



# FACT SHEET-

## Tampa Bay Express Project (TBX)

### Wrong Plan

- Express toll lanes operated by FDOT in South Florida have exceedingly failed to achieve performance goals set by FDOT (1)
- Express toll lanes create less safety and increased hazards. (2)
- It was drafted based on studies from twenty years ago and hasn't seen significant update since then.
- At a projected cost of \$9 billion it is an expensive gamble with limited transportation funds. (3)
- No focus on multimodal transportation- solely about single occupancy vehicles. (4)
- It is not a mass transit solution, which is what people of this region have all united to say that they want and expect from transportation plans. (5)
- Widening highways does not relieve congestion; it has been proven to increase and worsen traffic. (6)

### Wrong for Tampa Bay

- The extremely limited access points to the express lanes will render them useless for many in-town trips that both commuters and HART buses presently take.
- TBX will raise the cost of commuting in the Tampa Bay area.
- FDOT is not building tolled HOV lanes, which maximize the movement of people on the corridor, as is customary elsewhere in the USA. FDOT is proposing to build an experimental type of lane called a Bus Toll Lane (BTL), which excludes untolled High Occupancy Vehicles, in direct exchange for more Single Occupancy Vehicles (SOV), which are tolled. That revenue is touted to help pay for the cost to operate express buses along the route, but there is no such existing system which yields an operating income, and there is scant evidence that a mix of SOVs and buses will move more people for less cost than the typical mix of SOVs, HOVs and buses widely used elsewhere
- Limited stop express buses are too limited to adequately serve the needs of bay area urban residents. The plan at build-out includes just six bus stations over a span of 42 miles, from Wesley Chapel to downtown St. Petersburg.
- Design choices such as location and frequency of the bus stations, express lane access points, and the removal of the toll waiver for HOVs, make it clear that TBX will not mitigate the consequences of growth via sprawl, nor will it lower the high infrastructure costs associated with our present road-dominated transportation network.

## Decimates Businesses and Neighborhoods

- It destroys urban core communities that are still traumatized by the initial destruction of their neighborhoods when 275 was first built and then expanded.
  - It further dissects and isolates urban core neighborhoods
  - It bulldozes irreplaceable historic homes, buildings and local businesses: (partial list)
    - Historic church that has been renovated with over \$1 million in donations into a community center for use by neighborhood families, teens, children, and many others.
    - Oceanic Market, a cultural hub for the Asian community of Tampa.
    - La Segunda bakery, a famous bakery with great cultural significance in Ybor City that has been open for 100 years.
    - Cafe Hey, a restaurant that hosts open mics, art shows, and cultural events.
    - Historic residences on 14th and 15th streets.
    - Historic residences in Tampa Heights and Seminole Heights.
    - The popular, beautiful, brand new Water Works park in Tampa Heights.
- In total, FDOT has targeted over 100 residences and 30 businesses for destruction.
- It removes the Floribruska Exit on I-275 which is a crucial exit and thoroughfare for residents of Tampa Heights, Ybor City, and Seminole Heights.

## Solutions We Want Instead

- Dedicated funding for transit and inclusion in designs for multi modal transportation that includes urban fixed guideways, increased bus service and HOV (high occupancy vehicle) status on highway lanes for purposes of increasing movement on the corridor.
- FDOT Recognition of the area's changing demographics, importance of Millennials to future growth and economics, and overall decreasing use of cars as sole transportation option- principles that are recognized and included in The Planning Commission's Tampa Comprehensive plan. (7)
- Come back to the [Hillsborough County Imagine 2040](#) long range transportation plan, where taxpayers have already prioritized spending on transportation to include rail, bus and walkability – with more toll lanes their dead last priority.
- Complete street connections to improve access and reconnect historic neighborhoods carved up and disconnected by highway construction.
- Connect the greenways, trails and bicycling options the county is investing in and has targeted in the both the short term- and long-term transportation plans.
- Design choices that integrate new urbanism principles and stop encouraging further costly sprawl, and road-dominated transportation.

**LEARN MORE ONLINE: [www.StopTBX.com](http://www.StopTBX.com)**

### SOURCES:

- (1) <http://www.sun-sentinel.com/local/broward/fl-95-express-toll-congestion-20150226-story.html>
- (2) <http://www.miamiherald.com/news/local/community/miami-dade/article10488152.html>
- (3) <http://tbo.com/list/news-opinion-commentary/a-9-billion-question-20150315/>
- (4) <http://www.tampabayexpress.com/wp-content/uploads/2015/01/Tampa-Bay-Express-Draft-Master-Plan-January-2015-R.pdf>
- (5) <http://www.planhillsborough.org/wp-content/uploads/2014/10/2040-LRTP-Final-Full-report.pdf>
- (6) <http://usa.streetsblog.org/2011/05/31/study-building-roads-to-cure-congestion-is-an-exercise-in-futility/>
- (7) <http://www.planhillsborough.org/tampa-comprehensive-plan/>