

Hillsborough Light Rail Project Considerations for Accelerating the Planning Process

- **Starter Line**
 - FTA requires that projects in preliminary engineering be limited to one corridor
 - Process to select starter line will be an important step in process
 - Meet local goals and be competitive for the federal investment
 - The rail work effort will be dependent upon the extent of the changes to the previously approved Tampa Rail Plan (ie alignment, terminus locations, right of way separation)
 - Developing build alternative and the NEPA (environmental work)

- **TBARTA effort**
 - Work undertaken by TBARTA for Regional Master Plan will be very beneficial for the Hillsborough light rail effort
 - Travel forecasting modeling
 - Rail alternative – description, costs, ridership, CSX discussions
 - Bus feeder network – design, service levels, costs, bus requirement

- **Finance Plan**
 - New Starts submissions require preparation of Finance Plan
 - Local funding is a critical element
 - Action program and timeline to secure local funding is critical for FTA approval to re-enter Preliminary Engineering
 - Capital – minimum -50% of light rail costs
 - Supporting bus expansion
 - Ongoing operating costs – bus and rail

- **2035 MPO Long Range Transportation Plan Update**
 - Information and analysis undertaken in LRTP update will be beneficial for light rail efforts
 - Needs and Conditions – transportation issues facing county
 - Light rail and feeder bus network
 - Finance Plan
 - Light rail project must be included in LRTP Cost Affordable Plan to receive FTA approval to re-enter Preliminary Engineering
 - Public and agency outreach