

>About Sunshine Citizens

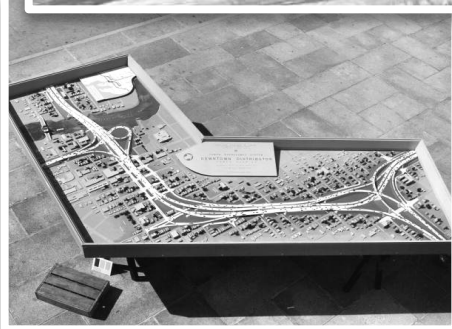


- We are not-for-profit 501c4 organization representing Hillsborough County citizens fighting for smarter growth and more effective transit solutions.
- Worked with many neighborhood and other professional associations.
- visit www.StopTBX.com

>Why TBX is a poor choice? Same destruction.



1960s



Since 1960



>Why TBX is a poor choice? Cumulative destruction.



In the 1960s and 2010s, I4 & the I4 Connector cut through Gary. Interstate 275 cut through Roberts City. Our Interstates accelerated removal of 21.5 miles of streetcar track.

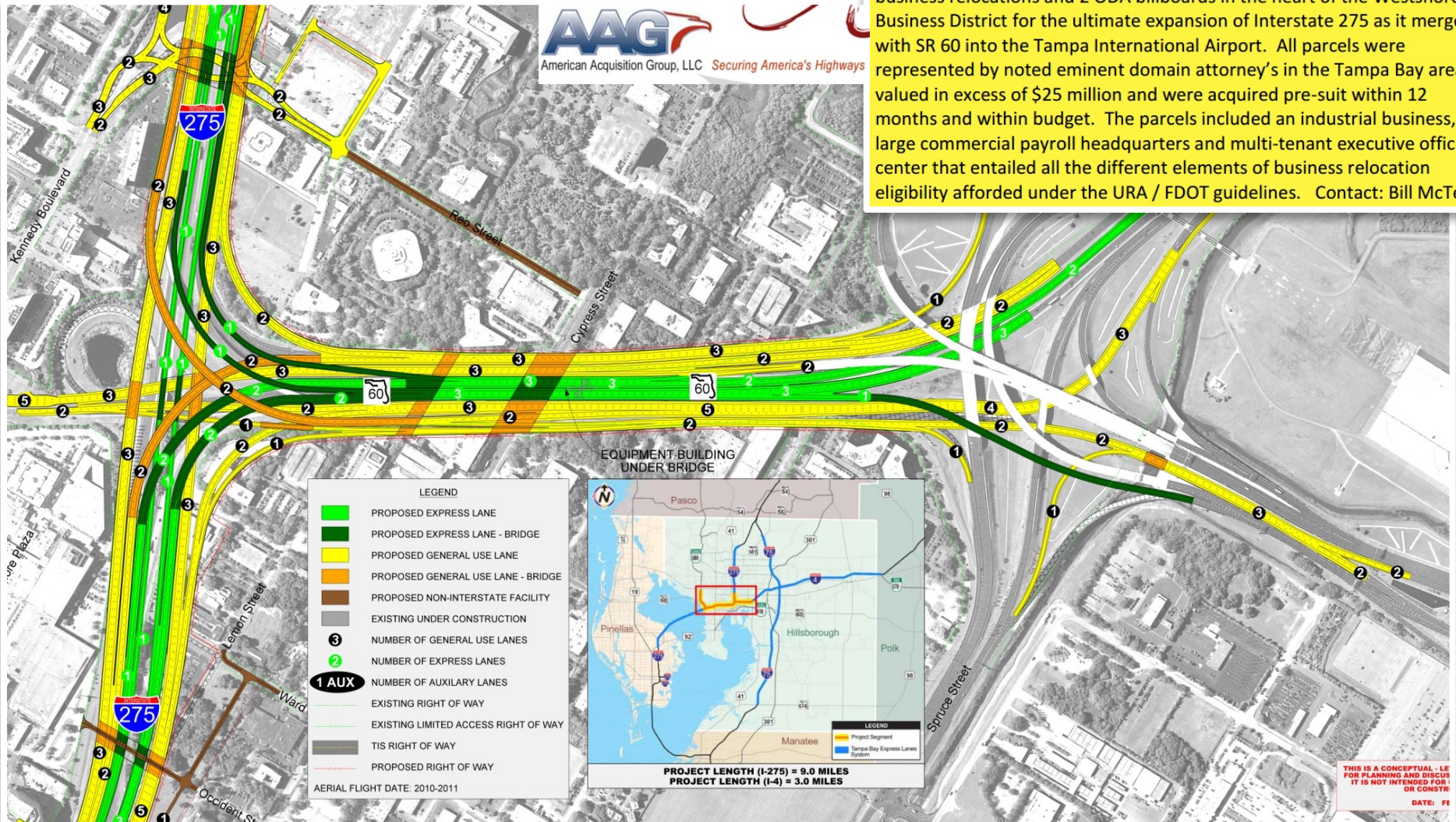


>Why TBX is a poor choice? New destruction.

**Well over 500,000 buildingsq. feet of office to be gone.
Thousands of jobs & consumers displaced.**

I-275 & SR 60 Tampa Bay Express Lane Project (FDOT District 7) 2015-2016

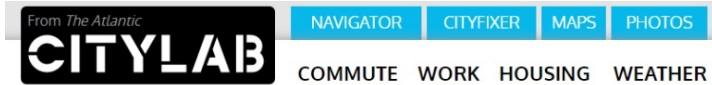
Personally negotiated for the acquisition of 4 whole take acquisitions, 22 business relocations and 2 ODA billboards in the heart of the Westshore Business District for the ultimate expansion of Interstate 275 as it merges with SR 60 into the Tampa International Airport. All parcels were represented by noted eminent domain attorney's in the Tampa Bay area, valued in excess of \$25 million and were acquired pre-suit within 12 months and within budget. The parcels included an industrial business, a large commercial payroll headquarters and multi-tenant executive office center that entailed all the different elements of business relocation eligibility afforded under the URA / FDOT guidelines. Contact: Bill McTeer,



> *Why TBX is a poor choice? Many Reasons.*

- **20 year plan flawed with traffic projections, poor land-use and old policies.**
- Proposed 'Master Plan' FDOT wants approval for costs at **least \$6 billion**.
 - ***Does not include property acquisition.***
 - ***Does not include operations or maintenance.***
 - ***Doesn't include issues during design & build phases.***
 - ***Cost based on 2014 dollars. No interest or inflation included.***
 - ***Under New Legislation, TBX may be a P3 Design-Build, internally regulated project.***
- Variable Rate Tolling = Charge \$0.15 - **\$2.00 a mile to use**. Price varies with congestion caused by any reason.
- Restricted access design needed to prevent lanes from clogging, means many commuters can't easily access lanes, and businesses lose access to customers.
- **Freight cannot use Express Lanes. Lane width reduction, limited to no shoulder usage.**
- 7-15 years of total construction based on past construction delays on newer FDOT projects.

>Why TBX is a poor choice? Many Reasons.



12 of America's Biggest Highway Boondoggles

A new U.S. PIRG report names names.

ERIC JAFFE | [@e_jaffe](#) | Jan 20, 2016 | 56 Comments

Questionable projects poised to absorb billions of scarce transportation dollars include:

- **I-95 widening, Connecticut, \$11.2 billion** – Widening the highway across the entire state of Connecticut would do little to solve congestion along one of the nation's most high-intensity travel corridors.
- **Tampa Bay Express Lanes, Florida, \$3.3 billion** – State officials admit that a decades-old plan to construct toll lanes would not solve the region's problems with congestion, while displacing critical community job-training and recreational facilities.
- **State Highway 45 Southwest, Texas, \$109 million** – Building a new, four-mile, four-lane toll road would increase traffic on one of the most congested highways in Austin, and increase water pollution in an environmentally sensitive area critical for recharging an aquifer that provides drinking water to 2 million Texans.
- **San Gabriel Valley Route 710 tunnel, California, \$3.2 billion to \$5.6 billion** – State officials

Hillsborough gets 'F' rating on air quality from American Lung Association



State demolished 40 homes near Altamonte for now-abandoned project



Hillsborough roads were deadliest ever for pedestrians in 2015



Car insurance rates skyrocket in Florida as crashes mount on busy roads



Steve Bousquet, Times/Herald Tallahassee Bureau

Friday, May 20, 2016 10:29am

389 [Twitter](#) 389 [Facebook](#)



Lawmakers call for I-95 express lane poles to come down in Miami-Dade County

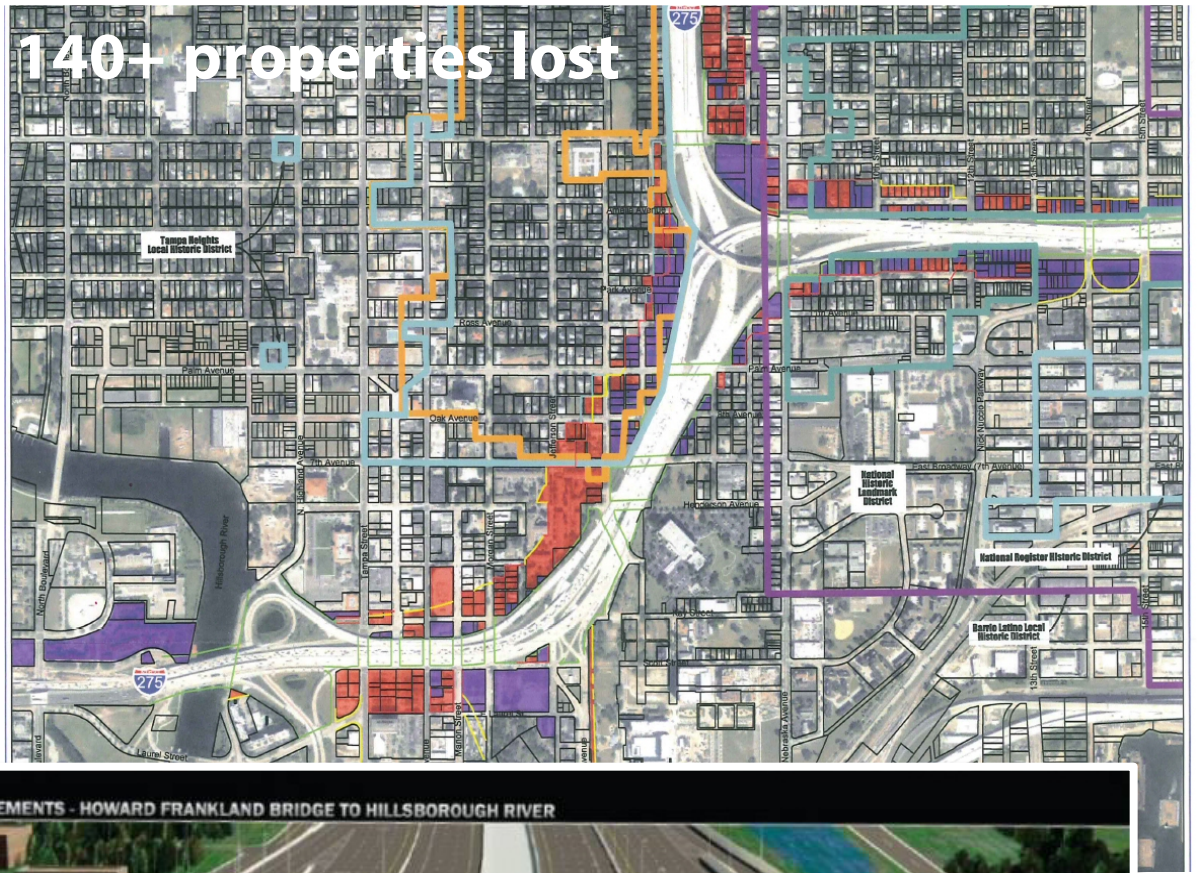
FHP troopers say shrunk shoulders make it impossible for them to do jobs

By Jeff Weinsier - Investigative Reporter

Posted: 11:58 PM, April 28, 2016

5K [Twitter](#) 5K [Facebook](#)





>Why TBX is a poor choice? Unknown Impacts.

Re-evaluate this 20-year old study.

Address the various concerns from the community.

Work with the City of Tampa to further explore alternative means of transportation; including bike/pedestrian facilities and better transit.

No analysis of impacts completed for Hillsborough County. No vision of transit identified. No coordination with Comprehensive Plans. No explanation why infrastructure improvements need to be attached to TBX.



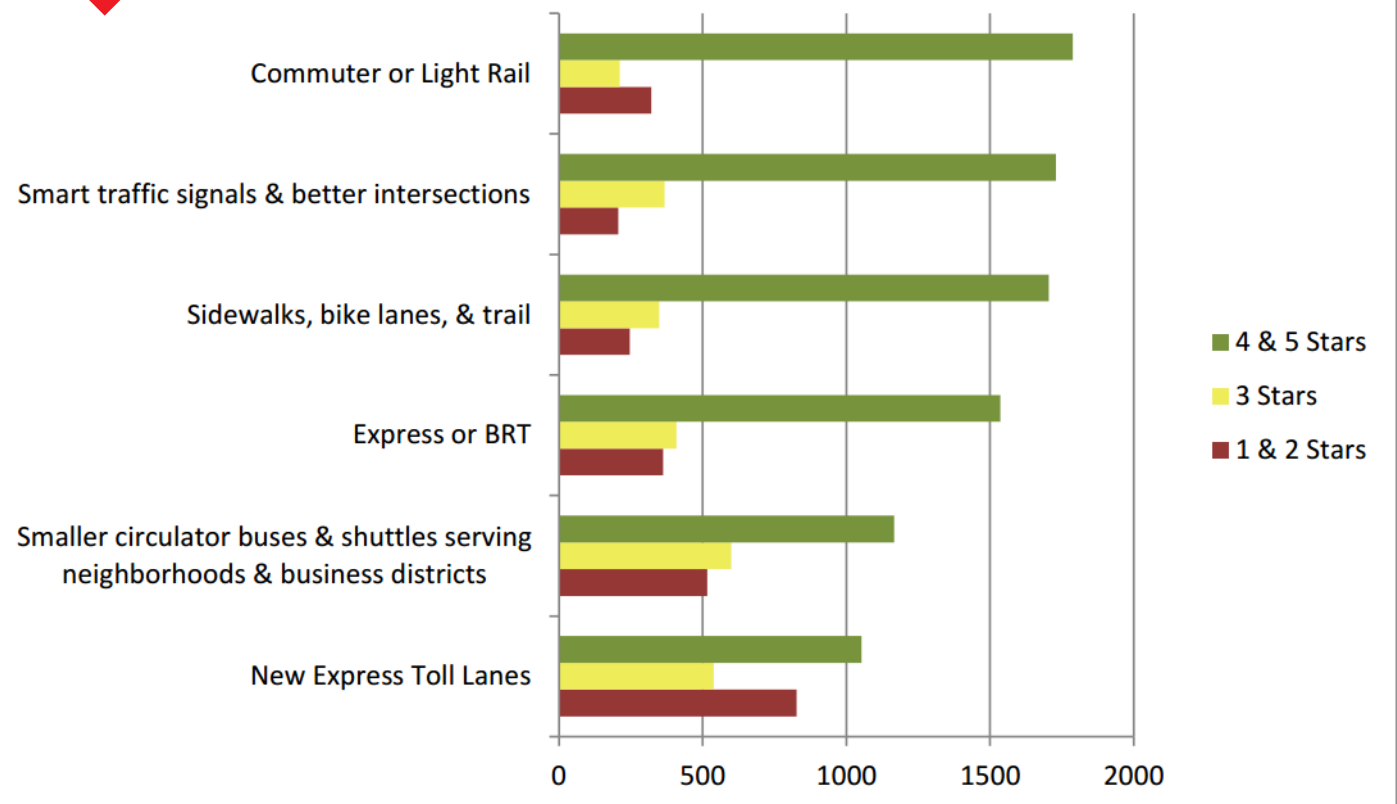
You have to work with this community,” Miller told FDOT officials. “We can’t have what happened in the ‘60s, when the interstate was built with no public hearings or community input.” – Les Miller , Tampa Bay Times

> Why TBX is a poor choice? We don't want it.



Imagine 2040

Table 4.3 Transportation Preferences by All Respondents



> *Why TBX is a poor choice? We don't want it.*

Community-Identified Issues

- Places that are close by feel far away because of the harsh walking environment.
- Large roads and freeway ramps isolate key community destinations and neighborhoods.
- While some streets have been addressed, getting to key neighborhood and community destinations on a bike is not safe or easy.
- The trail system is expanding, but connectivity to adjacent neighborhoods could allow more people to utilize non-motorized modes of travel and better connect neighborhoods with each other and the Downtown Core.
- Trips through Center City are made easy at the expense of the surrounding neighborhoods and retail nodes.



INVISION TAMPA
People. Place. Progress.

CENTER CITY



>Alternatives to consider: Mass Transit.

Here are 200 people in 177 cars



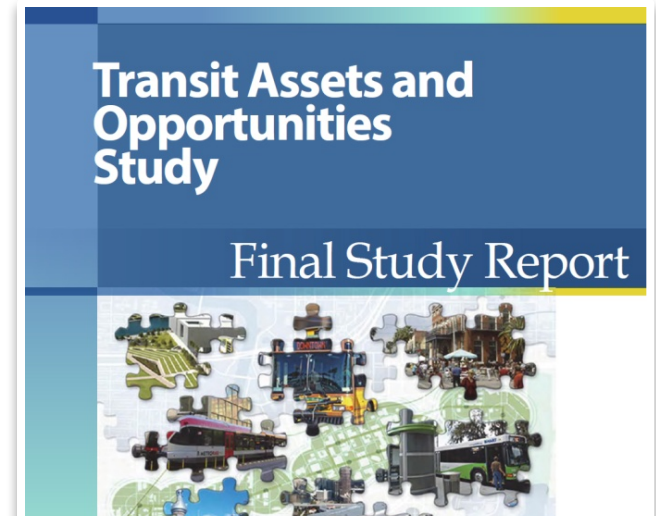
>Alternatives to consider: Mass Transit & Choices.

Mass Transit Systems:

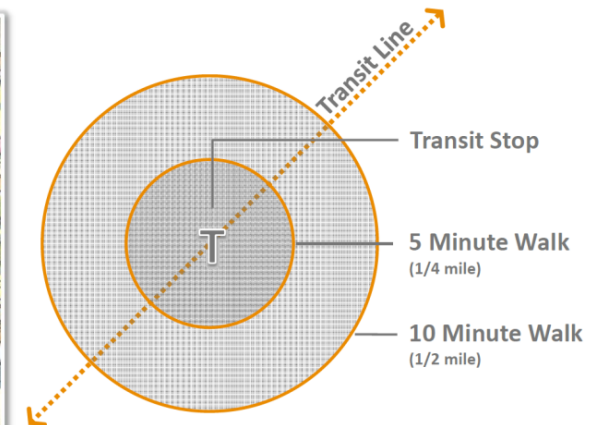
- provide greater mobility
- use less resources
- reduce car congestion & parking
- are better for the environment
- drive economic development

Current Demographic and Economic Trends :

- Aging population, Millennials next largest demographic group
- Changing consumer preferences; to live in more urban areas, walking & biking
- Increasing demand for transit and transit-oriented development



Compact & Close to the Station



People within a half-mile radius are 5 times as likely to walk to a major transit stop than others.

—Transit-Oriented Development: Factors and Elements of Success, Center for Transit Oriented Development.

>TBX ignores our Land Use Policies: TOD

- **Phoenix, Charlotte, Denver, Salt Lake City, Dallas, Minneapolis all have invested in rail and transit and seen immediate private sector investment based on that commitment.**
- **Salt Lake City's new S-line streetcar drove more than \$400 million in development before boarding its first passenger.**
- **New light rail between downtown Minneapolis and St. Paul generated \$2.5 billion in development (more than double the cost) before the line even opened last June, with much more expected.**
- **Cleveland realized \$5.8B dollars in Transit-oriented development**
- **Transit systems drive other economic benefits: higher property values, accelerated development, and increased connectivity to jobs and other opportunities**

>TBX ignores Land Use Policies: Mixed Use

Community TODs

TODs designed to serve community needs. Places with a mix of shopping, entertainment, offices, and moderate density housing.



Places like Dunedin Main Street, South Howard Avenue, and Hyde Park Village.



>TBX ignores Land Use Policies: Places.

Attractive Buildings & Public Spaces



PHOENIX, ARIZONA



ENGLEWOOD, COLORADO

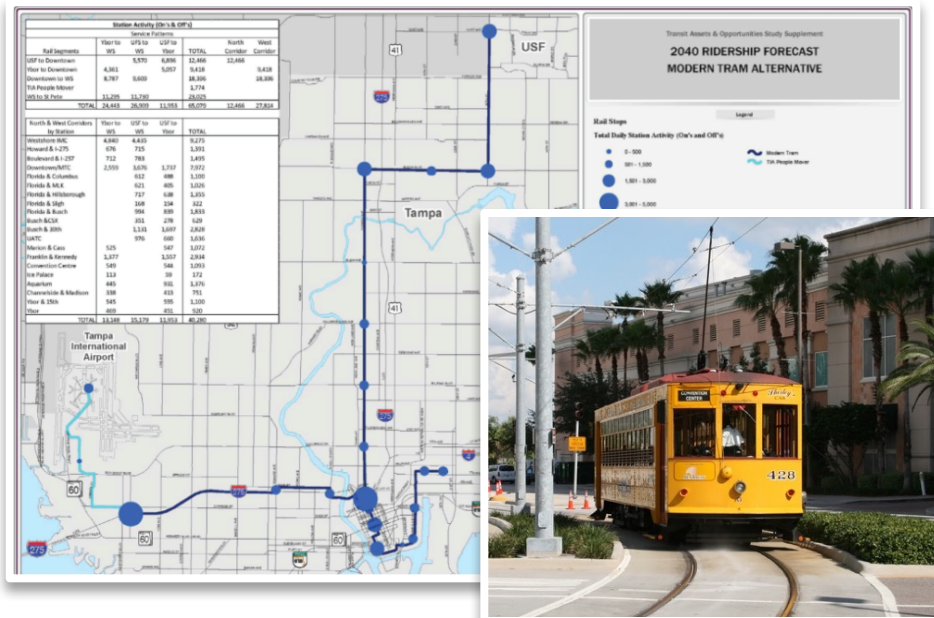


TAMPA, FLORIDA

Buildings, plazas, and squares designed to reinforce community character.

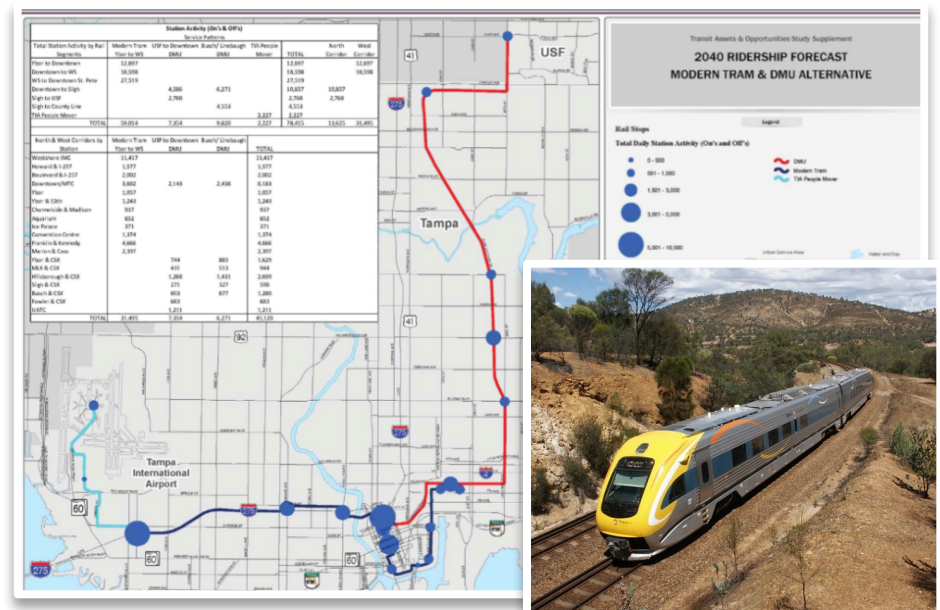
Light Rail

- Modernize and extend the Tampa streetcar system
- Total cost to extend, modernize and improve service, is about the same cost as **1 mile of TBX** through the urban core



Commuter Rail

- Opportunity to purchase/lease and convert to a commuter rail system
- **CSX tracks for commuter rail estimated at \$10-20 million a mile**
- **I-275 (proposed TBX) – cost \$120 million a mile**



>Alternatives to consider: Choices.

Bus Rapid Transit (BRT)

- Combines the efficiencies and quality of Metro rail systems with the flexibility and relative low cost of buses
- Environmental benefits
- BRT achieves comparable levels of speed, capacity, and passenger comfort and convenience as rail-based systems
- **Can be built at a fraction of the cost and construction time**



Buses / HART Line



Cycling and Pedestrian

- Trails (Green Artery, Selmon, Riverwalk)
- Protected bike lanes
- (Courtney Campbell Trail)
- Bike share (Coast Bike)



>Heard from the Experts.

Principle one:

While transportation needs to connect people to opportunities, it should also “invigorate opportunities within communities.”

Two:

Projects need to take into account communities that “have been on the wrong side of transportation decisions,” and figure out ways to make them stronger.

And three:

The projects should be built for and by the communities they go through.

-US Transportation Secretary Anthony Foxx



>Heard from the Experts.

Gabe Klein, former commissioner of the Chicago Department of Transportation and director of District DOT in Washington, D.C., told Urban Land Institute Tampa Bay that the proposal is the 'worst project' he's seen in his years of traveling the country."

'Places like Tampa can be successful, but you've gotta spend your money on something other than a freeway,' Klein said."

-The Tampa Bay Business Journal

"National transportation expert blasts TBX as 'boondoggle'"



>Thank you! Let us move Beyond TBX!

Cypress/I-275/Florida/CSX – Tram with DMU

Legend

— = Commuter Rail
— = Streetcar

Car Share

Uber/Lyft

Ride Share

ZIP Car

Autonomous Vehicles

Alternative
(non-interstate)
Connectivity



BRUCE B. DOWNS BOULEVARD, TAMPA, FLORIDA

Florida's road system will not be able to keep up with population growth unless additional transit options are provided.

—Connecting Florida: Transit and Florida's Economy, ULI 2010.

