Meeting Agenda

- Technology Choices
- Needs and Opportunities
- Transit Concepts
- Comparative Land Use Analysis
- Measures of Effectiveness
- System Design Issues
- Current Activities and Next Steps
Technology Choices
Heavy Rail

New York

Atlanta

Washington DC
Light Rail

Charlotte

Houston

Minneapolis
DMU VS. Conventional Commuter Rail
Needs and Opportunities
Regional Rail Opportunities

- Existing CSX or New Track
- Peak Travel
- Park & Ride Lots

Cities:
- North Pinellas
- St Petersburg
- Westshore
- Downtown
- USF
- Brandon
- Plant City
- South Shore
- Sarasota
- Lakeland & Orlando
Light Rail Opportunities

- New Track or Existing Track
- Continuous Service
- Links Major Centers

Legend:
- Activity Center
- Gateway

Map showing potential light rail routes from Westshore, Downtown, USF, Brandon, and Gateway.
Bus Opportunities

- BRT - Dedicated Lane or Traffic Priority
- Express Service

Activity Center
Gateway
Transit Concepts
For Transit Concept, FTA documents require support of local land use policies and plans.

The Concept provides an updated framework and support.

Future works includes analysis of land use policies and adjustments, if needed.
Concept A:
Diagram
- Part of *Regional Transit System* needs
  - Tampa to St Petersburg
- Builds upon past work (Tampa Rail)
Concept B:
Diagram
Brandon – Westchase + S Tampa

- Enables Brandon to become a regional player
- Provides accessibility to suburban areas
- Enables Quality of Life choices
- Focuses development
- Serves County development and growth needs
- Provides access to TIA Airport
- Provides infill and revitalization opportunity
- Improves existing transit service for Choice Riders
Concept C:
Diagram
Regional Commuter Rail Connection

- Provides commuter connections to Plant City and SouthShore
- Serves Hillsborough County’s needs to support regional transit service to Lakeland, Manatee, Brooksville
Comparative Land Use Analysis for Transit Concepts
Concept A:

Stations
Concept A:
HH Increment/
Acre by TAZ
Concept A:
Jobs Increment/
Acre by TAZ
Concept A
Incremental Growth in Station Areas
Concept A
Transit-Oriented 2050
Concept B:
Stations
Concept B:
HH Increment/Acre by TAZ
Concept B:
Jobs Increment/
Acre by TAZ
Concept B
Incremental Growth in Station Areas
Concept C:
Stations
Concept C:
HH Increment/
Acre by TAZ
Concept C:
Jobs Increment/Acre by TAZ
Concept C
Incremental Growth in Station Areas
Concept C
Transit-Oriented 2050
Concept ABC:
Stations
Concept ABC
Incremental Growth
Concept ABC
Trend 2050
Concept ABC
Transit-Oriented 2050
Sub-Regions
With TAZ Boundaries

Northwest

Tampa

Temple Terrace

Southeast

Northeast

Plant City
Employment Trend
By Sub-Region

2000 Emp
- Northeast: 10%
- Northwest: 20%
- Plant City: 4%
- Southeast: 13%
- Tampa: 49%

2025 Emp
- Northeast: 10%
- Northwest: 21%
- Plant City: 4%
- Southeast: 18%
- Tampa: 44%

2050 Trend
- Northeast: 12%
- Northwest: 15%
- Plant City: 6%
- Southeast: 30%
- Tampa: 34%

Legend:
- Northeast
- Northwest
- Plant City
- Southeast
- Tampa
- Temple Terrace
<table>
<thead>
<tr>
<th>Employment</th>
<th>Concept A</th>
<th>Concept B</th>
<th>Concept C</th>
<th>Concept ABC</th>
<th>2050 Forecast</th>
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<td>Employment</td>
<td>170,795</td>
<td>290,370</td>
<td>216,138</td>
<td>367,768</td>
<td>1,430,199</td>
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<td>% of 2050 Forecast</td>
<td>11.94%</td>
<td>20.30%</td>
<td>15.11%</td>
<td>25.71%</td>
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Population Trend for Sub-Regions

**Share of Households 2000**
- Tampa: 29%
- Plant City: 4%
- Southeast: 23%
- Temple Terrace: 9%
- Northeast: 3%
- Northwest: 32%

**Share of Households 2050**
- Temple Terrace: 10%
- Northeast: 3%
- Tampa: 19%
- Plant City: 5%
- Southeast: 33%
- Northwest: 30%
### 2050 Population with Transit by Concept

<table>
<thead>
<tr>
<th>Concept</th>
<th>Concept A</th>
<th>Concept B</th>
<th>Concept C</th>
<th>Concept ABC</th>
<th>2050 Forecast</th>
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<tbody>
<tr>
<td>Population</td>
<td>175,309</td>
<td>420,589</td>
<td>315,170</td>
<td>595,798</td>
<td>2,034,180</td>
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<tr>
<td>% of 2050 Forecast</td>
<td>8.62%</td>
<td>20.68%</td>
<td>15.49%</td>
<td>29.29%</td>
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Measures of Effectiveness
Land Use

- Population near Stations
- Employment near Stations
- Potential TOD Acreage
- Incremental increase in Land Value
Mobility

- Carrying capacity of Transit System
- Transit Ridership
- Miles and Hours of Travel
- Speed and Congestion
Environment

- Air Quality
- Fuel Consumption - Energy
Financial

- Capital Costs
- O&M Costs
Systems

- Integration – Countywide and Regional
- Service Characteristics
- System Capacity
System Design Issues
- Connecting Downtown and Westshore
- Downtown Tampa
- USF Area
- I-4 Corridor
II-4 Right of Way

Conceptual Alignments for I-4 and CSX

CSX 'A' Line

CSX 'S' Line
Conceptual Alignments for I-4 and CSX
Current Activities and Next Steps
Meetings

- MPO and Committees (Aug and Sep)
- Leadership Team (Aug 20)
- Technical Team (Aug 23)
- MOSI Open House (Aug 25)
Next Steps

- Transit Needs & Opportunities (May)
- Evaluation of Scenarios (Jun-Jul)
- Public Outreach (Aug)
- System Concept (Sept)
- Strategies (Oct-Nov)