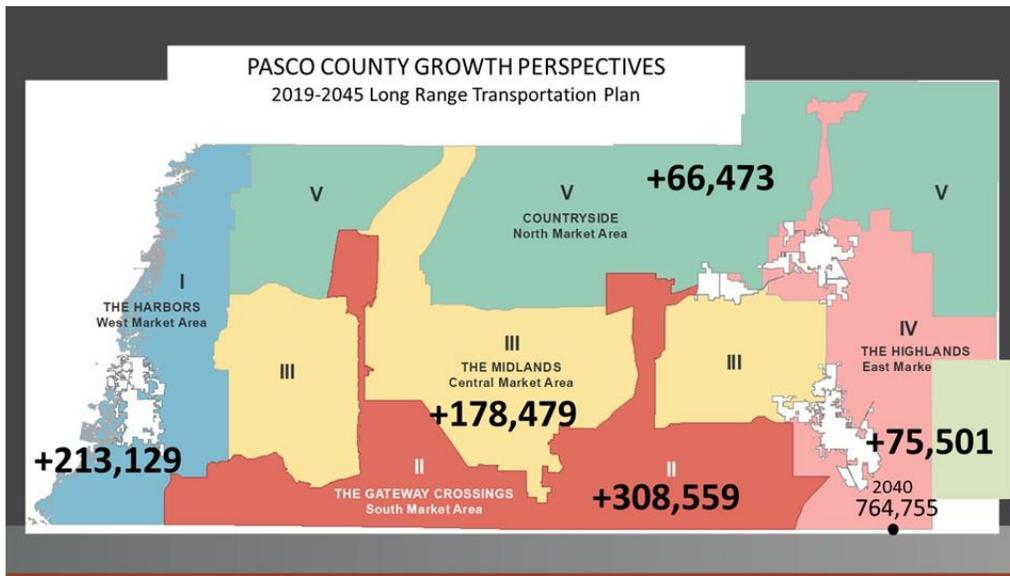


Traffic Volumes
 Population and Jobs
 Maintenance Needs
 Crashes

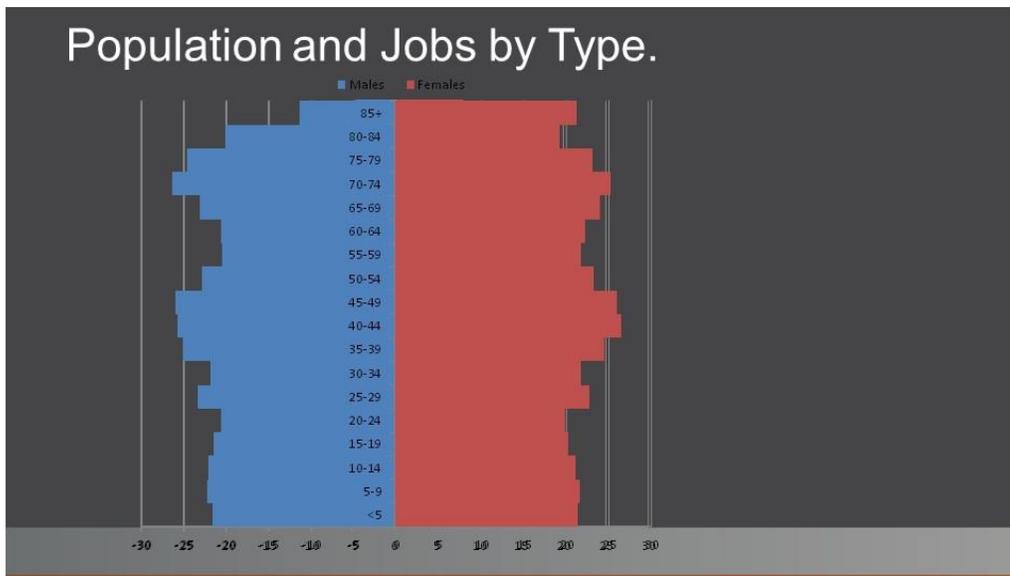
Forecast is not just a number, but a location.



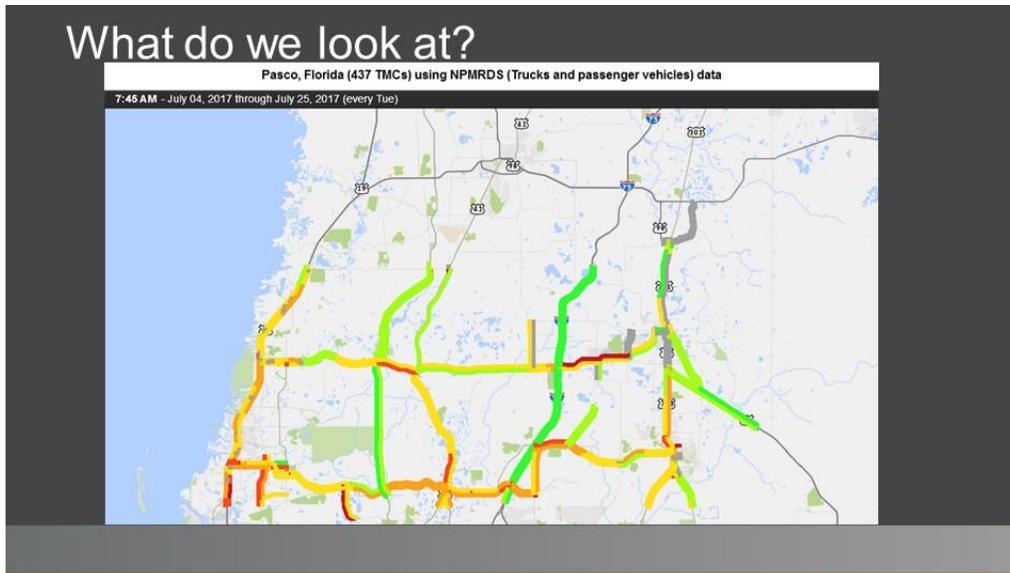
Pasco County growth will double the population by 2045.



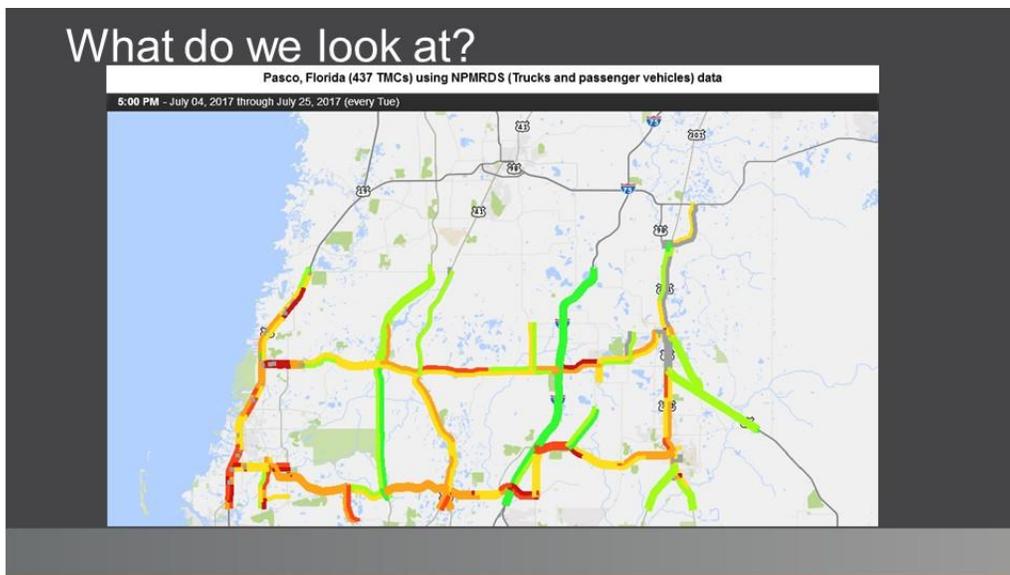
Population and jobs by type: This is what the population will look like by gender and age groups.



What do we look at? This is an average Tuesday in July at 7:45 in the morning.



This is the afternoon and how it changes. We look at both coming and going. About half the population leaves Pasco to work.



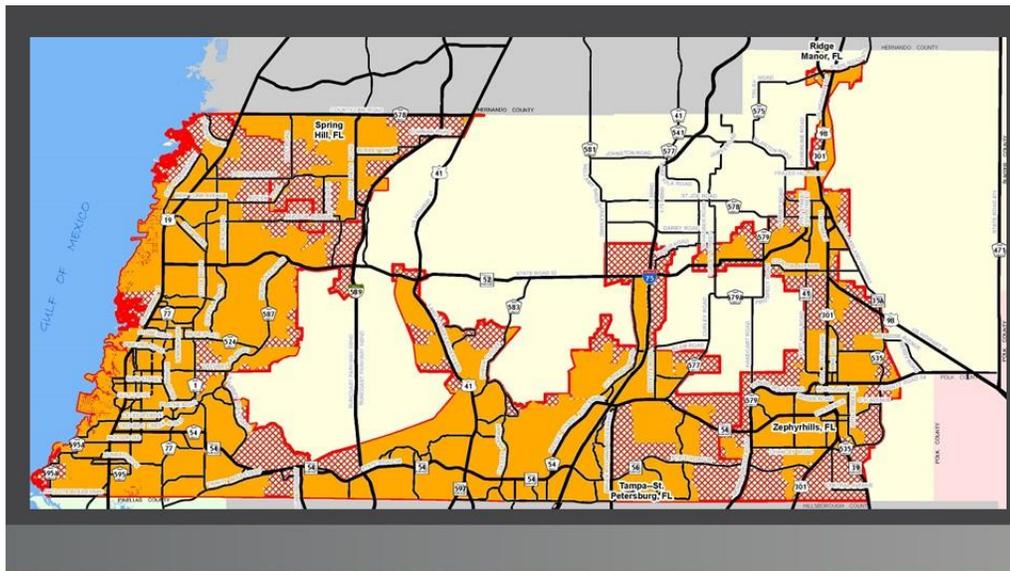
Individual Projects: These are some of the projects going on now.

Individual Projects

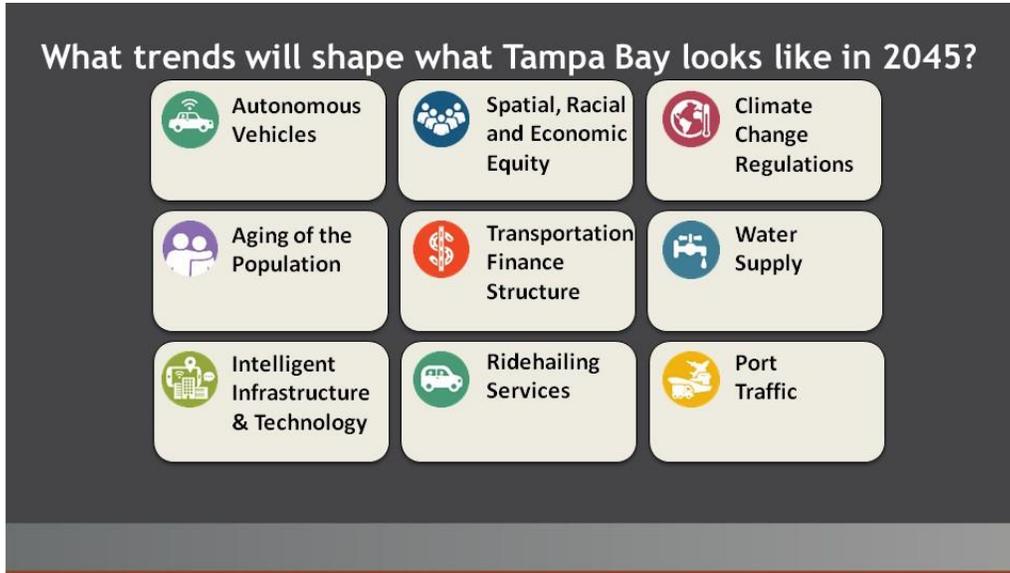
Elevated Express Lanes At Major Intersections
Express Lanes On the Ground for Remainder
Bus Service in Express Lanes

Alternative Number	Ranked 1st		Ranked 2nd		Ranked 3rd		Ranked 4th		Ranked 5th		Planned Count	Required Count
	Count	Count	Count	Count	Count	Count	Count	Count	Count			
6	0	0	0	0	0	0	0	0	0	3	11	
0	0	0	0	0	0	0	0	0	0	2	8	
0	0	1	1	1	1	1	2	2	2	4		
0	0	2	2	2	2	2	2	2	2	4		
0	0	0	0	0	0	0	0	0	0	2		
8	8	8	8	8	8	8	8	8	8	49		

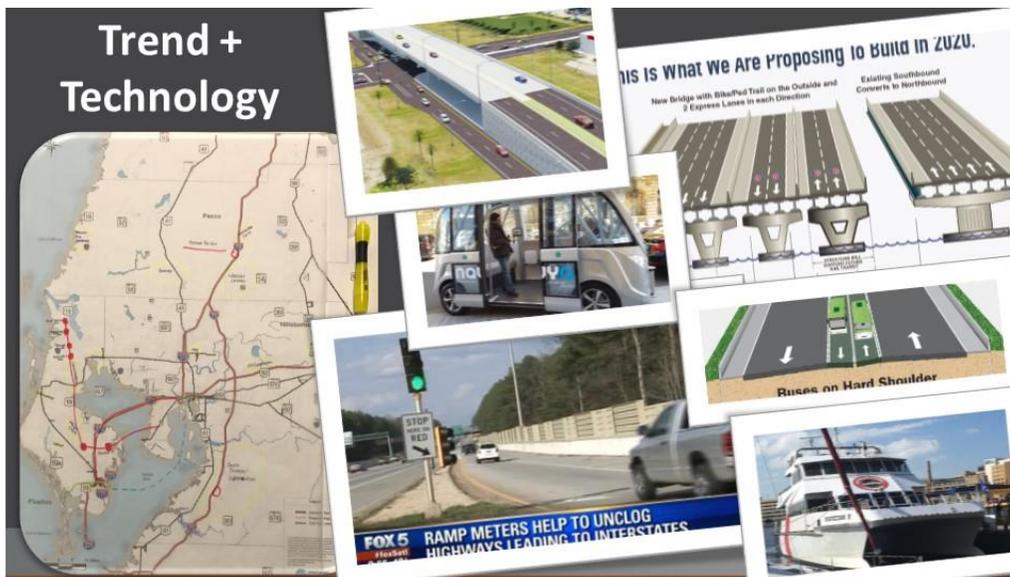
Vision 54/56 – we have some information on that we can share with you.



What trends will shape what Tampa Bay will look like in 2045? The major external forces will impact Pasco County. Autonomous vehicles – it will change who buys a car. Pasco County is one of the least safe counties and Florida is one of the least safe states.



Trend and Technology: We are working with Hillsborough to create a regional plan. If we made it so the signals talk to cars and how that technology can impact the future.



Belt & Boulevard: We want to complete a beltway around Tampa.



Transit oriented: What if we put in light rail to connect Pasco and down US19 into Pinellas County?



I have cards if you have questions.

The following slides were included in the presentation, but not discussed by the presenter.

Safety Goal

- **Improve safety for all travelers, look at National Highway System separately.**
- Initial Performance Measures*
 - Serious Injuries and Fatalities per VMT
 - Total Number of Serious Injuries and Fatalities
 - Serious Injuries and Fatalities per Capita

DRAFT Objectives / Targets

- 2020: Achieve a five-year annual average (1) reduction in the number of fatalities (2) fatality rate of 1.00 per 100 million VMT (3) reduction in the number of serious injuries beginning from a 2012 baseline.
- *2030: Achieve a five-year annual average (1) reduction in the number of fatalities (2) fatality rate of 1.00 per 100 million VMT (3) reduction in the number of serious injuries beginning from a 2012 baseline.
- *2040: Achieve a five-year annual average (1) reduction in the number of fatalities (2) fatality rate of .98 per 100 million VMT (3) reduction in the number of serious injuries beginning from a 2012 baseline.*

DRAFT Objectives / Targets

- 2020: Achieve a five-year annual average (1) reduction in the number of fatalities (2) fatality rate of 1.00 per 100 million VMT (3) reduction in the number of serious injuries beginning from a 2012 baseline.
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- *2040: Achieve a five-year annual average (1) reduction in the number of fatalities (2) fatality rate of .98 per 100 million VMT (3) reduction in the number of serious injuries beginning from a 2012 baseline.*

Milo: We'll hear next from Marco Sandusky regarding the Regional Transit Feasibility Plan.

Regional Transit Feasibility Plan Presentation

Marco Sandusky



Marco Sandusky: Thank you for coming out tonight. I'm with HART in Hillsborough County. We are working with Pasco and Pinellas Counties to look at regional transit solutions (funded by FDOT). We hear from the community – why haven't we made more progress in transit? We also hear, "Where I came from we had... and I expected..." The options are very different.

We look at the feasibility of various projects and find ways to unlock funding from the federal government and with state support. That’s why we look at the feasibility of projects. In order to move forward you have to do three things. Our focus is taking a hard look at what the strongest projects in our region are and how to move forward.

- 

1 What is the project to be built?
 (Emphasis of the Regional Transit Feasibility Plan)
- 

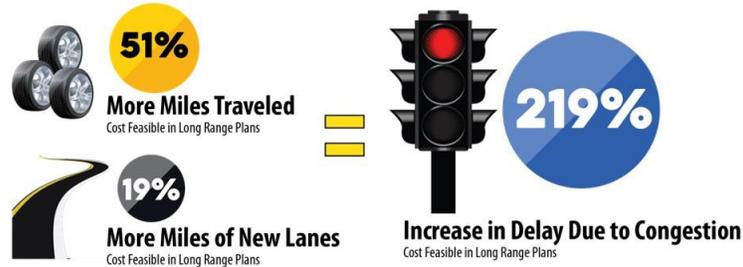
2 How is it funded?
- 

3 Who is responsible for building and maintaining it?

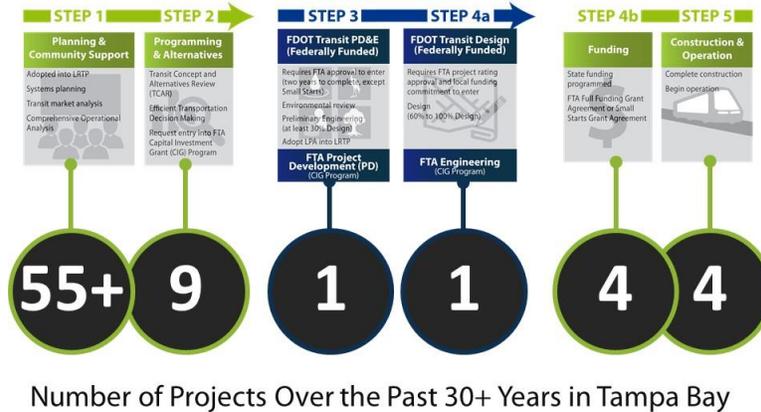
Traveling...: Transit is part of the picture. Our region is really on the move. Forecasts for 2040 show so many more people coming onto our roadways. You can’t grow roadways alone to handle that growth.

Traveling to Our Regional Centers in 2040...

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



55+...:There have been an lot of efforts to look at transit in our community. We’ve done 55 studies over the past 30 years. We’ve tried to identify projects that have the best shot of moving forward. The reality is that we haven’t done a good job of tapping into the federal funding. We’ve only had one project go into the Federal Transit Administration’s (FTA) capital projects. That’s the express buses.



Regional Transit Feasibility Plan FEDERAL AND STATE GRANT PROCESS

Purpose of the plan: There are three main things – projects that have the greatest potential of being funded. These are competitive programs. Not just popular, but those that score and perform well. They technically make sense. We are looking at projects that are forward thinking. We don’t want to be bound by past technology. We also want to be considerate of what best serves our region today and in the future.

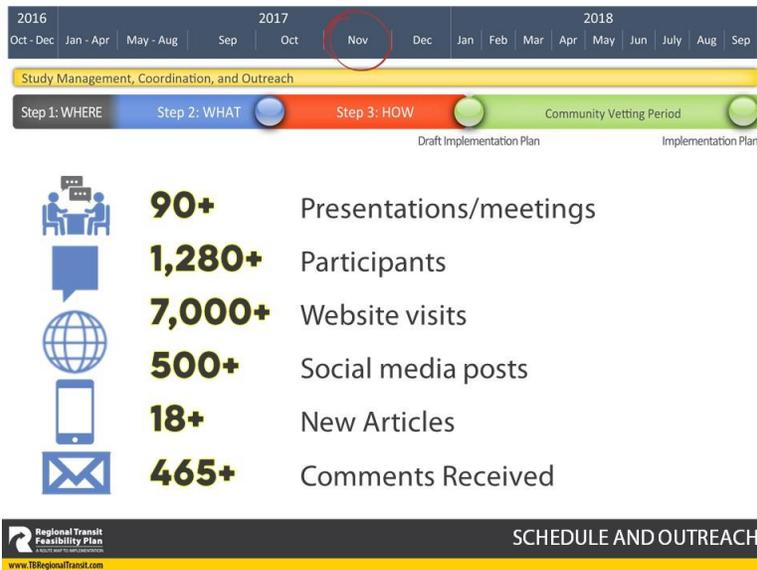
Purpose of the Plan

- ✓ 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
www.TSRegionalTransit.com

APPROACH

90+...: The Feasibility Study is on our website: tregionaltransit.com . We've had many presentations and meetings and will have many more after January.



What we've heard: We've heard some frustration. Stop talking, start building. Where are the solutions? A lot of interest in technologies, rubber wheel and steel wheel solutions get a lot of interest.



There are three main steps: First, look at the big connections. What are the travel patterns? Where are people moving? We looked at the major travel patterns and the key connections. In Step 2, we match together the modes. Where does light rail make sense? Bus rapid transit, repurpose freight rail lines. We look at projects that pair connections with the modes. In Step 3, we look at where it makes the most sense to start.

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.TRRegionalTransit.com

EVALUATION PLAN

Job Centers: There is a lot of data available to us. We are taking a look at the last 55 studies, refreshing the data and taking it from there.

Purpose of the Plan

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

Job Centers

Population Centers

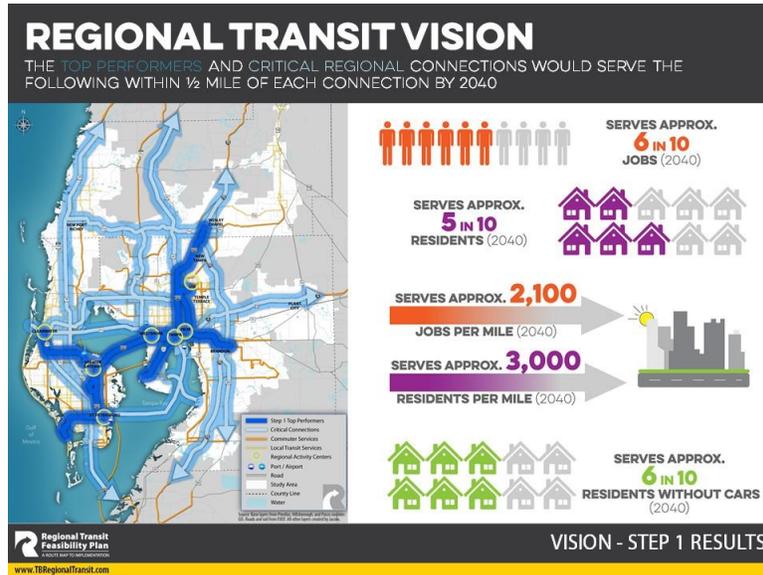
2040 Employment
Less
More

2040 Population
Less
More

Regional Transit Feasibility Plan
www.TRRegionalTransit.com

EVALUATION PLAN

Regional Transit Vision. The dark blue lines are the top connections that we've looked at. Now we're looking at the projects that are strongest to move forward. They may be strong, but they are part of and rely on the projects that connect to the dark lines. The light blue lines connect to those.



Choosing Modes: We kept everything on the table. We're trying to be forward thinking.

CHOOSING MODES
 Understanding the travel needs of riders along and near each of the top connections illustrates which modes best serve that need, such as:

- Capacity
- Average Trip Distance
- Type of Work Trips
- Population Characteristics

Ferry and Aerial Propelled Transit

Steel Wheel or Rail Transit

Rubber Tire Rapid Transit

Regional Transit Feasibility Plan
 www.TRRegionalTransit.com

TRANSIT MODES

Emerging Autonomous Solutions: The reality is that autonomous solutions have existed for a long time, but we're seeing rapid advancement with rubber-wheeled transit. We're seeing some interesting work here in the U.S. Stephen mentioned an autonomous vehicle in Tampa. We're one of the first in the country. We'll see how it works in mixed traffic and people. We're looking at how that will fit into the regional transit projects.

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

Step 2: We're trying to score well in the Federal Transit Administration's process. We've been scoring throughout our analysis based on the FTA criteria. That means looking closely at ROI, the returns and investments as well as public opinion.

STEP 2 "WHAT": TOP PERFORMING PROJECTS



<p>PRELIMINARY FTA RATING Mobility, environmental benefits, congestion relief, cost effectiveness, and land use</p> <p>RETURN ON INVESTMENT Annual crash reduction cost, farebox, energy savings, greenhouse gas and air quality, increased revenue compared to annual capital and operating costs</p> <p>IMPACTS Utility, noise, natural, and cultural resource impacts</p> <p>BENEFITS Serves employment and population growth (2040), elderly, low income, and minority populations</p> <p>PUBLIC OPINION Workshops and website survey</p>	<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p>Compete for state and federal grants</p>  </div> <div style="width: 45%;"> <p>Best serves our region today while supporting tomorrow's growth</p>     </div> </div>
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STEP 2 EVALUATION

Preliminary ranking: We're really looking at two main regional connections. Wesley Chapel, USF, Tampa and Gateway to downtown St. Petersburg. That's a strong connection. Rubber or steel wheel types of solutions. We're looking at both.

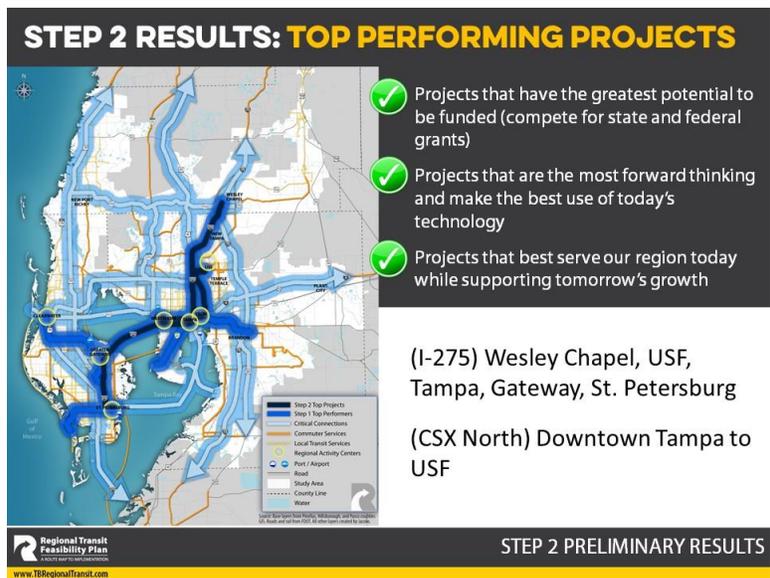
The other corridor is downtown Tampa to USF. CSX freight rail has some potential. We are crunching the data and looking at how these different alternatives score and would be most competitive in the federal process.

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

Regional Transit Feasibility Plan
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STEP 2 EVALUATION

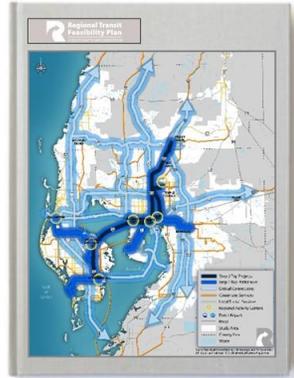
Top Performing Projects: Step 2 concludes at the end of January. We'll be presenting to the MPO/TMA group. Also to Pasco, Hillsborough and Pinellas County MPOs. We'll be going out to the public to get input on that draft implementation plan to ask if we got it right.



Draft Plan: We will develop a plan for what it will take to move forward and then do the subsequent projects.

NEXT STEPS: DRAFT PLAN

- 1A** Develop a plan to build each project in the Regional Transit Vision
- 1B** Provide information needed for entrance of the catalyst project(s) into the federal program



NEXT STEPS

I'll be here for the rest of the evening and welcome your questions.



Roundtable Discussions

- **Florida Department of Transportation/District Seven**
- **Pasco County Metropolitan Planning Organization**
- **Regional Transit Feasibility Plan**



Milo: We've had a number of presentations. Stephen and Amy gave us some recaps of projects that are underway. Some of those projects involve widening or something like the Diverging Diamond Interchange. Then Craig gave us a Pasco County-wide perspective. Population and traffic will double in 25 years. Marco shared a more region-wide perspective involving transit and the feasibility of which projects will be funded.

We will address comments via the comment cards and online via the chat bar. So, work with a few of the people around you and discuss among yourselves which items are of most interest to you and which items you would like more clarity on.

Our experts will be in specific areas of the room so you can visit with them.

There were no comment cards submitted.

