

TMA Update
February 9, 2018



Regional Transit Feasibility Plan

A ROUTE MAP TO IMPLEMENTATION

SCHEDULE

- Community vetting of Draft Plan
- Incorporate public comment to finalize Plan

Spring/Summer '18

Summer/Fall '18



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?

CATALYST: RECOMMENDATION

I-275 SHOULDER RUNNING RUBBER TIRE

CSX URBAN RAIL

	I-275 SHOULDER RUNNING RUBBER TIRE	CSX URBAN RAIL
COMPETITIVE FOR FEDERAL & STATE FUNDS	YES	YES
COST PER TRIP	\$8-\$10	\$11-\$13
TOTAL CAPITAL COST	\$380M - \$455M	\$490M - \$620M
RIGHT-OF-WAY NEEDED	NO (EXCEPT FOR STATIONS)	YES (CSX CORRIDOR)
TIME TO CONSTRUCT	~5 YRS*	~10 YRS**

CATALYST

*NOTE: Would be impacted by interstate modernization plans

**NOTE: Would require negotiations with CSX

Estimates are calculated in 2017 dollars and do not include inflation or financing. These are planning level cost estimates that are subject to change as the project moves towards implementation.

CATALYST: RECOMMENDATION

I-275 SHOULDER RUNNING RUBBER TIRE

CSX URBAN RAIL

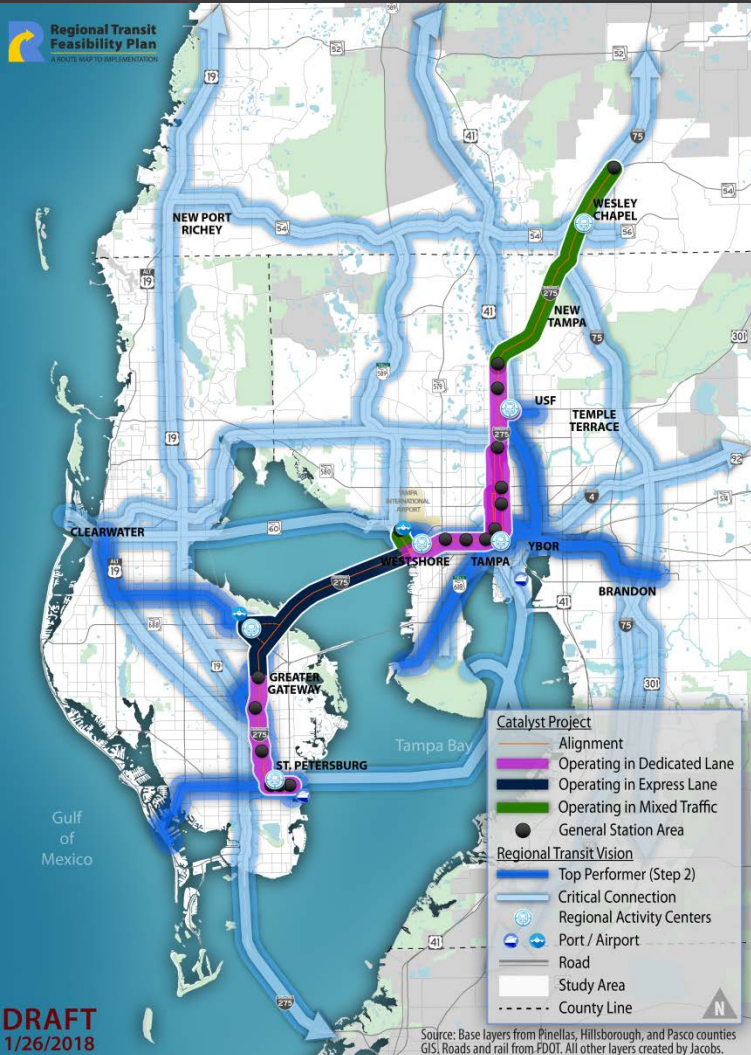
	I-275 SHOULDER RUNNING RUBBER TIRE	CSX URBAN RAIL
LENGTH	41 MILES 3 COUNTIES	9 MILES 1 COUNTY
2017 CAPITAL COST PER MILE	\$9.3-11.1M PER MILE	\$54.4-68.9M PER MILE
ANNUAL LOCAL OPERATIONS & MAINT.	\$7M	\$12M
2017 JOBS (Jobs within ½ mile of project)	83,500	42,300
2017 POPULATION (Households within ½ mile of project)	65,000	34,800

CATALYST

Estimates are calculated in 2017 dollars and do not include inflation or financing. These are planning level cost estimates that are subject to change as the project moves towards implementation.

PROJECT CONCEPT: I-275 RUBBER TIRE

WESLEY CHAPEL TO ST. PETERSBURG



- Combination of dedicated transit lane and mixed traffic operations
- **NO RIGHT-OF-WAY NEEDED** (except stations)
- 21 stations (**19 at-grade/street level, 2 elevated**)
- 80-95 minutes to travel from Wesley Chapel to St. Petersburg

PROJECT CONCEPT: I-275 RUBBER TIRE

FTA COST CATEGORIES	BASE COST (\$2017 IN MILLIONS)	CONTINGENCIES	TOTAL COST (\$2017 IN MILLIONS)
10.0 Track Elements	\$0.0M	30%	\$0.0M
N/A			
20.0 Stations	\$138.4M	30%	\$175.8M
(13) At-grade Side Platform		(21) Station Signage	
(2) Elevated Platform Elevators, escalators, & pedestrian overpasses		(8,930) Parking Spaces Surface & structure	
(6) At-grade Intermodal Center			
30.0 Support Facilities	\$18.1M	30%	\$23.4M
(4) BRT Light Maintenance Facility			

PROJECT CONCEPT: I-275 RUBBER TIRE

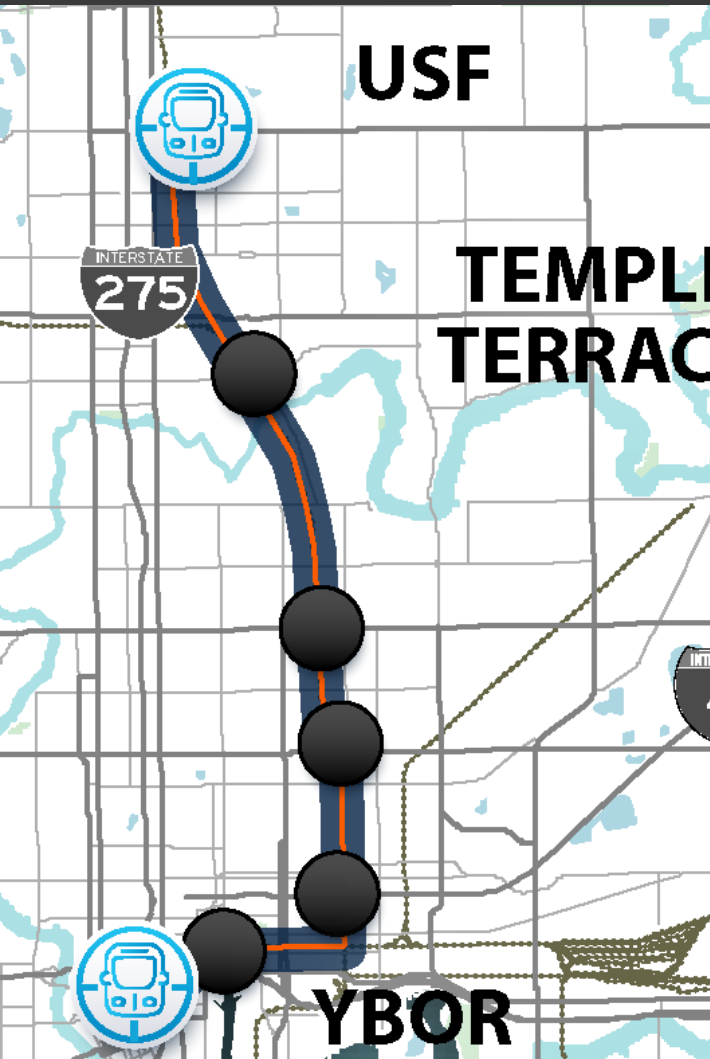
FTA COST CATEGORIES	BASE COST (\$2017 IN MILLIONS)	CONTINGENCIES	TOTAL COST (\$2017 IN MILLIONS)
40.0 Sitework & Infrastructure	\$44.0M	10-30%	\$53.1M
Demolition and Clearing		Environmental Mitigation	
Landscaping, Bike, and Pedestrian Access		Urban Roadway Construction	
Red Lane Treatment and Pavement Markings		Indirect Cost and Construction MOT	
50.0 Systems	\$11.1M	15%	\$12.7M
New Traffic Signals		Fare Collection	
Power Systems & Communications			

PROJECT CONCEPT: I-275 RUBBER TIRE

FTA COST CATEGORIES	BASE COST (\$2017 IN MILLIONS)	CONTINGENCIES	TOTAL COST (\$2017 IN MILLIONS)
60.0 Right of Way	\$33.4M	30%	\$43.4M
Stations Right of Way		Parking Right of Way	
Maintenance Facility Right of Way			
70.0 Vehicles	\$11.5M	30%	\$14.9M
(11) 60 Foot Articulated Hybrid/Electric BRT Vehicles			
80.0 Professional Services	\$119.7M	1-15%	\$131.8M
90.0 Unallocated Contingency			
100 Total Project Costs	\$376.2M		\$455.1M

PROJECT CONCEPT: CSX URBAN RAIL

DOWNTOWN TAMPA TO USF



Electric/Diesel Multiple Unit

Stations:

- Tampa
- 21st Street
- MLK
- Hillsborough
- Waters
- Fowler



Germany
(Courtesy of Bombardier)



New Jersey
(upload.wikimedia.org/wikipedia/commons/a/a0/Gtw_riverline.JPG)



Texas
(By Michael Barera, CC BY-SA 4.0, <https://commons.wikimedia.org>)

PROJECT CONCEPT: CSX URBAN RAIL

FTA COST CATEGORIES	BASE COST (\$2017 IN MILLIONS)	CONTINGENCIES	TOTAL COST (\$2017 IN MILLIONS)
10.0 Track Elements	\$64.9M	30%	\$84.4M
Refurbish Existing Single Track		Construct Additional Rail Sidings	
Vibration and Noise Dampening			
20.0 Stations	\$93.6M	20-30%	\$119.6M
(6) At-grade Center Platforms		(6) Station Signage	
(2) At-grade Intermodal Center		(8,400) Parking Spaces Surface & structure	
30.0 Support Facilities	\$20.0M	30%	\$26.0M
(1) Rail Maintenance Facility			

PROJECT CONCEPT: **CSX URBAN RAIL**

FTA COST CATEGORIES	BASE COST (\$2017 IN MILLIONS)	CONTINGENCIES	TOTAL COST (\$2017 IN MILLIONS)
40.0 Sitework & Infrastructure	\$46.0M	10-30%	\$58.6M
Demolition and Clearing		Environmental Mitigation	
Landscaping, Bike, and Pedestrian Access		Bridge Replacement	
Indirect Cost and Construction MOT			
50.0 Systems	\$28.1M	15%	\$32.3M
New Train Control and Signals		Existing Train Control and Signals Modernization	
Power Systems & Communications		Fare Collection	

PROJECT CONCEPT: **CSX URBAN RAIL**

FTA COST CATEGORIES	BASE COST (\$2017 IN MILLIONS)	CONTINGENCIES	TOTAL COST (\$2017 IN MILLIONS)
60.0 Right of Way	\$80.9M	30%	\$105.2M
Per Mile Cost to Own or Lease Use of CSX Corridor \$7.1M per mile, Source: CSX		Stations Right of Way	
Parking Right of Way		Maintenance Facility Right of Way	
70.0 Vehicles	\$8.8M	30%	\$11.3M
(4) DMU Rail Vehicles			
80.0 Professional Services	\$148.7M	1-15%	\$183.6M
90.0 Unallocated Contingency			
100 Total Project Costs	\$491.0M		\$621.0M

EFFORTS IN PROGRESS

- Model and evaluate cost and benefits of transit service on CSX to SR 54/56
- Coordinate with Urban Land Institute regarding elements to stimulate economic development and transit oriented design
- Provide cost and benefits of a **fully-dedicated rubber tire transit corridor** across Howard Frankland Bridge



LISTEN TO CONCERNS
UNDERSTAND THE ISSUES
MODIFY THE PLAN TO ADDRESS EACH

GET INVOLVED

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WATCH OUR VIDEO: TRANSIT MODES

This video highlights the transit modes being considered for the Regional Transit Feasibility Plan. They include rubber tire, steel wheel, water, air, and autonomous solutions!

[Check it out here!](#)



Regional Transit Feasibility Plan

A ROUTE MAP TO IMPLEMENTATION