Purpose

- Which projects have the greatest potential to be funded (i.e., compete for federal grants) and be implemented?
- Which projects are the most forward thinking and make the best use of today’s technology?
- Which projects best serve our region today while supporting tomorrow’s growth?
What is the project to be built?

Regional Transit Feasibility Plan
(Emphasis of the Regional Transit Feasibility Plan)

How is it funded?

Who is responsible for building and maintaining it?
Building Premium Transit...

STEP 1: Planning & Community Support
- Adopted into LRTP
- Systems planning
- Transit market analysis
- Comprehensive Operational Analysis

STEP 2: Programming & Alternatives
- Transit Concept and Alternatives Review (TCAR)
- Efficient Transportation Decision Making
- Request entry into FTA Capital Investment Grant (CIG) Program

STEP 3: FDOT Transit PD&E (Federally Funded)
- Requires FTA approval to enter (two years to complete, except Small Starts)
- Environmental review
- Preliminary engineering (at least 30% design)
- Adopt LPA into LRTP

STEP 4a: FDOT Transit Design (Federally Funded)
- Requires FTA project rating approval and local funding commitment to enter
- Design (60% to 100% design)

STEP 4b: Funding
- State funding programmed
- FTA Full Funding Grant Agreement or Small Starts Grant Agreement

STEP 5: Construction & Operation
- Complete construction
- Begin operation

WE ARE HERE

FTA PROGRAM

Regional Transit Feasibility Plan
A ROUTE MAP TO IMPLEMENTATION

TRANSIT PROJECT DELIVERY IN FLORIDA
Number of Projects Over the Past 30+ Years in Tampa Bay

FEDERAL AND STATE GRANT PROCESS
Requesting Entrance into the CIG Program

“Rather, a relatively short letter (2 to 5 pages) is sufficient.” – FTA

- Description of the corridor, transportation problem, and purpose & need
- Cost and funding strategies
- Draft timeline for completing the project

- Identification of sponsor, any partners, project manager and other key staff
- Committed funds to complete FTA Project Development work
What FTA Expects: An application for the highest priority project submitted by a project sponsor that is supported by our regional agencies and the public

- Refresh, not starting over
  - Build upon decades of visioning and planning
- Develop an implementation plan
  - Package of prioritized, feasible, and competitive projects
- FTA is a primary audience
  - Meet FTA requirements to secure capital and/or operations funding
  - State New Starts program (defers to FTA requirements)
Evaluation Plan

Straight forward three-step analysis

**Corridor:** Path or alignment, type of transit not defined

**Mode:** Transit vehicle types and technologies

**Project:** Recommendation, includes both a corridor and mode
1) **WHERE** are the top performing corridors?

- Top 5

   - LRTP and TBARTA MP premium transit projects

2) **WHAT** are the best projects?

- Top 3

   - Top 5 corridors
   - Up to 3 modes per corridor

3) **HOW** and **WHEN** are projects built?

- Top 3 in Priority Order

   - Top 3 project concepts
1) **WHERE** are the top performing corridors?

**TOP 5** corridors in each receives 1 POINT

- Most frequently studied
- Connect to the most regional activity centers
- Serves the greatest number of regional trips
- Most jobs within 1/2 mile of corridor
- Most households within 1/2 mile of corridor
- Most miles within land use areas with transit supportive policies
- Highest no. of development areas (CRAs) served
- Least miles in flood or storm surge zones
- Highest no. of community amenities served (cultural, educational, institutional, and recreational)

2) **WHAT** are the best projects?

**TOP 3** projects in each receives 1 POINT

- Least significant structural needs
- Least significant utility relocation requirements
- Least noise & vibration impacts to sensitive uses
- Least natural resource impacts
- Least cultural resource impacts
- Best preliminary FTA Mobility Criteria rating
- Best preliminary FTA Cost Effectiveness Criteria rating (including project justification warrants)
- Best preliminary FTA Land Use Criteria rating
- ROI Net Value (cost of project compared to monetized benefits of project)

3) **HOW** and **WHEN** are projects built?

Rank Top 3 Projects in Sequence

Best preliminary overall FTA project rating

Preliminary costs and financial strategies

**EVALUATION PLAN**

Starts with LRTP and TBARTA MP premium transit projects

Sensitivity Testing

Value Engineering

DRAFT IMPLEMENTATION PLAN
Sensitivity Testing: Matching Transit Modes to each Corridor

**Optimal Characteristics**

- Highest potential ridership demand
- Best serves length of trip
- Achieves best end-to-end travel times
- Available Right of Way

Which modes best serve each corridor?
Value Engineering: Making the Top 3 Projects Competitive

- Preliminary Conceptual Design
- Station Locations & Development
- Ridership & Operations
YEAR 1: TECHNICAL “QUIET PERIOD”
Feb. 2017 = Evaluation Plan
Apr. 2017 = Step 1 “Where”
Jun. 2017 = Step 2 “What”
Sep. 2017 = Step 3 “How” and “When”

YEAR 2: CONSENSUS BUILDING “LOUD PERIOD”