

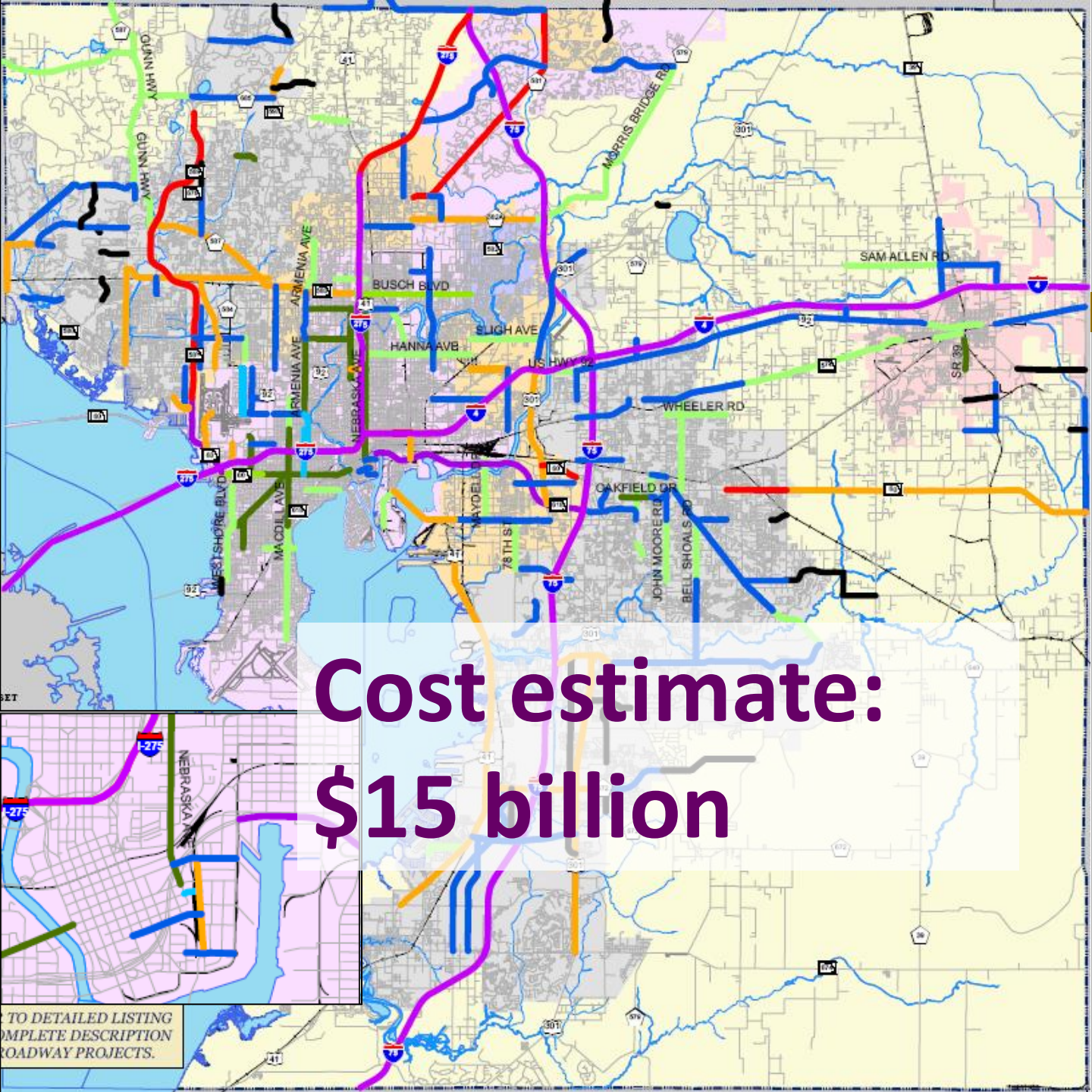
Where do we
go from here



Revisiting the
Long Range Plan



Major Roadways: Projects Needed



**Cost estimate:
\$15 billion**

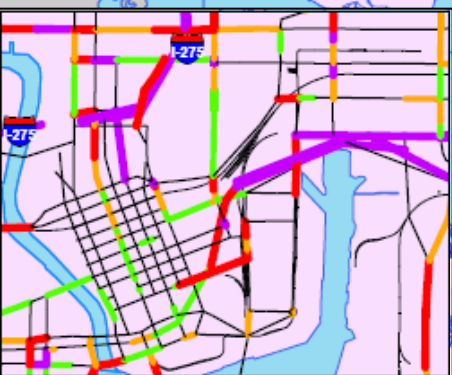
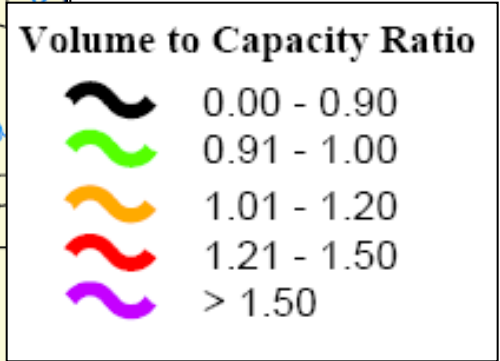
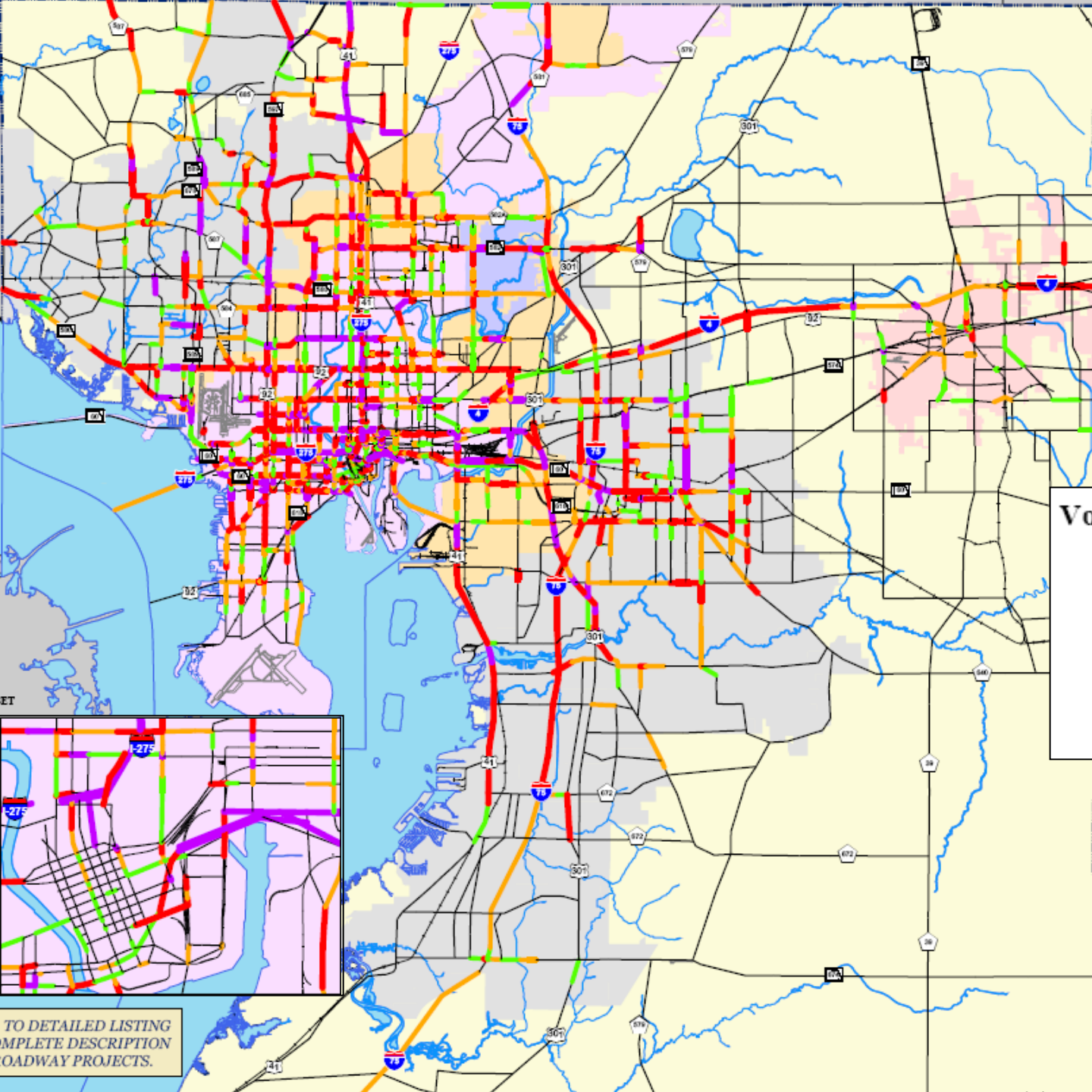
LANEAGE

-  2 Lanes
-  3 Lanes
-  4 Lanes
-  6 Lanes
-  8 Lanes
-  10 + Lanes
-  2 Lanes Enhanced
-  4 Lanes Enhanced
-  6 Lanes Enhanced
-  2 Lane Frontage Roads
-  Gandy Blvd (PCA)

TO DETAILED LISTING
COMPLETE DESCRIPTION
ROADWAY PROJECTS.



Still-Congested Roads 2035



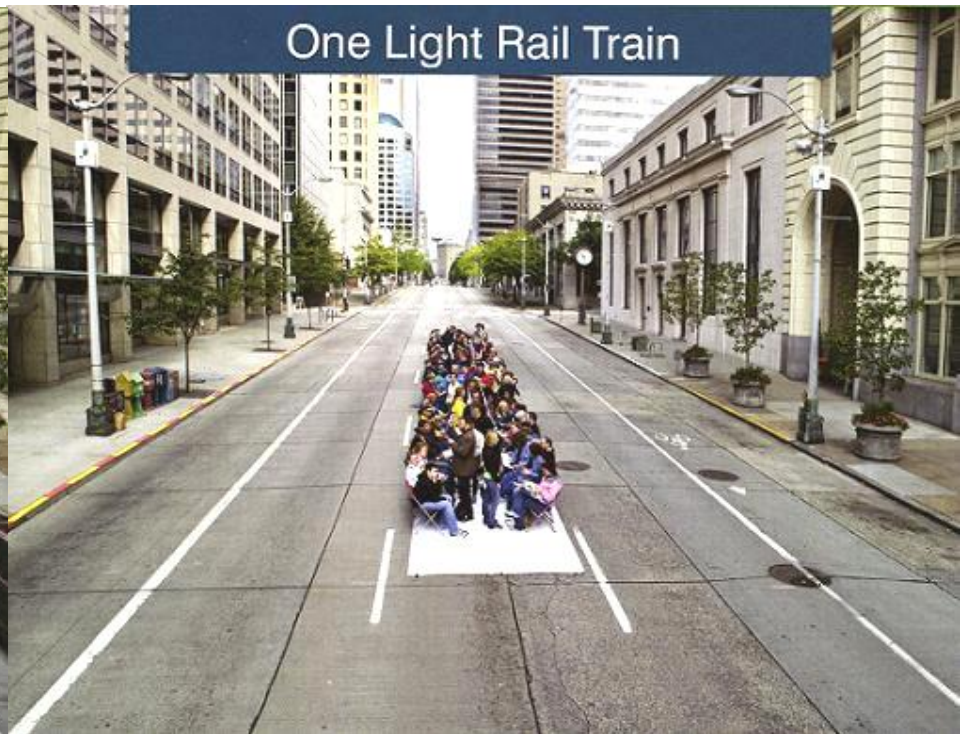
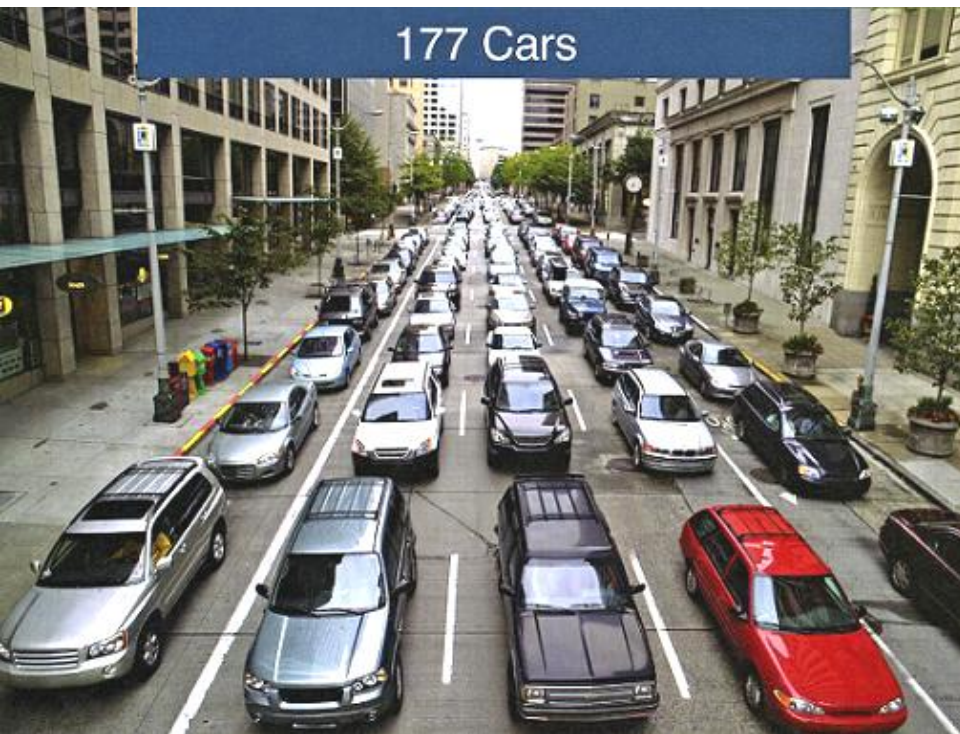
TO DETAILED LISTING COMPLETE DESCRIPTION ROADWAY PROJECTS.

MPO METROPOLITAN PLANNING ORGANIZATION FOR TRANSPORTATION
2035 LRTP

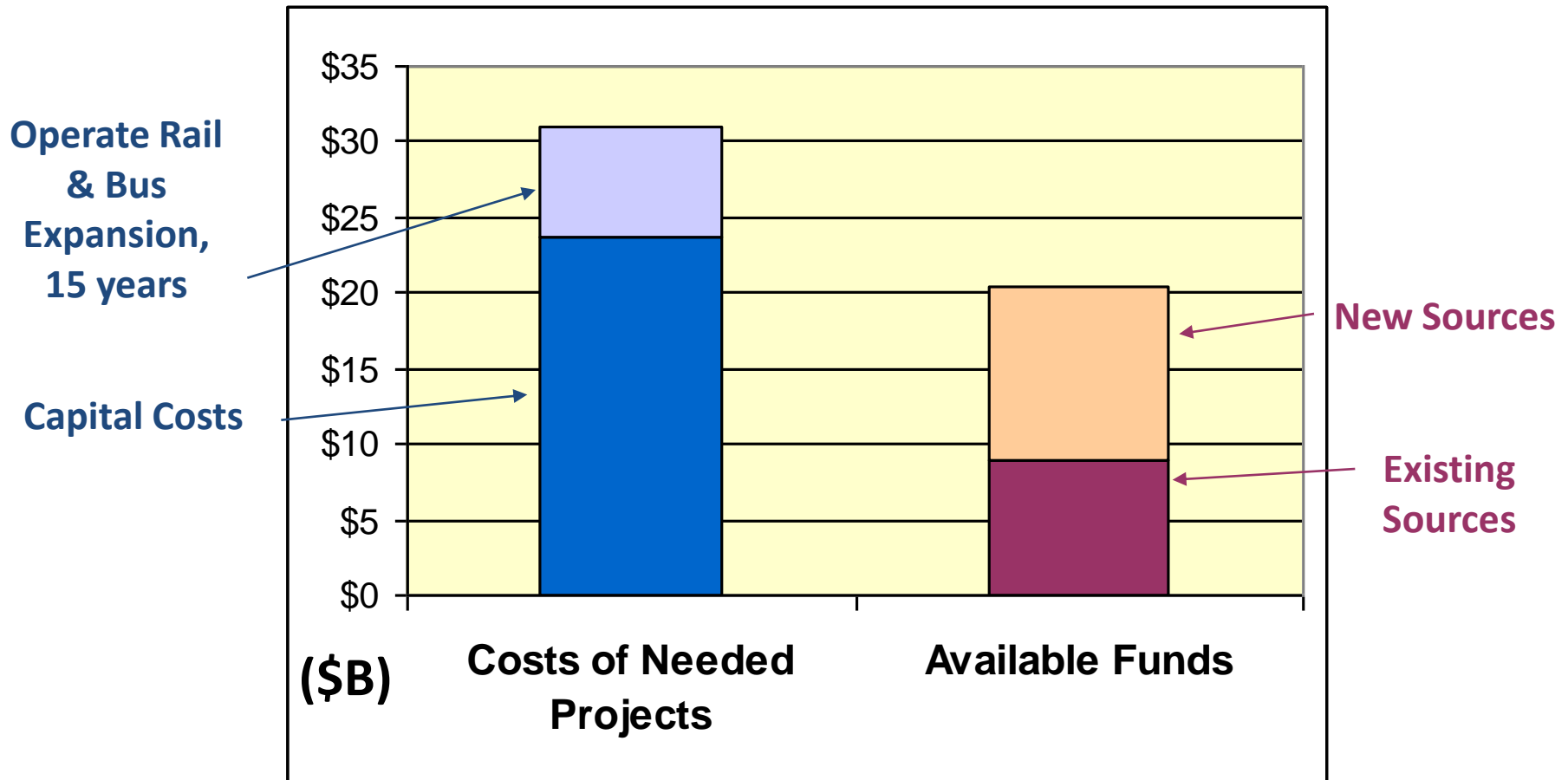


Transit Adds Capacity

You can't always add a vehicle lane, but you can add another car to the train

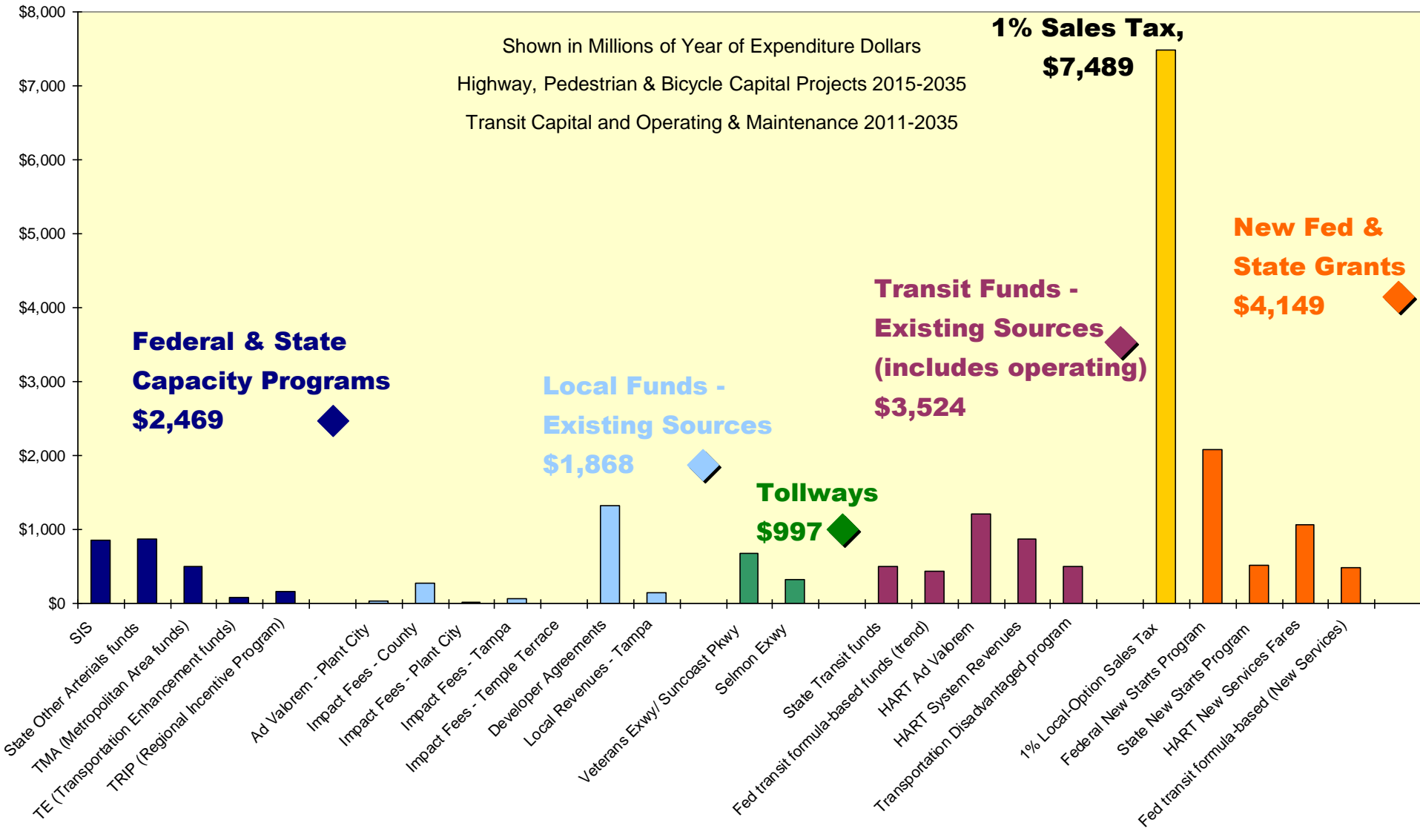


2035 Affordability Outlook



Note: Costs shown are not inflated to year of expenditure.

Potential Funding Sources for 2035 Affordable Projects



Understanding the Voters

#1 Issue: the economy & jobs

- 53% of “no” voters agreed that “We can’t afford it – this is a bad time to raise taxes for anything” was their prime reason
- 52-54% of “yes” voters thought “will create 25,000 jobs” and “will make region attractive to businesses” a good reason-
when prompted



Understanding the Voters

Transportation is still a top concern

- 72% say traffic & transportation are a high priority for local officials to address
- Only 11% of “no” voters said they voted no because “it’s not needed/ transit not necessary”
- Only 18% said “take no additional steps”



Not an Uncommon Experience

Phoenix 2 failed countywide attempts. 2 cities passed, then countywide passed in multijurisdictional approach.

Denver Failed 1997. Bonded existing tax to build first rail segment. Passed 2004.

Seattle Failed 2007 to pass “big package” using 2 taxes. Scaled back, passed 2008.

Tampa Failed 1995 to pass taxes for schools, & public safety. Combined - 1996.

St Louis, Charleston, others



Would any of those strategies work here?

Phoenix: Separate referenda in different jurisdictions, but with a coordinated regional plan & outreach campaign

Denver: Find a way to build one rail segment and demonstrate it works

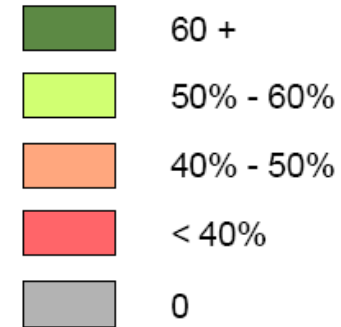
Seattle: Scale back spending, pick key projects



The Voters Have Spoken!

What did they say?

VOTERS APPROVING THE TRANSPORTATION TAX (PERCENTAGE OF BALLOTS CAST)



**Passed in
Tampa &
Temple
Terrace**

**What are the
key projects
elsewhere?**

88% Percent of Population is
Inside Urban Service Area

DOWNTOWN INSET



The Voters Have Spoken!

What did they say?

Frugality was a theme

- “Light rail costs are too high for limited riders” was a convincing argument for more than half of “no” voters
- *Is there a way to reduce the transit costs?*
Commuter rail on existing tracks could be $\frac{1}{4}$ the cost of light rail to build.

The Voters Have Spoken!

What did they say?

Opposition to taxes: another theme

- 41% of “no” voters offered a version of “don’t want to pay more taxes” when asked an open-ended question about why they voted the way they did.
- 20% of “no” voters would prefer seeking a lower tax so some vital improvements can be made
- *Can a tax freeze be part of this?*
E.g., not increasing the local gas tax

The Voters Have Spoken!

What did they say?

Confusion about the Plan

- “Rail plan not finalized, too many missing details” was a convincing argument for more than half of “no” voters
- *Nail down the details well in advance.
Peer-review the cost estimates.*

Revisiting the Plan in 2011

- **Listen to the public** – with focus groups of randomly selected voters from geographic areas around the county
- **Cost reduction strategies** – where will CRT or BRT work as well at less cost?
- **Alternate funding/ financing approaches** – such as DBOM for first segment
- **Interagency Taskforce** – with regional participants

