



5 Great Reasons to Stop TBX

If you hear: **TBX PROVIDES A SOLUTION FOR TRAFFIC TODAY**

Say: **TBX CREATES CONGESTION TODAY, OFFERS NO RELIEVE**

TBX takes 10-15 years to build out once construction begins, and will cost billions. TBX would waste billions on lanes that few can afford, while leaving millions of existing and future residents with no alternative to gridlock. TBX will clog existing traffic, will induce more car traffic when complete, and wastes funds that could be better used on fixing existing roads, funding buses, an expanded, modernized streetcar and other in-town systems, & CSX lines for regional commuter rail service. We could have several, connected systems that move more people and goods for the cost of this one highway project.

If you hear: **CREATES A FOUNDATION FOR FUTURE TRANSIT**

Say: **TBX PREVENTS TRANSIT THAT CAN SUCCEED FROM HAPPENING**

An open deck bridge, just above base flood elevation, is a costly location for any form of rail to operate, and is unlikely to win federal approval. This leaves any feasible trans-Bay crossing as being only a rubber tired option. Which means we can do that any time there is the political commitment to use existing bridge capacity spanning the bay to establish that- TBX is not needed.

Likewise, building elevated rail down the median of a 300'-400' wide elevated highway to serve urban residents who will be expected to walk or bike to the stations, is quite possibly the worst configuration imaginable. As shown in the Alternatives Analysis done for HART in 2010, transit in the median of an elevated highway yields dramatically reduced opportunities for Transit Oriented Development. Even transit advocates desperate for transit in this community, oppose this configuration.

If you hear: **TBX GETS YOU WHERE YOU NEED TO GO FASTER**

Say: **TBX WON'T SAVE YOU TIME - WILL COST A FORTUNE**

TBX toll lanes will only carry between 5-20% of daily traffic, but will consume 25-50% of all highway lanes. The travel times in the express lanes are an illusion- they speed up for a stretch, then jam up at the end of the lane as traffic re-enters the general lanes. With variable rates on the long stretches of toll lanes at up to \$2/mile, daily commutes can hit \$20 PER DAY. Additionally, the entire Hillsborough County population will be forced to spend \$6.5 billion on a project they may never have use for, and that might only benefit Pasco County residents. Hillsborough County has other transportation needs rather than this TBX boondoggle.

If you hear: **IT'S GOOD FOR BUSINESS (AND FOR YOU)**

Say: **GOOD BUSINESS FOLLOWS SMART POLICY**

Public transit generates 31 percent more jobs per billion dollars invested than similar spending on highways. Transit Oriented Development generates much more economic gain both short and long term for communities. Places that commit to transit see immediate private sector investment that boosts the LOCAL economy and reaps benefits - prior to any transit system construction. If we want to be competitive for high-wage job creation projects, we must demonstrate we have multi modal solutions and comprehensive transportation. TBX is just highway widening. It has yet to impress innovative firms to relocate here.

If you hear: **WE CAN USE IT... OR LOSE IT**

Say: **IN WHAT UNIVERSE? CALLING YOUR BLUFF**

The pressure based threat of funding being sent away from our region make zero sense. The Tampa Bay area legislative delegation will control the legislature in 2016- they are set to wield outsized influence.

Why would they ever defund needed transportation investments for their own constituents? Why would they punish their constituents who are simply demanding a positive outcome for a \$6.5 billion investment of their own taxpayer dollars?

This would defy the standard practices of Florida legislators to strongly advocate for their hometowns since the legislature was founded. It would also defy a bedrock principle of fiscal responsibility to taxpayers that so many legislators genuinely hold dear. As such, we have encountered no Florida legislator willing to go on the record confirming that they would carry out this bizarre form of blackmail FDOT claims to have at its disposal.