Regional Transit Feasibility Plan
A ROUTE MAP TO IMPLEMENTATION
1. What is the project to be built?

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)

51%

More Miles Traveled
Cost Feasible in Long Range Plans

19%

More Miles of New Lanes
Cost Feasible in Long Range Plans

= 219%

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
Study Management, Coordination, and Outreach

Step 1: WHERE
Step 2: WHAT
Step 3: HOW

Community Vetting Period
Draft Implementation Plan
Implementation Plan

90+ Presentations/meetings
600+ Participants
7,000+ Website visits
500+ Social media posts
14+ New Articles
450+ Comments Received

Regional Transit Feasibility Plan
A ROUTE MAP TO IMPLEMENTATION
www.TBRegionalTransit.com
WHAT WE’VE HEARD

“Rail has left the station, focus on rubber tire”

“Use CSX”

“Stop talking, start building”

“Autonomous vehicles are a no brainer”

“Focus on land use and economic growth”

“Need frequent rail transit”

“Need a connection to the airport”
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?
Purpose of the Plan

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

Step One Evaluation Criteria

- Most studied
- Activity centers served
- Trips to activity centers
- Jobs and population per mile
- Resiliency

- Amenities
- Transit Oriented Development (TOD) policies and Community Reinvestment Areas (CRAs) served
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

EVALUATION PLAN

www.TBRegionalTransit.com
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 jobs per mile (2040)**
- **Serves approx. 3,000 residents per mile (2040)**
- **Serves approx. 6 in 10 residents without cars (2040)**
St. Pete to Tampa is where we live and work

Vision for Tampa Bay region and for all stakeholders

“What about a connection on Gandy”

“St. Pete to Tampa is where we live and work”

“Have to connect urban centers”
REGIONAL TRANSIT VISION

Top Performing Connections

Top Performing Projects

Implementation Plan

STEP 1 RESULTS
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
EMERGING AUTONOMOUS SOLUTIONS

- Projects that have the greatest potential to be funded (compete for state & federal grants) and implemented
- **PROJECTS THAT ARE THE MOST FORWARD THINKING AND MAKE THE BEST USE OF TODAY’S TECHNOLOGY**
- Projects that best serve our region today while supporting tomorrow’s growth

Autonomous Solutions

- Rail
- Rubber Tire
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
## Emerging Autonomous Solutions

**Credit: Characteristics provided by manufacturer websites**

<table>
<thead>
<tr>
<th>Manufacturer</th>
<th>Headquarters</th>
<th>Top Speed/Passengers</th>
</tr>
</thead>
<tbody>
<tr>
<td>NAVYA</td>
<td>Paris France</td>
<td>25 MPH / 12 Passengers Per Vehicle</td>
</tr>
<tr>
<td>EASY MILE</td>
<td>Toulouse France</td>
<td>28 MPH / 15 Passengers Per Vehicle</td>
</tr>
<tr>
<td>AURO ROBOTICS</td>
<td>California</td>
<td>25 MPH / 12 Passengers Per Vehicle</td>
</tr>
<tr>
<td>2GETTHERE</td>
<td>Netherlands</td>
<td>38 MPH / 16 Passengers Per Vehicle</td>
</tr>
<tr>
<td>LOCAL MOTORS</td>
<td>Chandler Arizona</td>
<td>25 MPH / 8 Passengers Per Vehicle</td>
</tr>
<tr>
<td>ULTRA GLOBAL</td>
<td>Bristol UK</td>
<td>25 MPH / 8 Passengers Per Vehicle</td>
</tr>
</tbody>
</table>

Most applications operate in a mixed travel environment.

**Can it go faster in a dedicated lane?**
REGIONAL TRANSIT VISION

Top Performing Connections

Top Performing Projects

Implementation Plan

Step 1 Results
STEP 2 “WHAT”: TOP PERFORMING PROJECTS

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
Workshops and website survey

Compete for state and federal grants
Best serves our region today while supporting tomorrow’s growth
# 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.

<table>
<thead>
<tr>
<th>Score Key</th>
<th>Preliminary FTA Rating</th>
<th>Return on Investment (For Every Dollar Spent)</th>
<th>Impacts</th>
<th>Regional Community Benefits</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Utility Conflicts Per Mile</td>
<td>Noise Impacts Per Mile</td>
</tr>
<tr>
<td>5</td>
<td>3.04 - 3.27</td>
<td>$5.49 - $6.27</td>
<td>0.00 - 1.15</td>
<td>0.0 - 20.6</td>
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<tr>
<td>4</td>
<td>2.80 - 3.03</td>
<td>$4.70 - $5.48</td>
<td>1.16 - 1.48</td>
<td>20.7 - 32.7</td>
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<tr>
<td>3</td>
<td>2.57 - 2.79</td>
<td>$3.91 - $4.79</td>
<td>1.49 - 1.87</td>
<td>32.8 - 48.7</td>
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<tr>
<td>2</td>
<td>2.33 - 2.56</td>
<td>$3.12 - $3.90</td>
<td>1.88 - 2.38</td>
<td>48.8 - 59.6</td>
</tr>
<tr>
<td>1</td>
<td>2.13 - 2.32</td>
<td>$2.33 - $3.11</td>
<td>2.39 - 3.18</td>
<td>59.7 - 108.8</td>
</tr>
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</table>

Thresholds for each score are determined by the range of results of all alternatives.
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STEP 2 RESULTS: TOP PERFORMING PROJECTS

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

Preliminary Medium FTA Rating:

- (I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg
- (CSX North) Downtown Tampa to USF
STEP 2 RESULTS: TOP PERFORMING PROJECTS

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

Technology:

- All recommendations should consider infrastructure improvements that support autonomy and advanced communication systems
STEP 2 RESULTS: **TOP PERFORMING PROJECTS**

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

Projects that provide the greatest community benefits:

- Wesley Chapel, USF, Tampa, Gateway, St. Petersburg
- Downtown Tampa to USF

**STEP 2 PRELIMINARY RESULTS**
Next Steps

- Alignments
- Value Engineering (revisiting performance)
- Phasing
- Prioritizing for implementation
Regional Transit Feasibility Plan
A ROUTE MAP TO IMPLEMENTATION
**Stakeholder Agency Staff** (Major milestones)

- FDOT Directors
- HART Board
- Pasco BOCC
- PSTA Board

**Regional Business Partners** (Quarterly)

**Public** (Continually)

---

**PROJECT MANAGEMENT TEAM**
- FDOT Staff
- HART Staff

**STUDY MANAGEMENT TEAM**
- FDOT Staff
- HART Staff
- PCPT Staff
- PSTA Staff

**REGULAR AGENCY UPDATES**
- FDOT Directors
- HART Board
- Pasco BOCC
- PSTA Board

**TMA LEADERSHIP GROUP**
- (Bi-Monthly)

**TRANSIT COALITION**
- HART Board representatives
- PCPT (Pasco BOCC)
- PSTA Board representatives

**Acronyms**
- BOCC: Board of County Commissioners
- FDOT: Florida Department of Transportation
- HART: Hillsborough Area Regional Transit Authority
- PCPT: Pasco County Public Transportation
- PSTA: Pinellas Suncoast Transit Authority
- TMA: Transportation Management Area
# Step 2 Projects: Public Opinion by County

## Pasco County

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