

UNDERSTANDING TAMPA BAY EXPRESS (TBX)



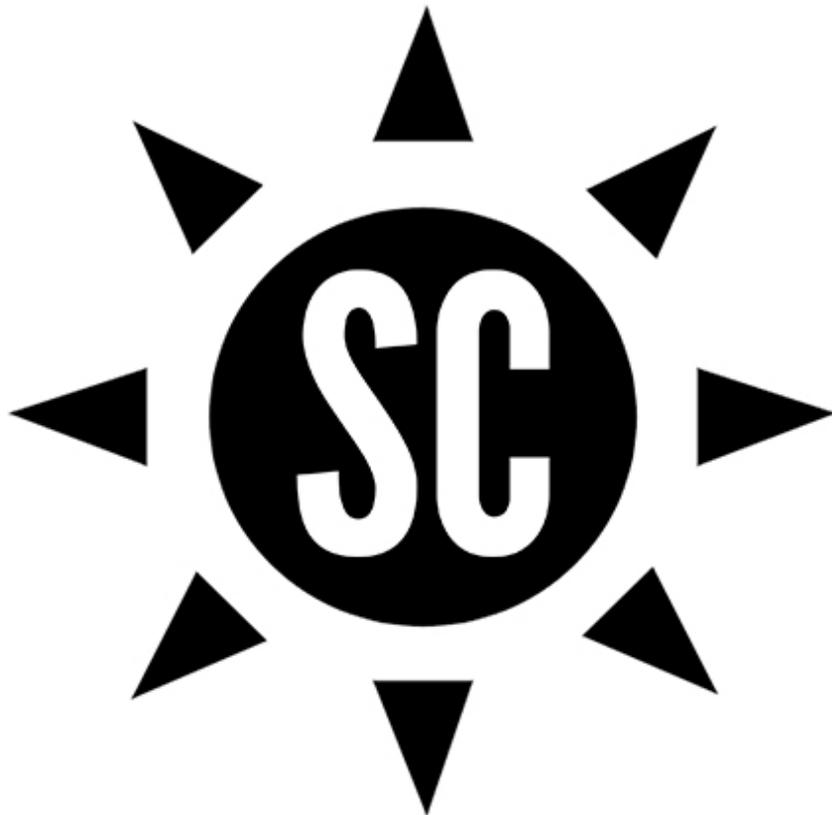
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SUNSHINE CITIZENS

- **We are a grassroots, all-volunteer organization.**
 - Chris Vela – President
 - Jason Ball – Vice President
 - Michelle Cookson – Secretary
 - Amanda Brown – Treasurer
 - And many others!
- **We advocate for smarter growth strategies and more effective transportation solutions.**
- **We are a founding organization of the Stop TBX Coalition.**
 - 501(c)4 makes donating easy
 - We are tasked with Education, Outreach and Media Relations. **If you are interested in joining our team, email us at stoptbx@gmail.com.**

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**3,224 structures
destroyed.**



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WHAT? Managed Toll Lanes (TBX)

- **78 Miles of Toll Lanes on Public Interstates.**
 - » I-4, I-75, I-275
- **2 to 8 new toll lanes, depending on segment.**
- **Proposed ‘Master Plan’ FDOT wants approval for costs at least \$6 billion.**
 - » **Does not include property acquisition.**
 - » **Does not include operations or maintenance.(much higher)**
 - » **Doesn’t include issues during design & build phases.**
 - » **Cost based on 2014 dollars. No interest or inflation included.**

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Cost Estimate Summary

Project Description	Starter Projects Total Cost	Master Plan Projects Total Cost
I-275 from South of Gandy Boulevard to North of 4th Street North	\$57,066,120	\$100,441,756
I-275 (Howard Frankland Bridge) from North of 4th Street North to South of SR 60	\$415,351,839	\$757,560,665
I-275 from South of SR 60 to South of Lois Avenue; SR 60 from South of I-275 to Veterans Expressway	\$557,487,849	\$557,487,849
I-275 from South of Lois Avenue to Rome Avenue	\$70,011,642	\$70,011,642
I-275 from Rome Avenue to North of Dr. Martin Luther King, Jr. Blvd.; I-4 from I-275 to East of 50th Street	\$1,807,767,680	\$1,807,767,680
I-275 from North of Dr. Martin Luther King, Jr. Blvd. to North of Bearss Avenue	\$142,188,891	\$254,280,107
I-4 from East of 50th Street to Polk Parkway	\$113,925,701	\$463,005,105
I-75 from South of SR 674 to South of US 301	N/A	\$235,047,165
I-75 from South of US 301 to North of Bruce B. Downs Boulevard	\$138,393,436	\$1,789,232,058
TOTAL	\$3,302,193,159	\$6,034,834,027

Notes: Estimated costs are present day in 2014 dollars and do not include right-of-way acquisition costs. Estimated costs include new express lanes and reconstruction of general use lanes where necessary. Estimated costs may change as PD&E Studies are conducted for individual segments.
 January, 2015 - This is a conceptual level estimate created for planning and discussion purposes only. It is not intended for use in PD&E, Design, or Construction.

WHAT? Managed Toll Lanes (TBX)

- **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.**
- **Intent is to guarantee users that 90% of time, the speeds on toll lanes will be 45 mph or more.**

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WHAT? Managed Toll Lanes (TBX)

FDOT's Sales Pitch

- » **“Managed Lanes” = Better Service**
- » **“Toll” = User Pays**
- » **“Variable Rate” = Provides drivers a free market “choice” to avoid congestion.**
- » **“New Lanes” = More Capacity**

Reality

- » **“Managed Lanes” = Restricted access picks winners and losers.**
- » **“Toll” = Another Tax. TBX requires billions in taxpayer subsidy on top of tolls.**
- » **“Variable Rate” = Congestion from any cause raises price. No “choice” involved for people on a schedule.**
- » **“New Lanes” = Access is restricted to keep lanes moving, reducing their effectiveness at adding capacity.**

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HOW CONGESTION PRICING WORKS

If Tampa Bay Express was built, this would be I-275 at Himes Ave.

There are 6 'free' lanes and 6 'toll' lanes.

But all lanes are not created equally.

While the 6 toll lanes carry just **14%** of traffic, the other **86%** of traffic gets jammed into the 6 'free' lanes.*



The relationship between the 'free' and 'toll' lanes is carefully designed to ensure that the 'free' lanes are often congested, making drivers desperate enough to pay up to \$2 a mile.

* Fig. 5-3 from TBX Master Plan 01-15

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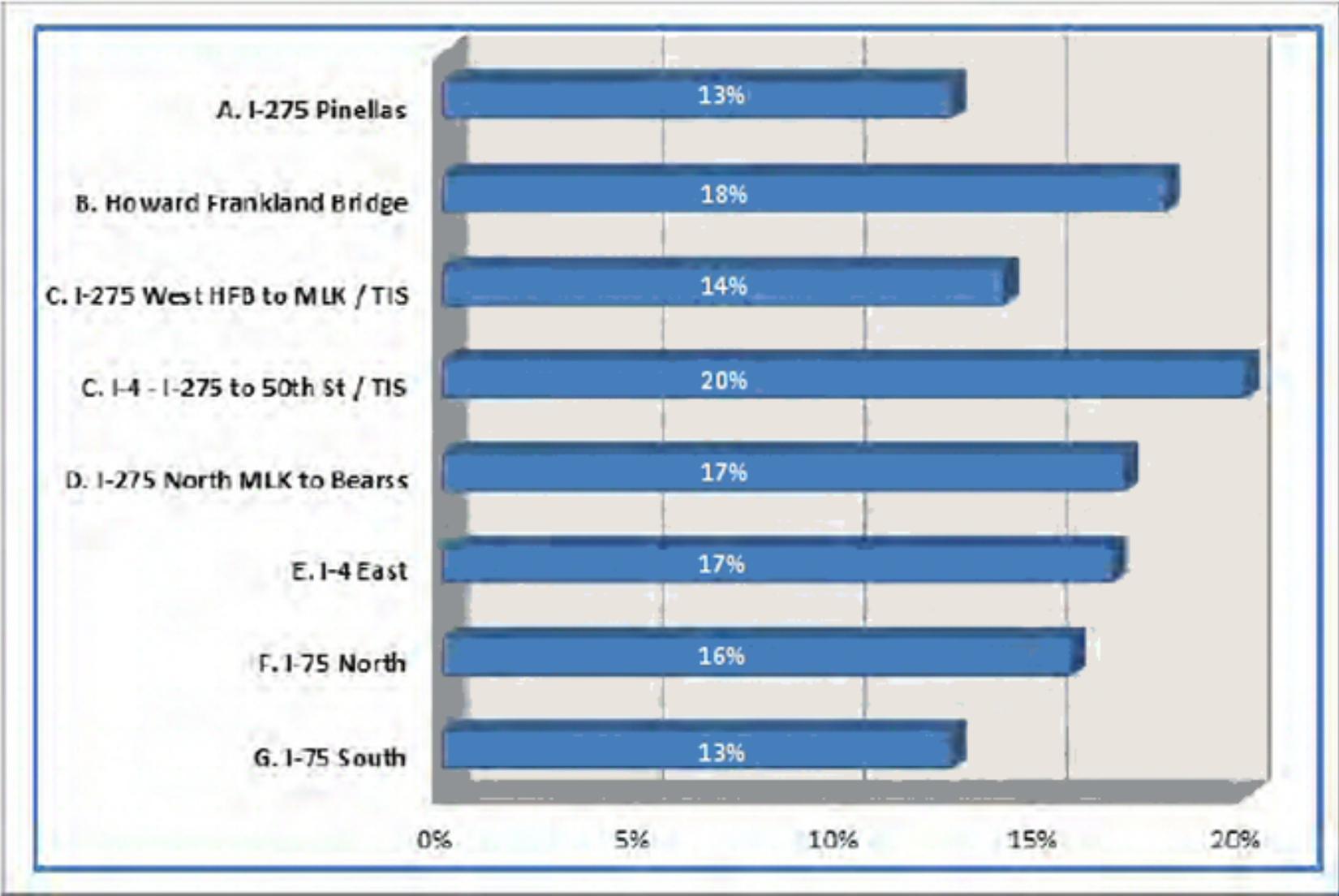
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FIGURE 5-3: PERCENT EXPRESS LANES SHARE (AM/PM PEAK PERIODS)



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Do We Need Lanes?

IN 1996, FDOT ESTIMATED WHAT INTERSTATE TRAFFIC WOULD BE IN 2010. THE LEFT COLUMN SHOWS WHAT INTERSTATE TRAFFIC WAS IN 1990. THE RIGHT COLUMN SHOWS FDOT'S ESTIMATE.

TABLE 1.2

AVERAGE DAILY TRAFFIC VOLUME COMPARISON
Tampa Interstate Study - Phase II
Environmental Impact Statement

Roadway Segment	Average Daily Traffic Volumes		% Increase
	Existing (yr.)	2010	
I-275 from Howard Frankland Brdg. to Kennedy Blvd.	85,568 (90)	124,084	50.3
I-275 from Kennedy Blvd. to Memorial Hwy.	73,101 (90)	98,254	34.3
I-275 from Memorial Hwy. to Westshore Blvd.	106,328 (90)	157,438	48.1
I-275 from Westshore Blvd. to Dale Mabry Hwy.	129,310 (90)	183,018	41.5
I-275 from Dale Mabry Hwy. to Himes Ave.	154,832 (90)	225,212	45.4
I-275 from Himes Ave. to Armenia/Howard Ave.	153,120 (90)	252,040	64.6
I-275 from Armenia/Howard Ave. to Ashley St.	163,840 (90)	261,460	59.6
I-275 from Ashley St. to Orange/Jefferson St.	157,010 (90)	248,100	58.0
I-275 from Orange/Jefferson St. to I-4	174,210 (90)	332,286	90.7
I-275 from I-4 to Floribraska Ave.	129,220 (90)	206,200	59.6
I-275 from Floribraska Ave. to MLK Blvd.	135,044 (90)	206,200	52.7
I-4 from I-275 to 14th/15th St.	116,732 (88)	253,722	117.4
I-4 from 14th/15th St. to Crosstown Connector	103,936 (88)	242,492	133.3
I-4 from Crosstown Connector to 50th St.	94,982 (88)	206,500	117.4

TABLE SOURCED FROM:
<http://archived.fdotd7studies.com/tampa-interstate-study/project-documents/>

AND HERE ARE THE ACTUAL TRAFFIC COUNTS, AS OF 2012

Tampa Bay Express
 Draft Master Plan

For Review Only
 As of January 2015

TABLE 2-1: 2012 INTERSTATE TRAFFIC CONDITIONS

Interstate	Segment	Volume	Capacity ¹	V/C Ratio	LOS	Additional Lanes Needed
I-275	I-275 to 54 th Ave. S.	50,300	84,500	0.59	C	0
	54 th Ave. S. to 5 th Ave. N.	119,000	150,000	0.79	D	0
	5 th Ave. N. to south of Gandy Blvd.	152,000	176,600	0.86	D	0
	South of Gandy Blvd. to south of 4 th St. N.	141,000	176,600	0.80	D	0
I-275	HFB	142,500	176,600	0.81	D	0
I-275 (TIS)	HFB to north of MLK Blvd.	181,500	176,600 ²	1.03	F	2
I-275	North of MLK Blvd. to North of Bearss Ave.	143,500	130,600	1.10	F	2
I-4 (TIS)	I-4/I-275 Junction to East of 50 th St.	171,000	176,600	0.97	E	2
	East of 50 th St. to I-75	137,000	130,600	1.05	F	2
I-4	I-75 to Mango Rd.	138,500	150,600	0.92	E	2
	Mango Rd. to Polk Pkwy.	96,500	130,600	0.74	D	0
I-75	SR 674 to Gibsonton Dr.	88,000	130,600	0.67	D	0
	Gibsonton Dr. to US 301	103,000	130,600	0.79	D	0
I-75	US 301 to SR 60	68,500	130,600	0.52	B	0
	SR 60 to I-4	140,500	130,600	1.08	F	2
	I-4 to Fowler Ave.	122,500	130,600	0.94 ²	E ²	2
	Fowler Ave. to BBD Blvd. ³	85,500	150,600	0.57 ²	B ²	0
	BBD Blvd. to SR 52	90,500	150,600 ²	0.60 ²	B ²	0

NOTICE HOW EVEN FDOT'S OWN TRAFFIC STANDARDS SHOW THAT NO ADDITIONAL LANES ARE NEEDED ON MOST OF THE INTERSTATE, WITH SOME STRETCHES RUNNING BARELY ABOVE HALF OF CAPACITY.

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HOW? Paying for TBX

- **I-4 Ultimate Model: \$2.8 Billion**

- » **\$1 billion via Federal loan provided by the USDOT (Transportation Infrastructure Finance and Innovation Act) @ 3% interest rate payable over a 42-year period. (Funding greatly reduced by recently passed FAST Act)**
- » **\$1.7 billion from foreign investors via Public-Private Partnership (P3) @ 10-12% interest rate.**
- » **Fully guaranteed by the State of Florida—and its taxpayers.**

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DBF – Design, Build, Finance

Design and Construction	
Design and Construction	\$2.323 billion in year of expenditure dollars
Construction Schedule	6.33 years with Substantial Completion December 2020
Concessionaire's Capital Structure	
Bank Debt	\$486 million with a 3.85% interest rate
Lenders <i>(All International Banks)</i>	Societe Generale, Bank of Tokyo-Mitsubishi UFJ, Ltd., Canadian Imperial Bank of Commerce, KfW IPEX Bank GmbH, AB Svensk Exportkredit, Credit Agricole Corporate and Investment Banking
TIFIA <i>(Capitalized Interest Excluded)</i>	\$127 million – Short Term with a 2.32% interest rate \$822 million – Long Term with a 3.17% interest rate \$949 million – Total of all TIFIA Loans
Equity	\$104 million with 12.00% IRR
Debt to Equity	94:6 (Based on all debt sources)
Construction Period Sources	Bank Debt 19%; TIFIA 37%; Equity 4%; Periodic Payments 40%
Weighted Average Cost of Capital	4.45%

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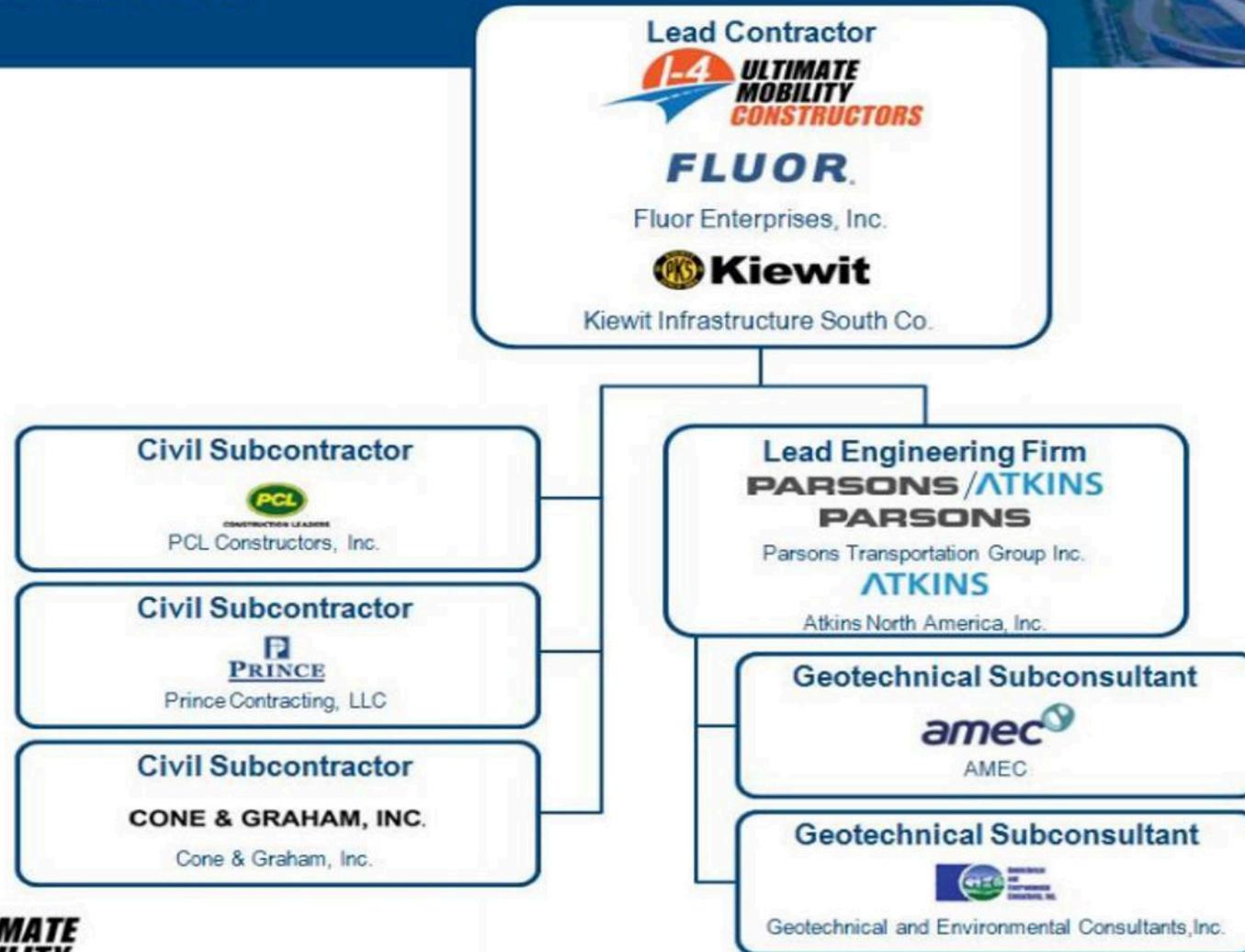
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Organization



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The Search For “Solutions”

- **The “Solution” of Choice: Public Private Partnerships (P3)**
 - » Lobbyists love it, but is this really “sustainable?”
 - » Corporate money in the form of P3 projects is pushed as the “solution.”

SKANSKA

AECOM

 **Stantec**


xerox

 **HCR**
HANDEX CONSULTING
& REMEDIATION, LLC

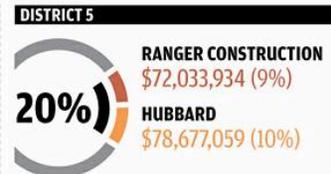
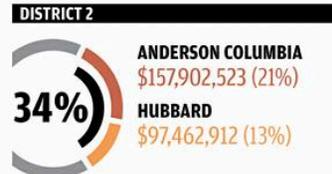
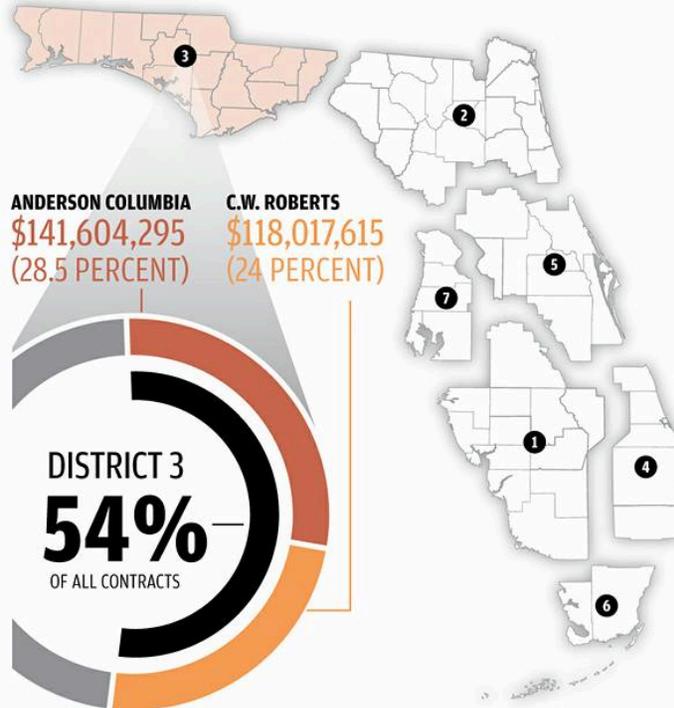
**PARSONS
BRINCKERHOFF**

ATKINS

HNTB

Contract domination

Two contractors in the Florida Department of Transportation Pandhandle region have dominated. They have received more than half of all road building contracts since 2007, which is a much high rate than other districts. The domination has been subject of FDOT examination, but no official action has been taken



*District 7: Each of the contractors won only substantial two contracts. In other districts the top contractors won several smaller contracts.

Bringing Home The Bacon

- **“All new capacity will be tolled where feasible.”**
 - FDOT Secretary Ananth Prasad, 2011
- **Moving Ahead for Progress in the 21st Century Act (MAP-21)**
 - » Passed in 2012, requires tolls on interstates.
- **Federal Highway Administration (FHWA) grants can now go to toll lane construction.**

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TBX OVERVIEW

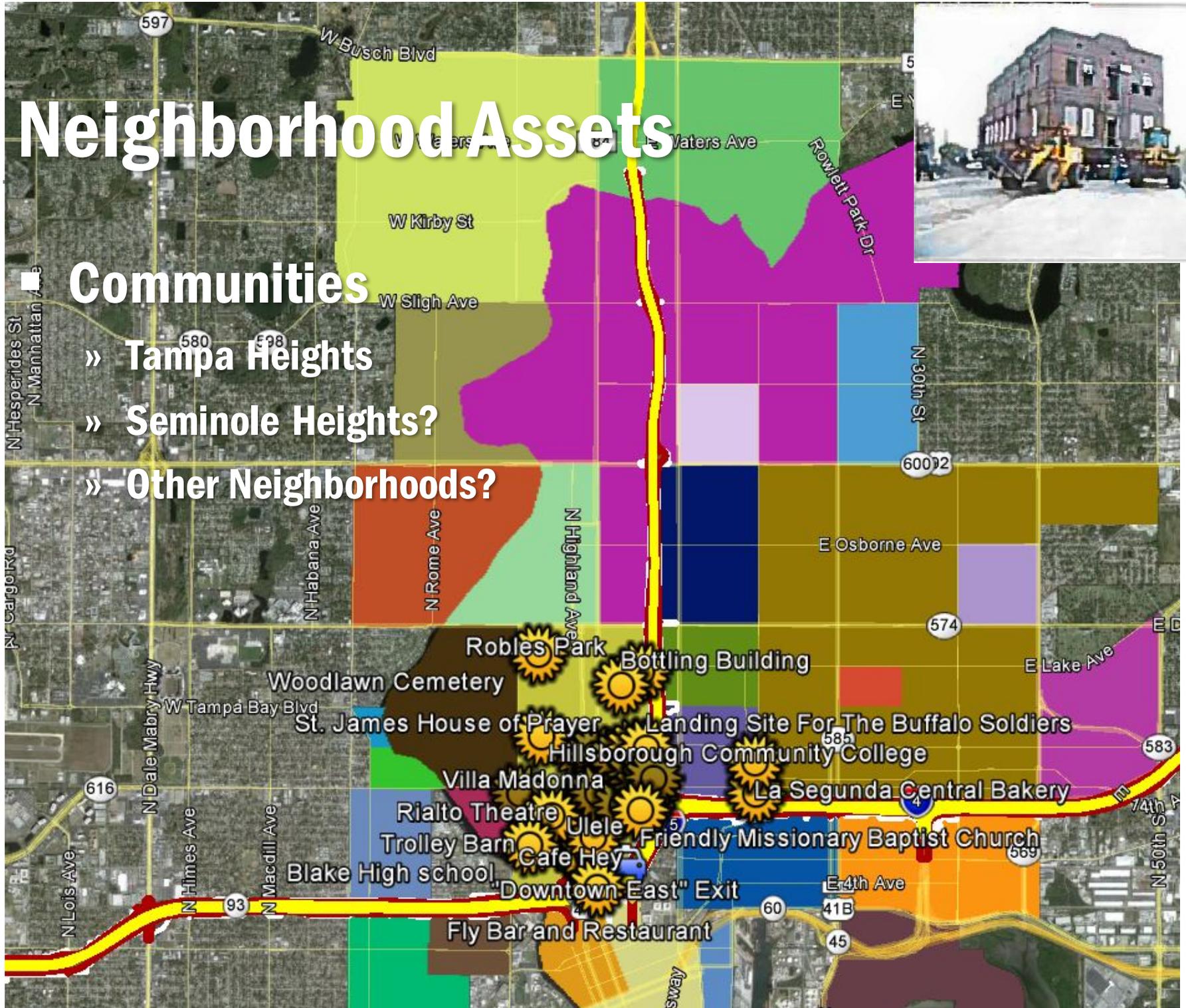
TAKE ACTION

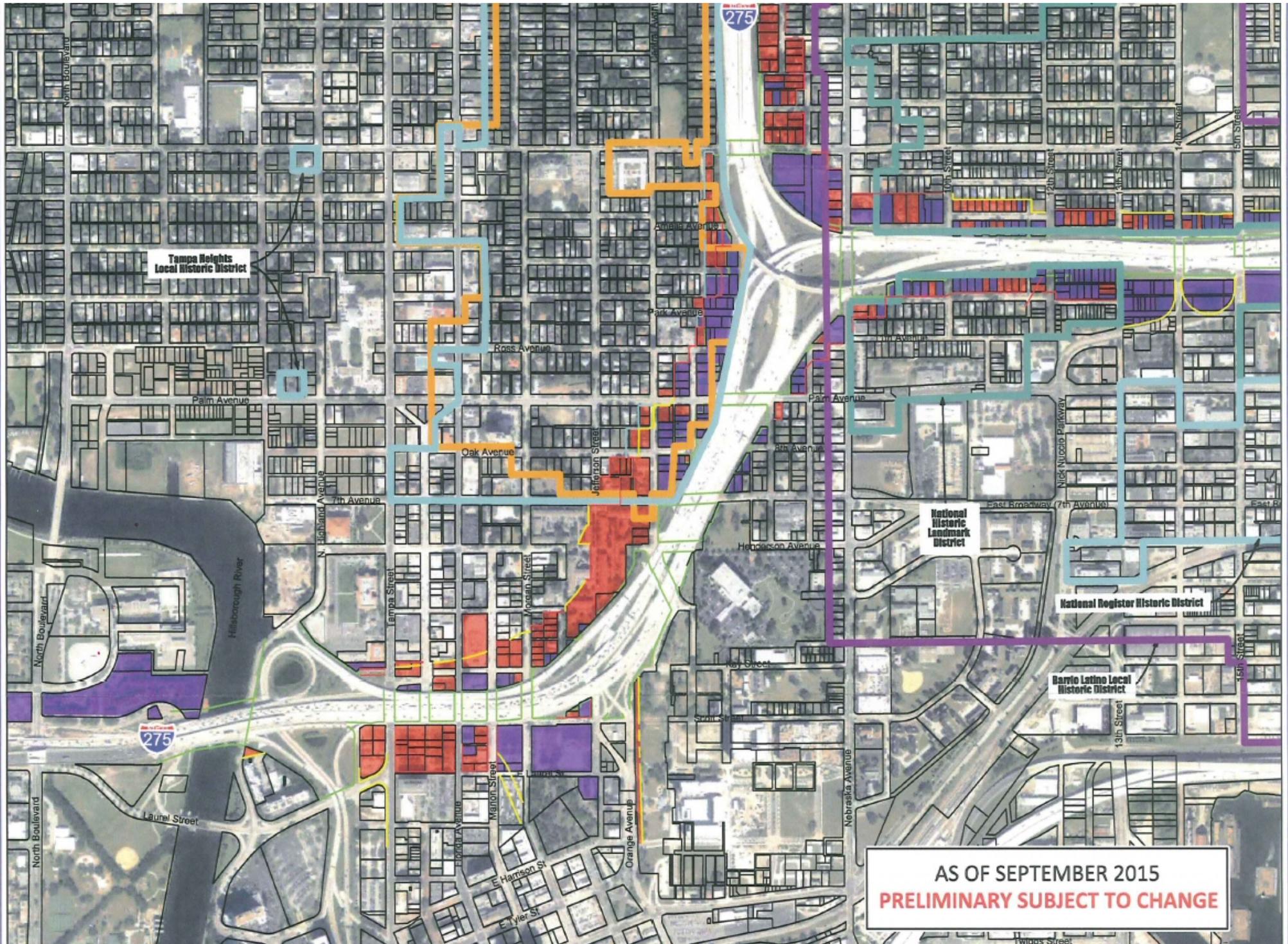
DISCUSSION

Neighborhood Assets

■ Communities

- » Tampa Heights
- » Seminole Heights?
- » Other Neighborhoods?





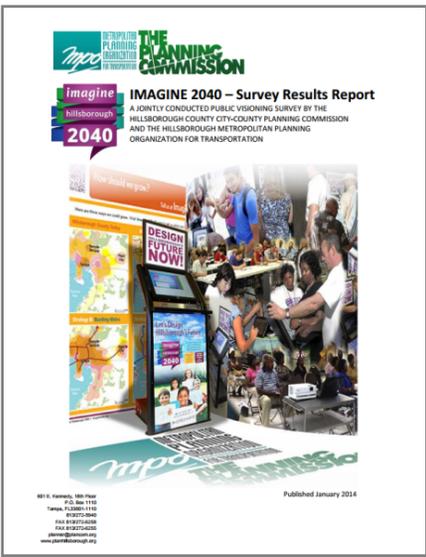
**Tampa Heights
Local Historic District**

**National Historic
Landmark
District**

National Register Historic District

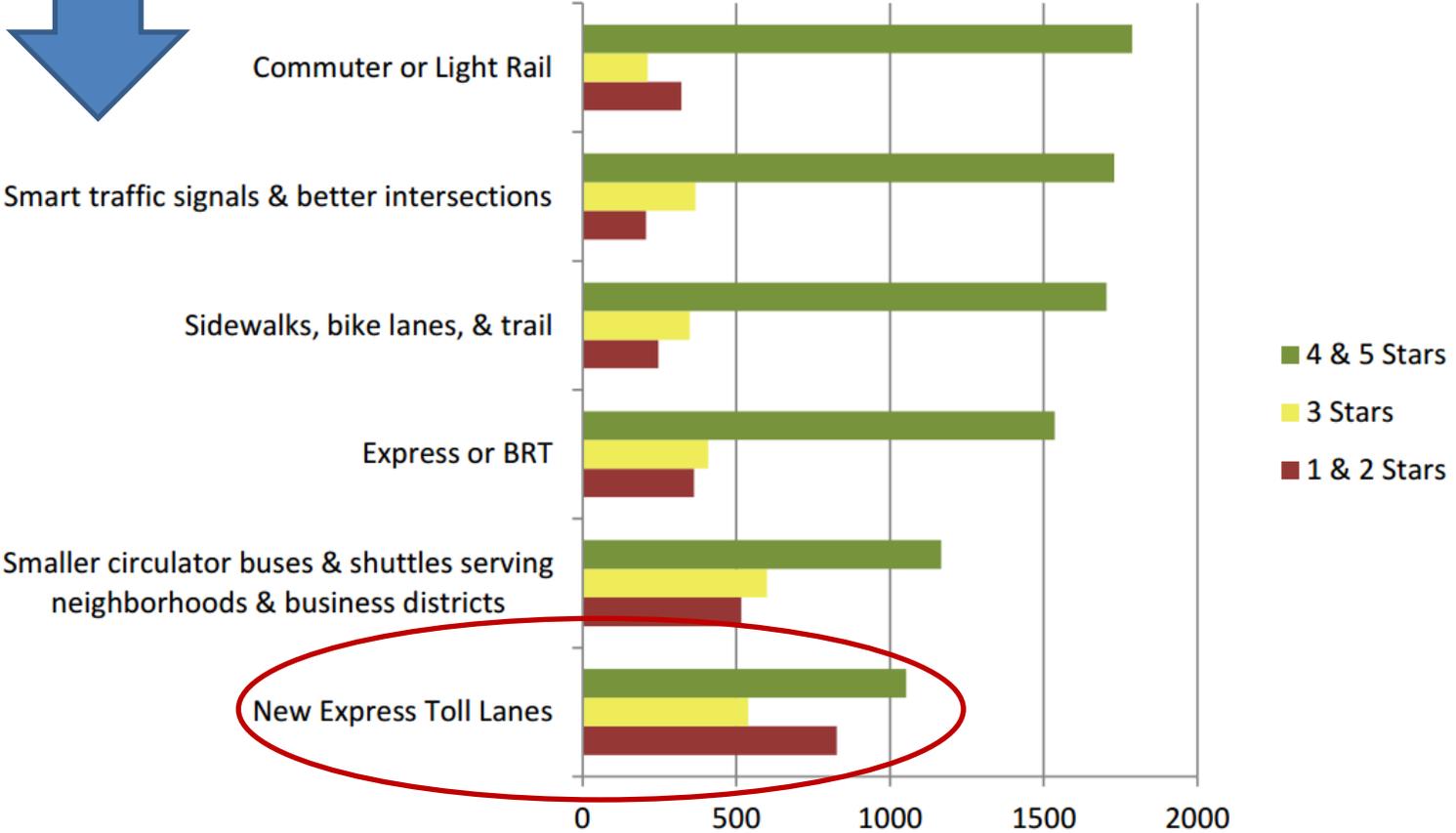
**Barrio Latino Local
Historic District**

**AS OF SEPTEMBER 2015
PRELIMINARY SUBJECT TO CHANGE**



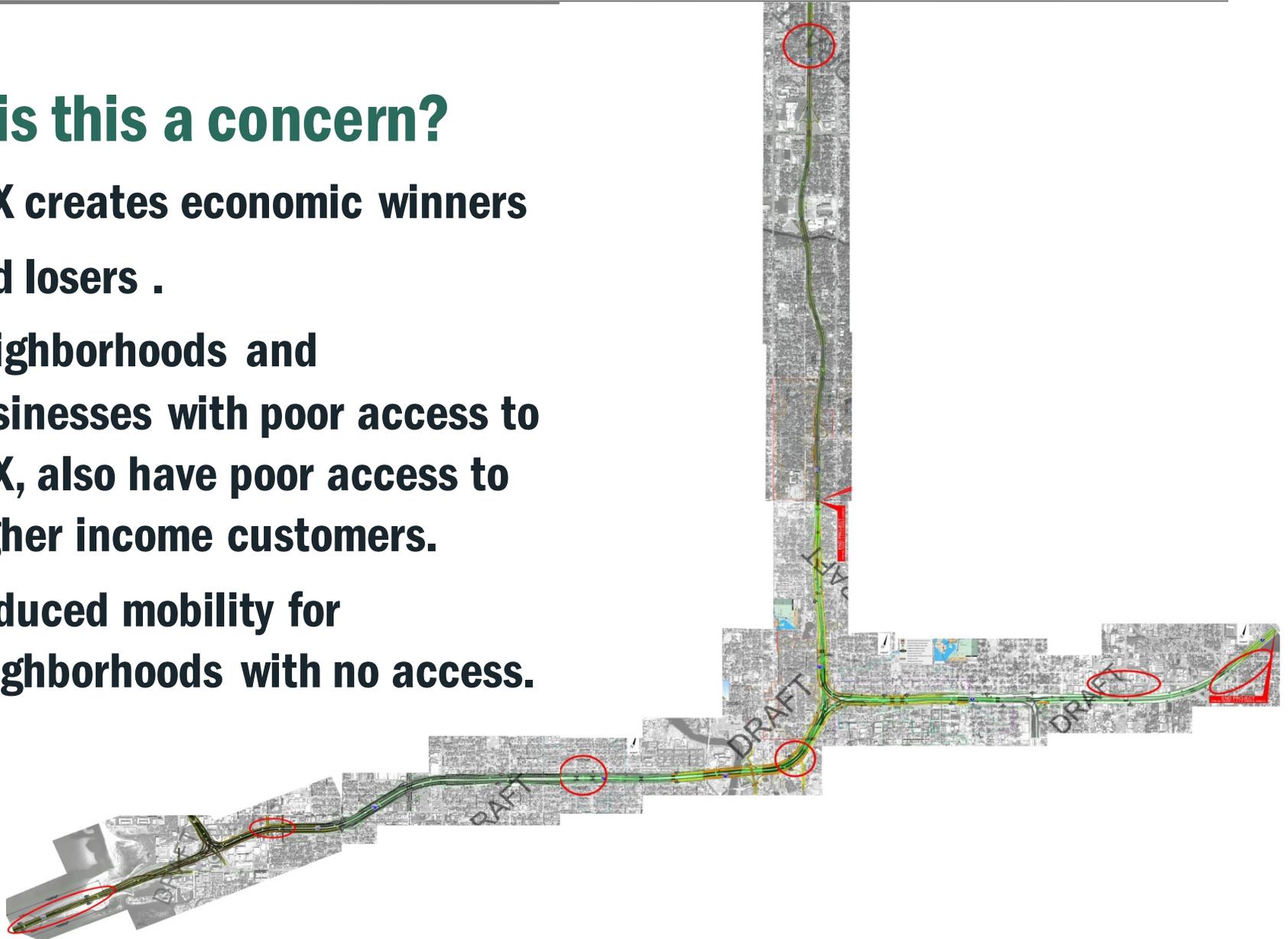
Imagine 2040

Table 4.3 Transportation Preferences by All Respondents



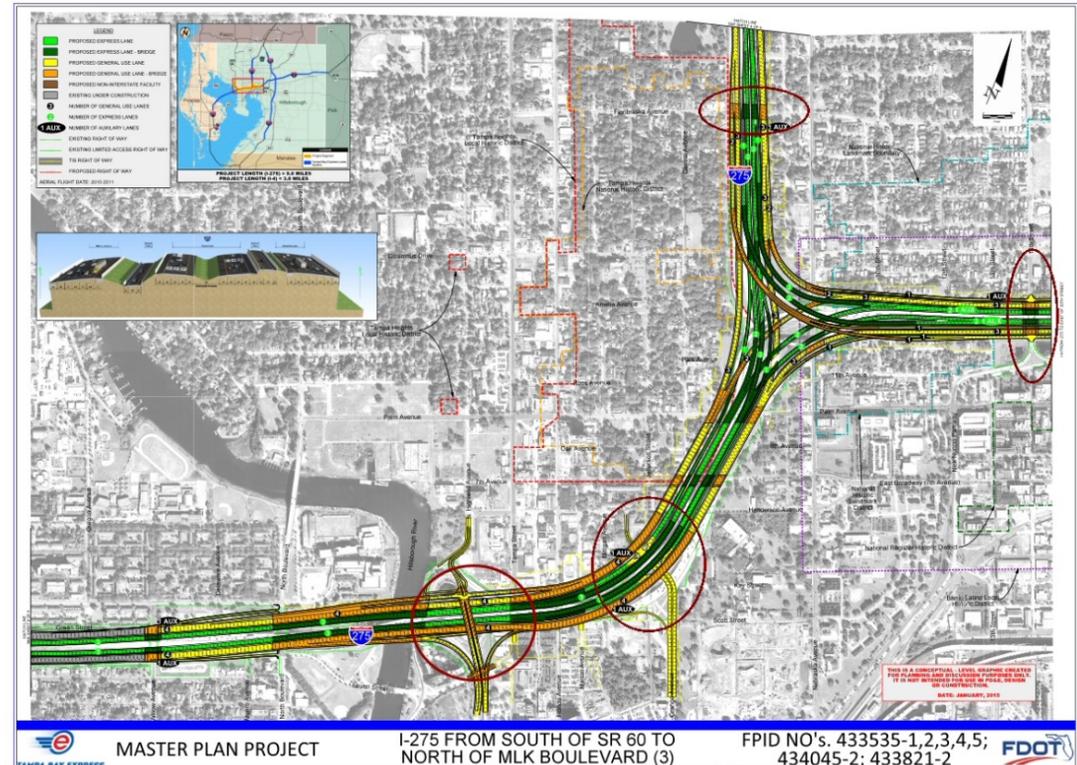
Limited Access

- **Why is this a concern?**
 - » **TBX creates economic winners and losers .**
 - » **Neighborhoods and businesses with poor access to TBX, also have poor access to higher income customers.**
 - » **Reduced mobility for neighborhoods with no access.**



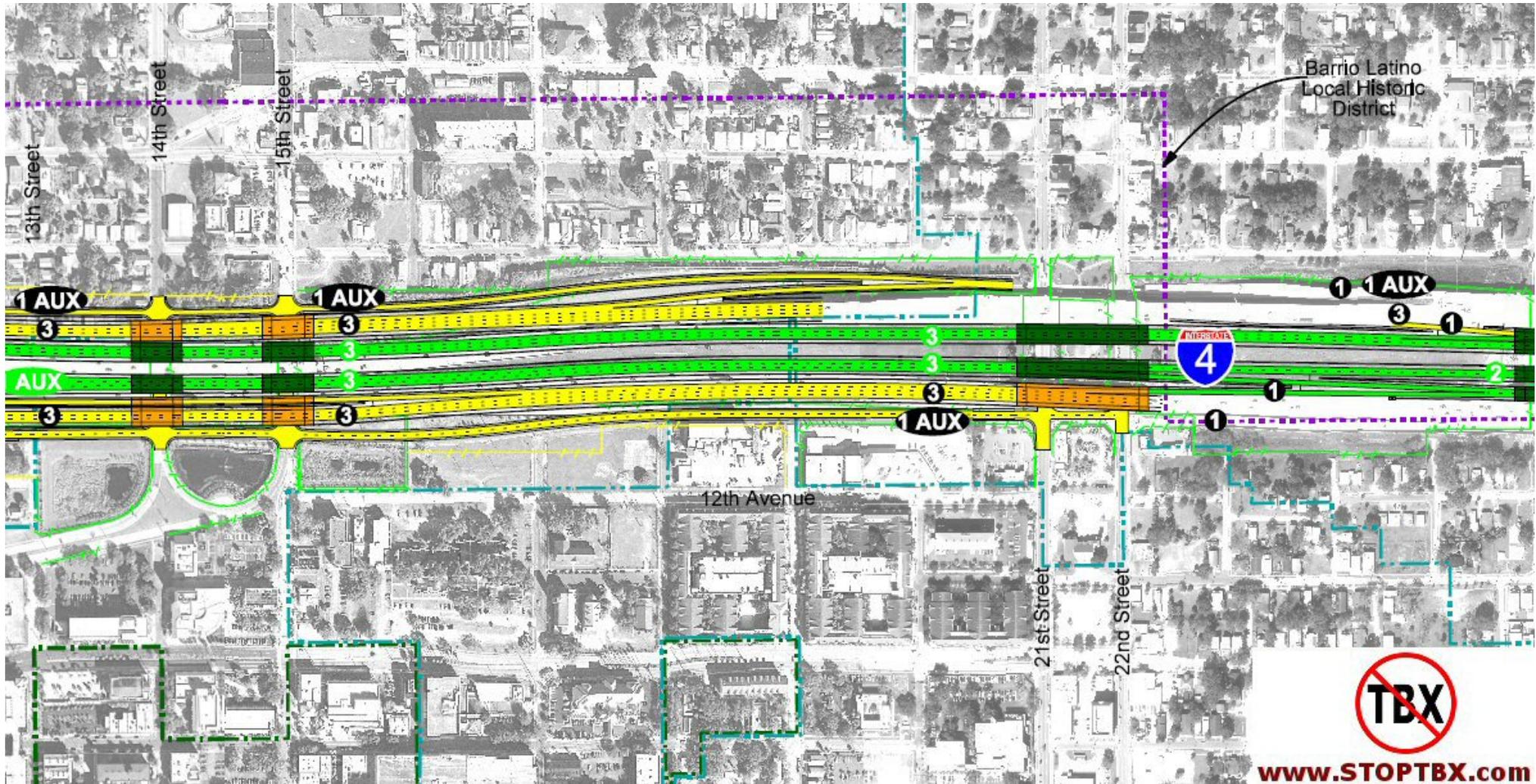
Limited Access

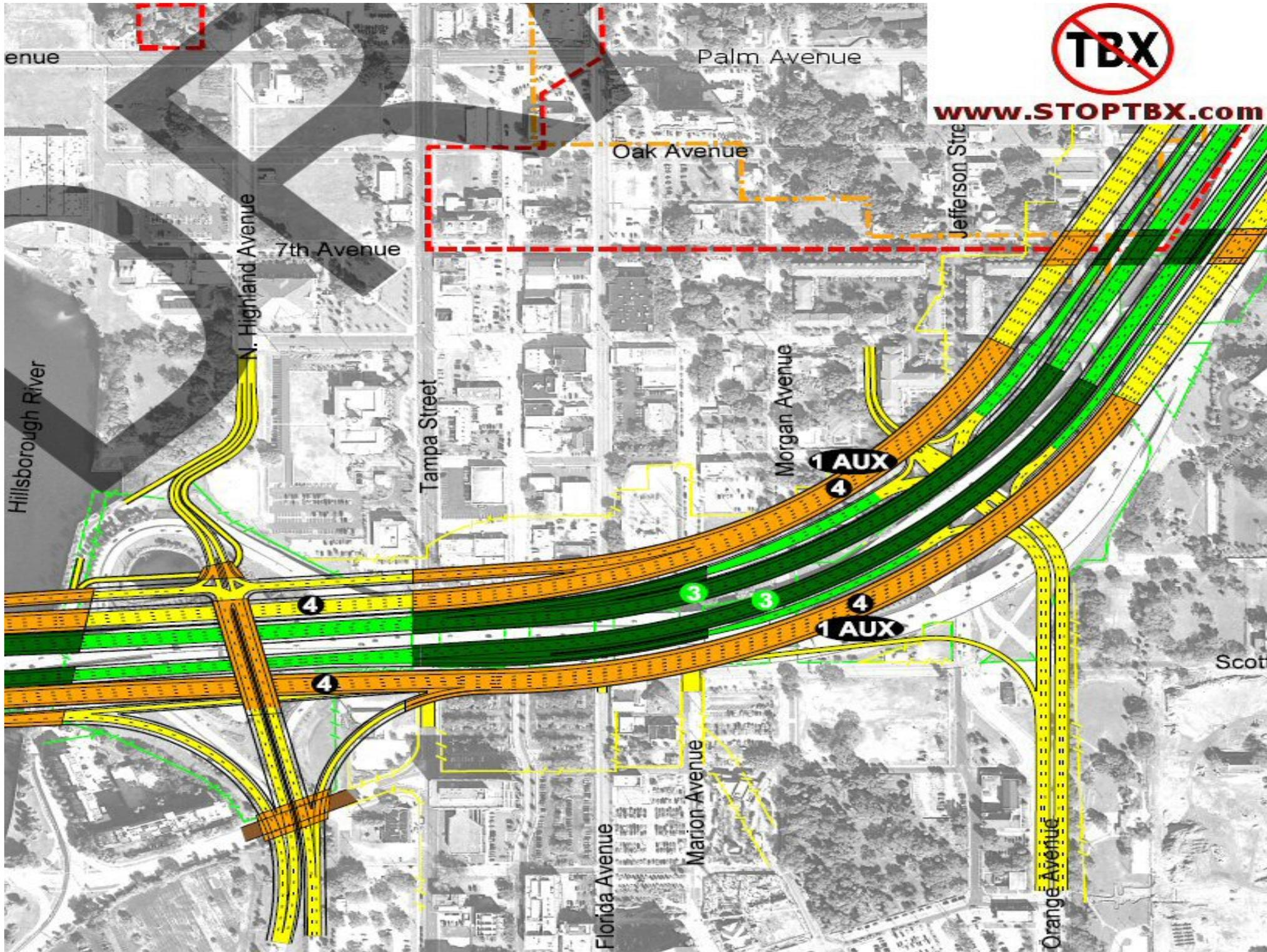
- **Traffic Patterns in Urban Core Dramatically Altered**
 - » **Floribraska Exit Closed**
 - » **Ybor interchange extended to include 14th/15th Avenue**
 - » **“Downtown East” Converted to “Express Access Only”**
 - » **“Downtown West” Converted to Flyover**



Limited Access

Ybor City





venue

Palm Avenue



www.STOPTBX.com

Oak Avenue

Jefferson Stire

7th Avenue

N. Highland Avenue

Hillsborough River

Tampa Street

Morgan Avenue

1 AUX
4

4

3

3

4

1 AUX
4

4

Scott

Florida Avenue

Marion Avenue

Orange Avenue

Limited Access

1: Floribraska exit closed. Traffic must divert to other interchanges.

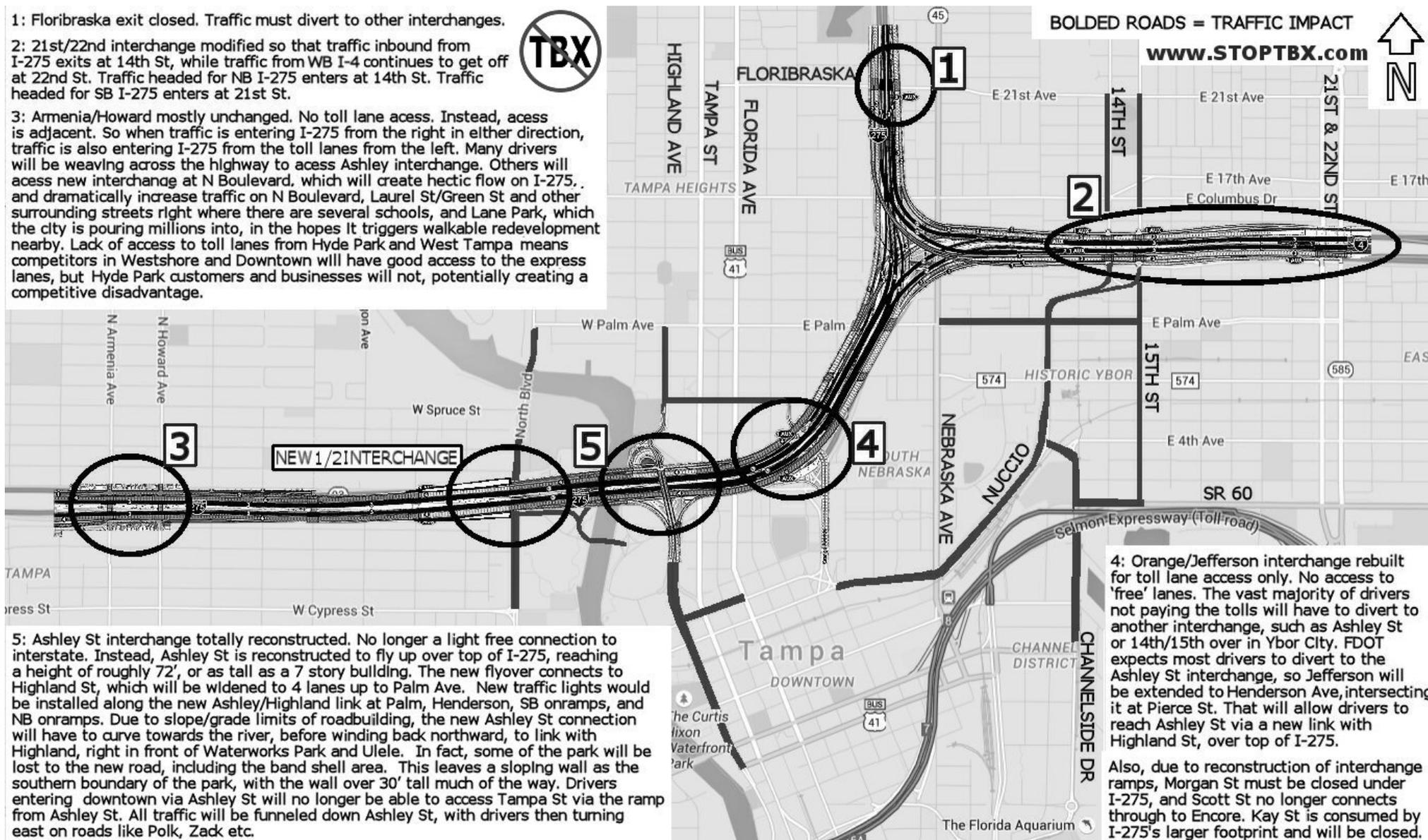
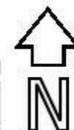


2: 21st/22nd interchange modified so that traffic inbound from I-275 exits at 14th St, while traffic from WB I-4 continues to get off at 22nd St. Traffic headed for NB I-275 enters at 14th St. Traffic headed for SB I-275 enters at 21st St.

3: Armenia/Howard mostly unchanged. No toll lane access. Instead, access is adjacent. So when traffic is entering I-275 from the right in either direction, traffic is also entering I-275 from the toll lanes from the left. Many drivers will be weaving across the highway to access Ashley interchange. Others will access new interchange at N Boulevard, which will create hectic flow on I-275, and dramatically increase traffic on N Boulevard, Laurel St/Green St and other surrounding streets right where there are several schools, and Lane Park, which the city is pouring millions into, in the hopes it triggers walkable redevelopment nearby. Lack of access to toll lanes from Hyde Park and West Tampa means competitors in Westshore and Downtown will have good access to the express lanes, but Hyde Park customers and businesses will not, potentially creating a competitive disadvantage.

BOLDED ROADS = TRAFFIC IMPACT

www.STOPTBX.com

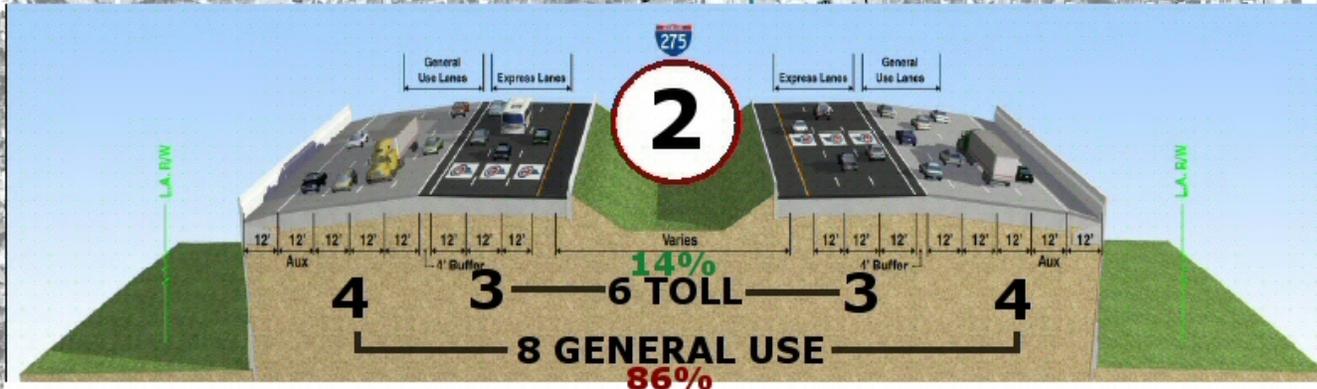
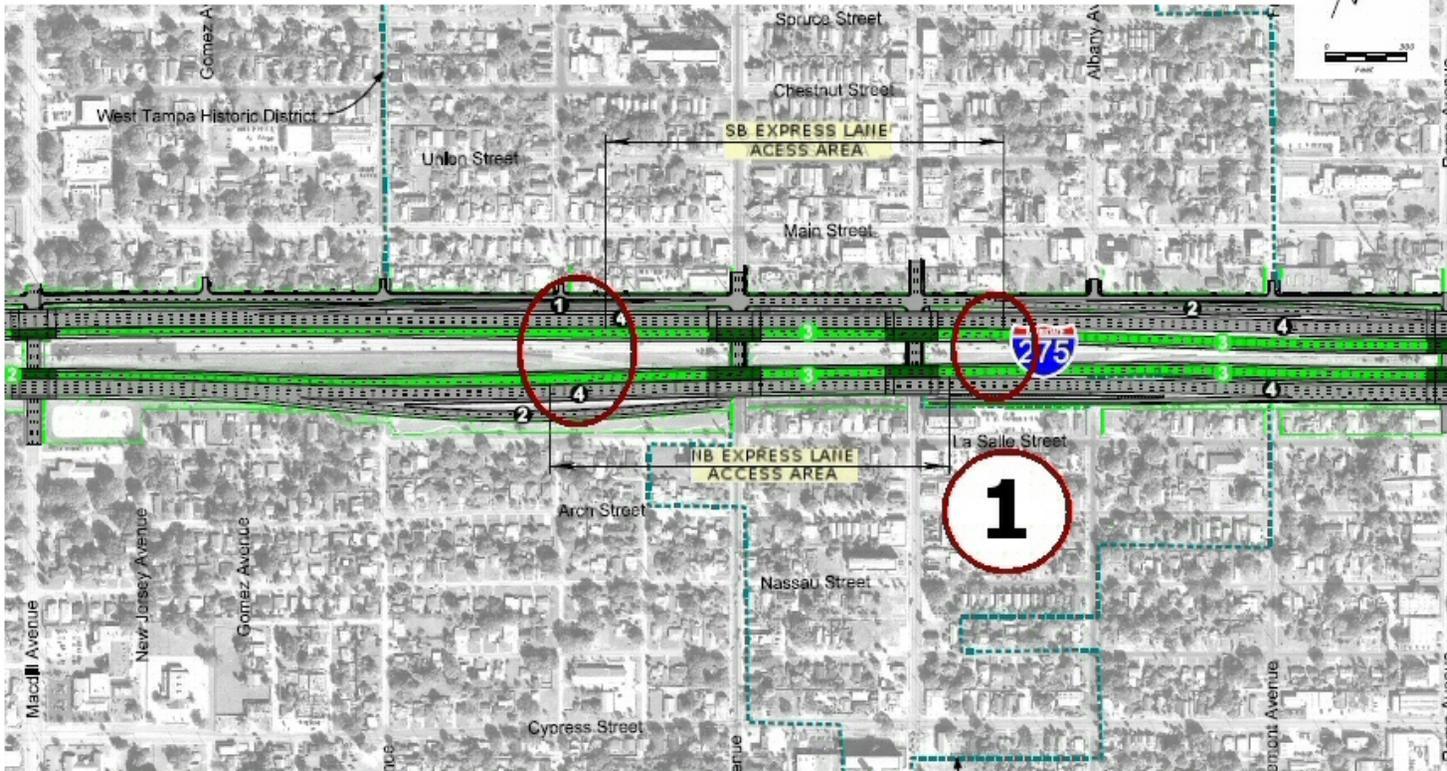


5: Ashley St interchange totally reconstructed. No longer a light free connection to interstate. Instead, Ashley St is reconstructed to fly up over top of I-275, reaching a height of roughly 72', or as tall as a 7 story building. The new flyover connects to Highland St, which will be widened to 4 lanes up to Palm Ave. New traffic lights would be installed along the new Ashley/Highland link at Palm, Henderson, SB onramps, and NB onramps. Due to slope/grade limits of roadbuilding, the new Ashley St connection will have to curve towards the river, before winding back northward, to link with Highland, right in front of Waterworks Park and Ulele. In fact, some of the park will be lost to the new road, including the band shell area. This leaves a sloping wall as the southern boundary of the park, with the wall over 30' tall much of the way. Drivers entering downtown via Ashley St will no longer be able to access Tampa St via the ramp from Ashley St. All traffic will be funneled down Ashley St, with drivers then turning east on roads like Polk, Zack etc.

4: Orange/Jefferson interchange rebuilt for toll lane access only. No access to 'free' lanes. The vast majority of drivers not paying the tolls will have to divert to another interchange, such as Ashley St or 14th/15th over in Ybor City. FDOT expects most drivers to divert to the Ashley St interchange, so Jefferson will be extended to Henderson Ave, intersecting it at Pierce St. That will allow drivers to reach Ashley St via a new link with Highland St, over top of I-275.

Also, due to reconstruction of interchange ramps, Morgan St must be closed under I-275, and Scott St no longer connects through to Encore. Kay St is consumed by I-275's larger footprint and will be closed.

1) HOWARD/ARMENIA EXIT HAS NO EXPRESS LANE ACCESS. INSTEAD, EXPRESS LANE ACCESS IS ADJACENT, CUTTING OFF W. TAMPA AND HYDE PARK BUSINESSES FROM HAVING ACCESS THAT COMPETITORS IN WESTSHORE AND DOWNTOWN WILL HAVE.



2) FDOT'S CONGESTION MODELS SHOW THAT GENERAL USE LANES WILL BE CLOGGED WITH 450% MORE TRAFFIC THAN THE UNDERUSED TOLL LANES.

DOES NOT SOLVE CONGESTION, IT MANIPULATES IT.

1) REO ST EXTENDED TO KENNEDY BLVD AT A NEW LIGHTED INTERSECTION.
2) THIS WILL CREATE A NEW CUT THROUGH OPPORTUNITY FOR DRIVERS TO BYPASS CONGESTION ON WESTSHORE BLVD AND KENNEDY BLVD, BY USING NEIGHBORHOOD STREETS LIKE CLEVELAND ST AND AZEELE ST.



3) TRASK ST EXTENDED TO BECOME PART OF WESTSHORE BLVD INTERCHANGE.

4) THIS WILL ENABLE THOUSANDS OF CARS ENTERING OR LEAVING I-275 TO CUT THROUGH THE NEIGHBORHOOD ON TRASK ST AND GRAY ST, TO BYPASS TRAFFIC ON WESTSHORE BLVD, CYPRESS ST AND KENNEDY BLVD. INCLUDES NEW TRAFFIC LIGHT AT KENNEDY AND TRASK.

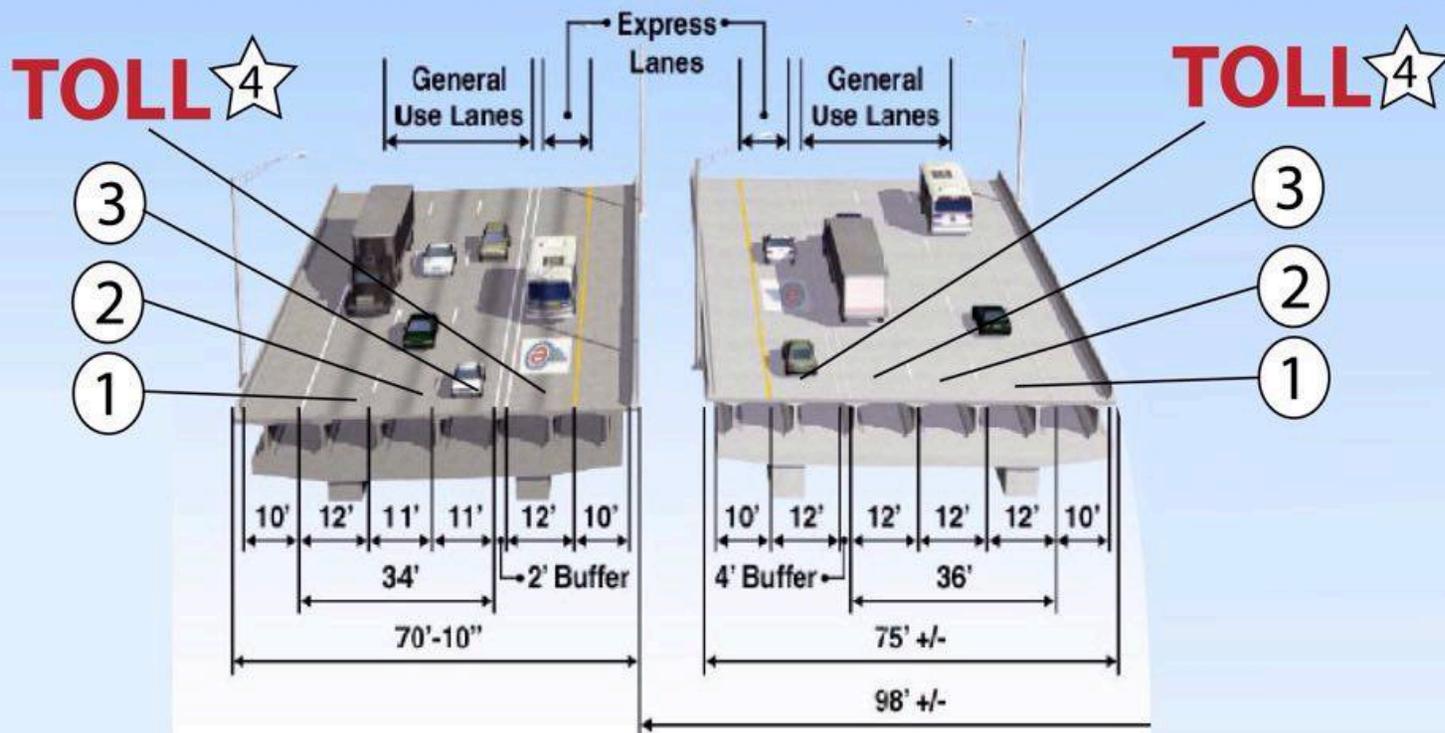
5) NEW TRAFFIC LIGHTS ON KENNEDY AT REO ST AND TRASK ST WILL INCREASE CONGESTION, INDUCING TRAFFIC TO DIVERT ONTO NEIGHBORHOOD SIDE STREETS.

Do you drive the Howard Frankland Bridge?
 Say Good-bye to the FAST LANE!
 Soon it will become a **TBX TOLL LANE!**



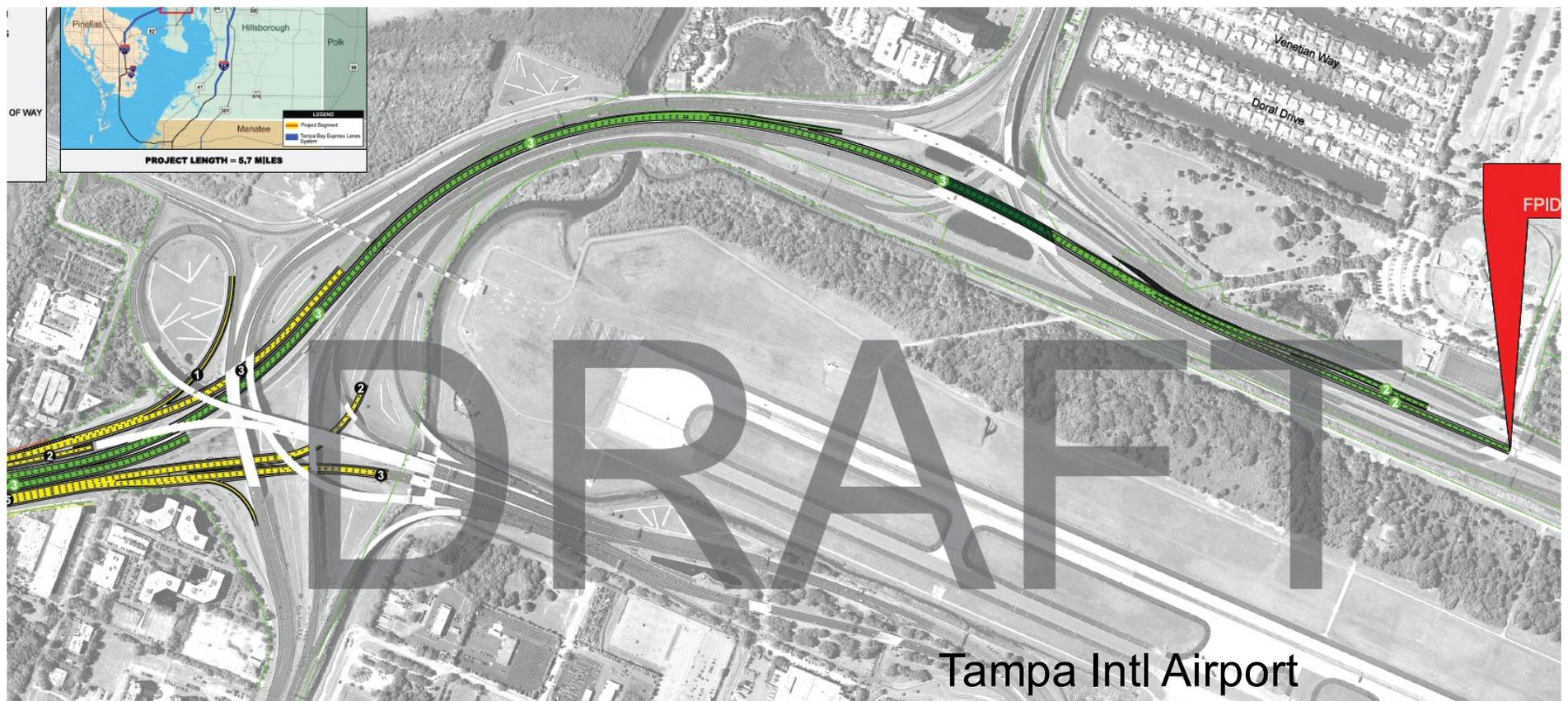
EXISTING SOUTHBOUND
BRIDGE RETROFIT

NEW NORTHBOUND
BRIDGE



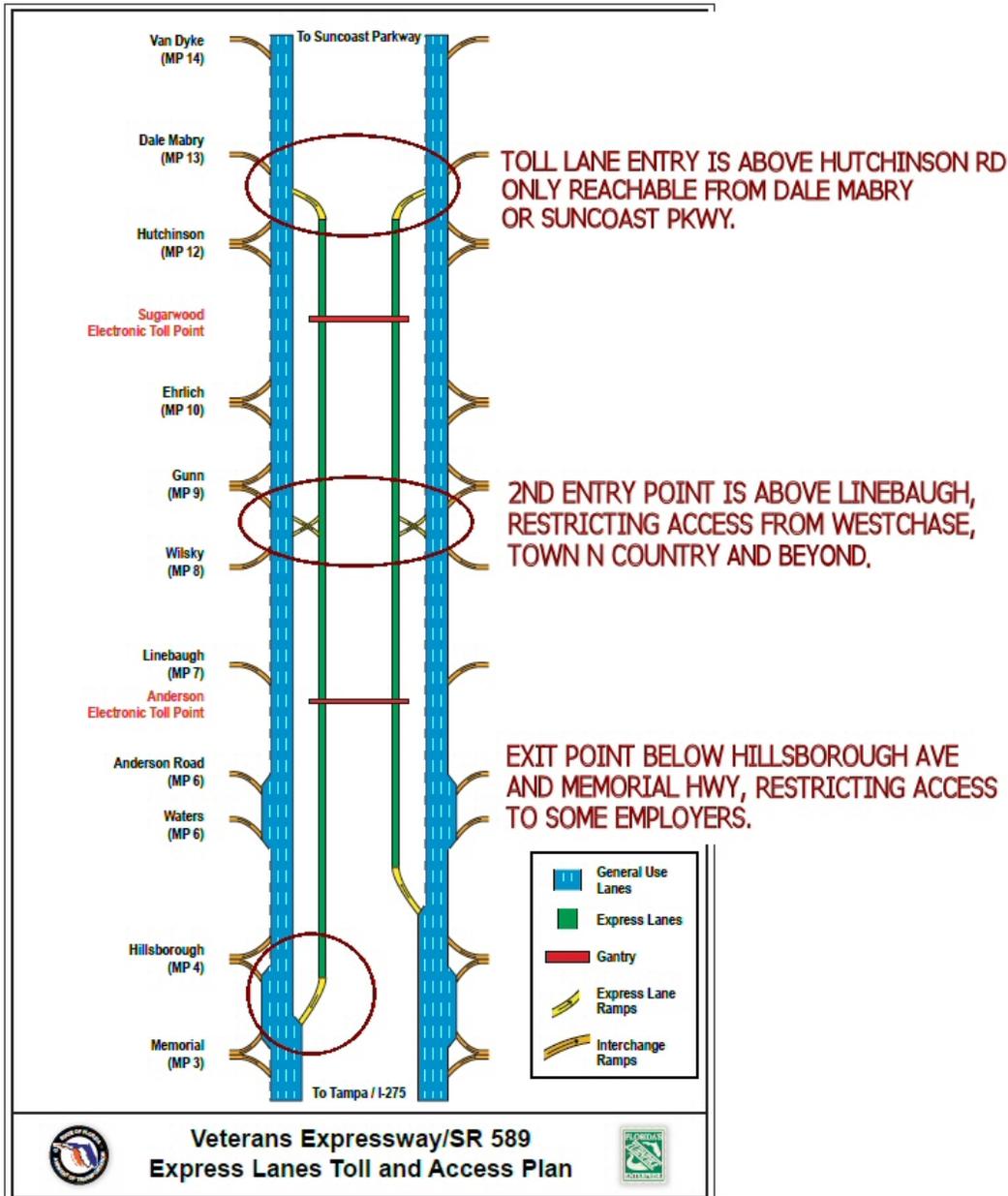
FDOT's plans indicate that TBX would not have direct access to TIA.

Instead, drivers would have to exit the toll lanes well before the I275/SR60/TIA/Veterans junction, putting toll lane drivers back into the 'free' lanes right where they're often most congested.



Toll lanes like TBX are already under construction on the Veterans Expressway.

You heard right, they're putting a toll road within a toll road.



25% OF THE CAPACITY ON THE VETERANS EXPRESSWAY WILL BE DEDICATED TO 'EXPRESS' LANES, BUT JUST 5-8% OF DRIVERS ARE EXPECTED TO BE ABLE TO AFFORD THE TOLLS.

THE RESULT IS THE OTHER LANES BECOME MORE CONGESTED.

FDOT ICPP Phase II Report

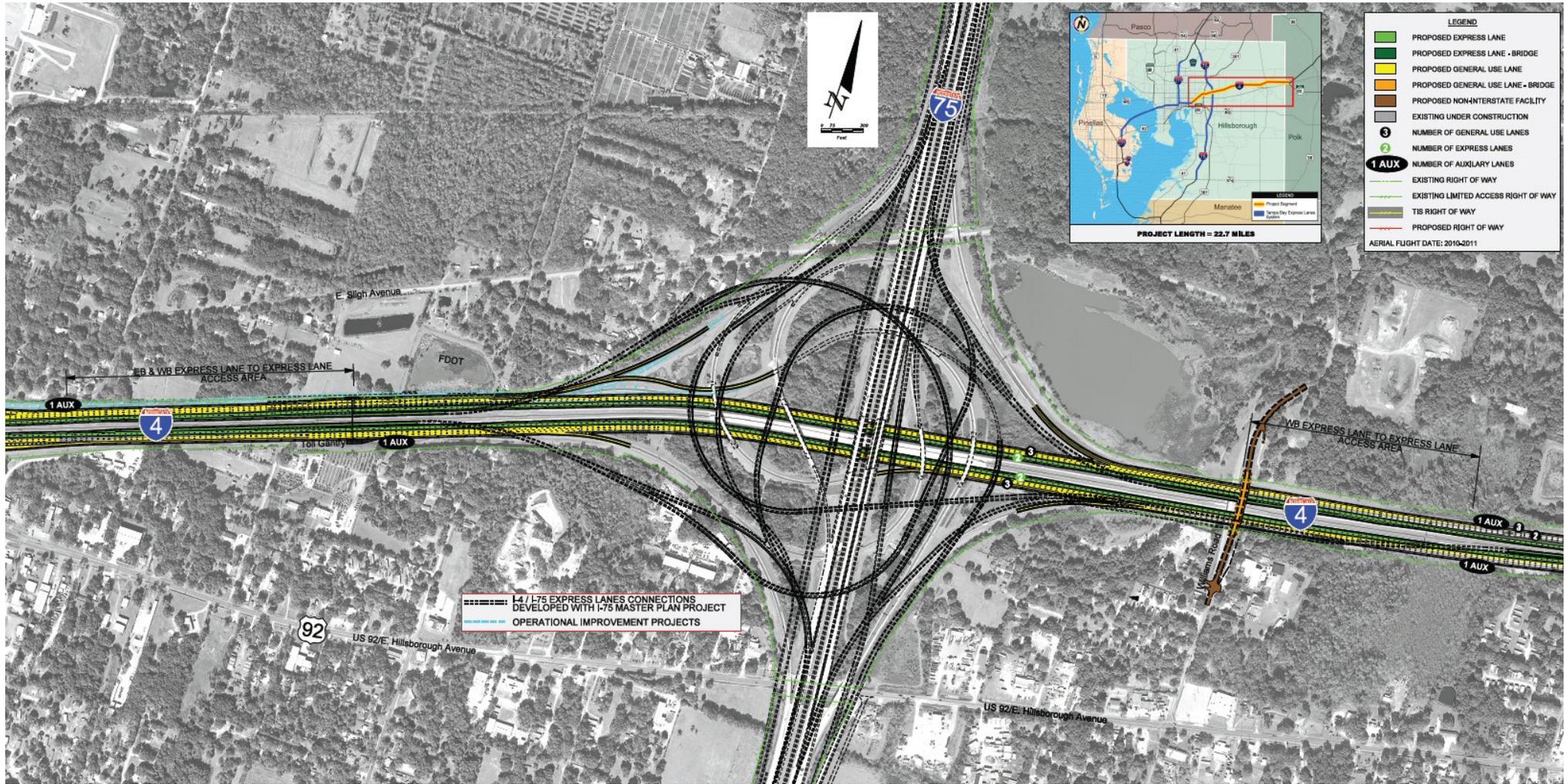
Express Lanes Traffic Volumes

The sum of the period forecasts results in the total AADT for the corridor. The daily traffic summary for the Veterans Expressway/SR 589 is summarized in Table 8.4. The split between express lanes and general toll lanes from a daily traffic perspective shows that the express lanes carry five percent of the total AADT in 2020. The express lanes shares grow over time, and by 2040, they account for eight percent of the total AADT. The general toll lanes have an annual compounded growth rate of 2.7 to 3.0 percent over the 20-year period, while the express lanes growth rate ranges from 6.1 to 6.7 percent, depending on the location.

Table 8.4
Veterans Expressway/SR 589 Annual Average Daily Traffic

Tolled Segment	2020			2040		
	GTL AADT	EL AADT	% Share	GTL AADT	EL AADT	% Share
Sugarwood Mainline	47,150	2,740	5%	75,550	6,400	8%
Anderson Road Mainline	59,380	3,500	6%	92,430	7,800	8%

Just in case the I-74/I-4 junction wasn't complex enough, TBX will add an entire 2nd interchange for the toll lanes, interwoven within the existing interchange.



Economic Impact



INVISION TAMPA

People. Place. Progress.

CENTER CITY

■ Feeling Ignored Yet: Livable Streets

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.

Key Outcomes

[CL-1] The status of walking and bicycling will be elevated in the Center City. The number of walking and cycling routes within Center City will be increased as will access to the waterfront, the island neighborhoods, and regional trail facilities.

[CL-2] Roadways carrying areawide traffic through neighborhoods and neighborhood centers (such as Cass/Nuccio, Florida, Tampa, Howard, Armenia, Avenue Republica de Cuba) will be restructured as livable streets that balance the needs of vehicular users, non-motorized users, and the community in which they occur.

[CL-3] Overly wide streets will be examined for “road diets” and streetscape enhancements to right-size the facility to its community purpose.

[CL-4] One-way streets will be re-evaluated with performance measures that consider traffic operations as well as the impact of the street conditions on adjacent residents and businesses. Some streets may be candidates for conversion to two-way operations.

[CL-5] To clearly outline expectations for the future condition of the public realm, especially streets, design standards will be developed to address the creation of a pedestrian-friendly private development edge to the public realm.

Economic Impact

■ Estimating Property Value Loss

» January 2008 – January 2013: Milwaukee & Madison, WI

» Walk Score

- Seminole Heights
- Tampa Heights

“Somewhat
Walkable”

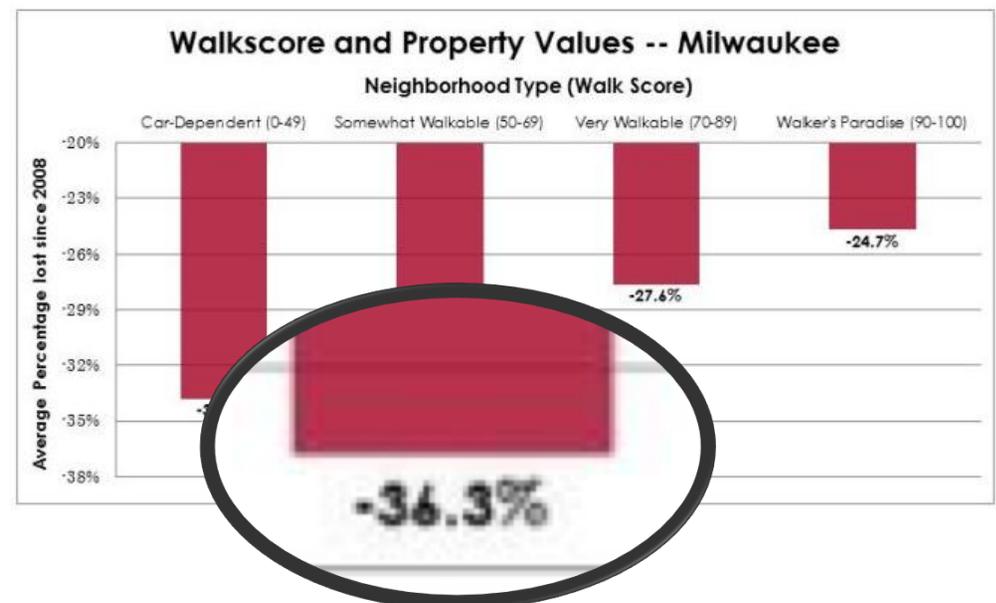
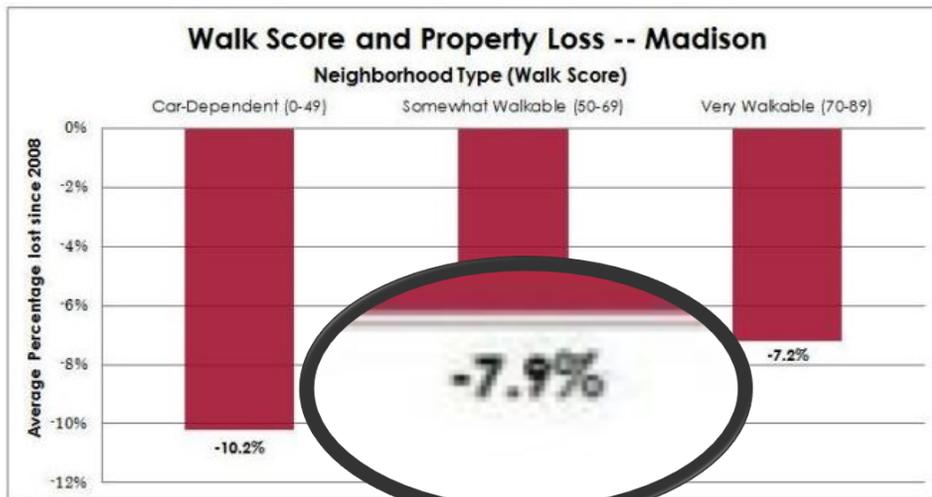


The Hidden Cost Of Highway Expansion

<http://www.1kfriends.org/the-hidden-cost-of-highway-expansion/>

Economic Impact

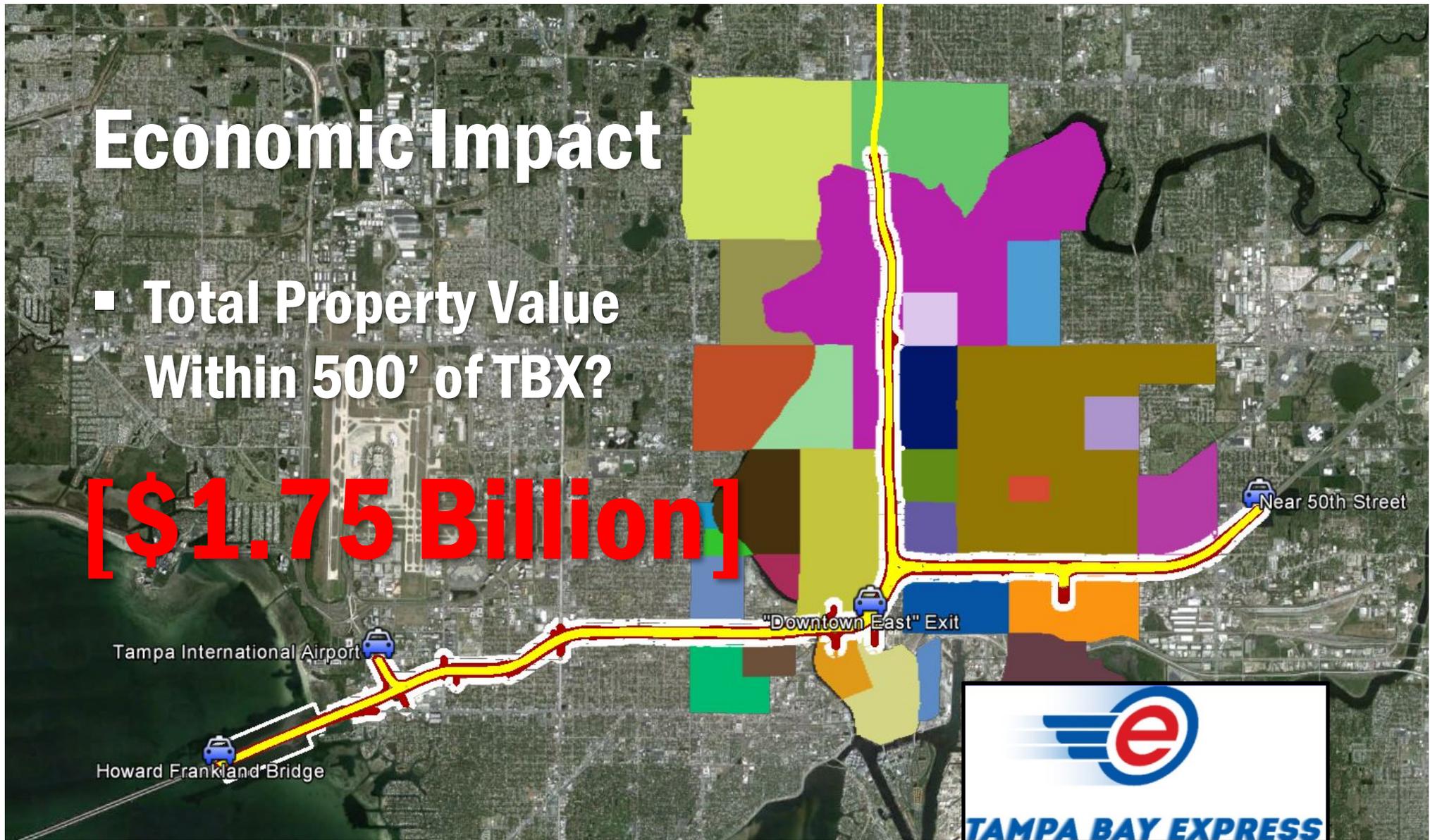
- “Somewhat Walkable”
 - » Loss in Economic Value
 - 7.9% and 36.3%
 - Average of 20%



Economic Impact

- Total Property Value Within 500' of TBX?

[\$1.75 Billion]



Lost Value

\$1,753,510,059 x 20% = \$350,702,011

State demolished 40 homes near Altamonte for now-abandoned project



The Florida Department of Transportation spent \$13 million to acquire and demolish 40 homes in Altamonte Springs for a stormwater project that was later abandoned.

Letters: Calling foul play on FDOT plans for U.S. 41/SR 54 flyover

Wednesday, January 6, 2016 4:57pm

Your recent commentary on the public hearing regarding the U.S. 41/SR 54 flyover used the football analogy of a punt to describe the opposition to the plan. That may have been the football game you attended, but what I observed was a call for a time-out and review of a play on the field called by the home team.

Why? The video presented by the Florida Department of Transportation at the hearing stated that the FDOT coordinated with "stakeholders" to identify recommended alternatives. This is inaccurate. To date, the two task forces created to discuss the transportation corridor have not made a decision regarding the alternatives that have been presented to them, most of which deal with different options on an elevated toll expressway, overpasses or a virtually impossible at-grade expressway. Very little discussion has been given to the SR 54/U.S. 41 flyover. The task forces will make their decisions in March, which could be the no-build option.

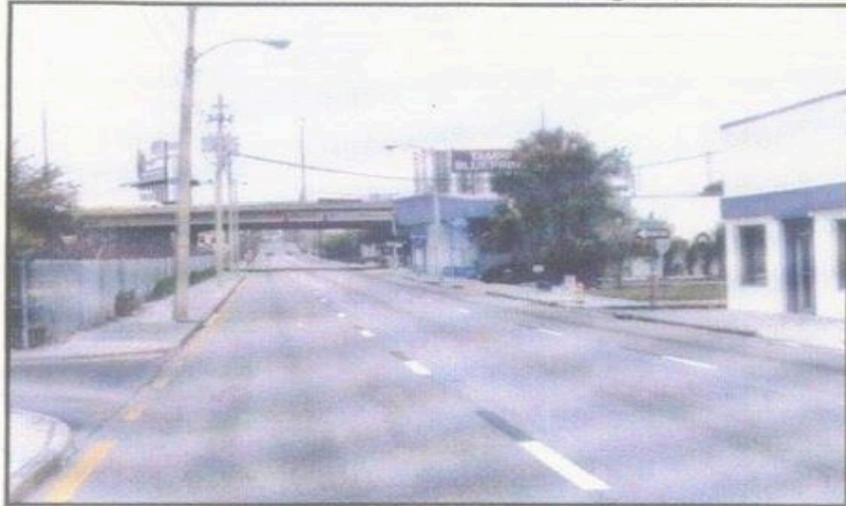
The FDOT claims that the U.S. 41/SR 54 project development and environment study process will provide many opportunities through workshops for the public to view information about the project and to comment on the proposed improvements. Yet when the Central Pasco Chamber of Commerce requested such a workshop, they were denied.

FDOT environmental management engineer Kirk Bogen told the crowd at the public hearing that the flyover plan would be a 1-mile toll road. This was news. The FDOT has only one in-depth study on the alternatives for the corridor (the 54/56 Transit/Managed Lanes Toll Feasibility Study, conducted by the URS Corp.) that has an elevated four-lane toll expressway over six general-use lanes from U.S. 19 to Mansfield Boulevard. The elevated roadway also includes eight bus stations with access to the elevated lanes and eight on and off ramps of 1,000 feet in length running parallel.

Stage 1 of the proposed toll study was the 1-mile flyover being proposed at the public hearing in December. Stage 2 would be construction of the elevated highway between the Suncoast Parkway and I-75, a proposal that was met with vehement opposition when a private company submitted an unsolicited bid to construct the elevated toll expressway.

1994 FDOT study photo

DARK ANODIZED LIGHT AND SIGN POLES



EXISTING CONDITION

LAUREL PLACE AND FLORIDA AVENUE
LOOKING NORTH

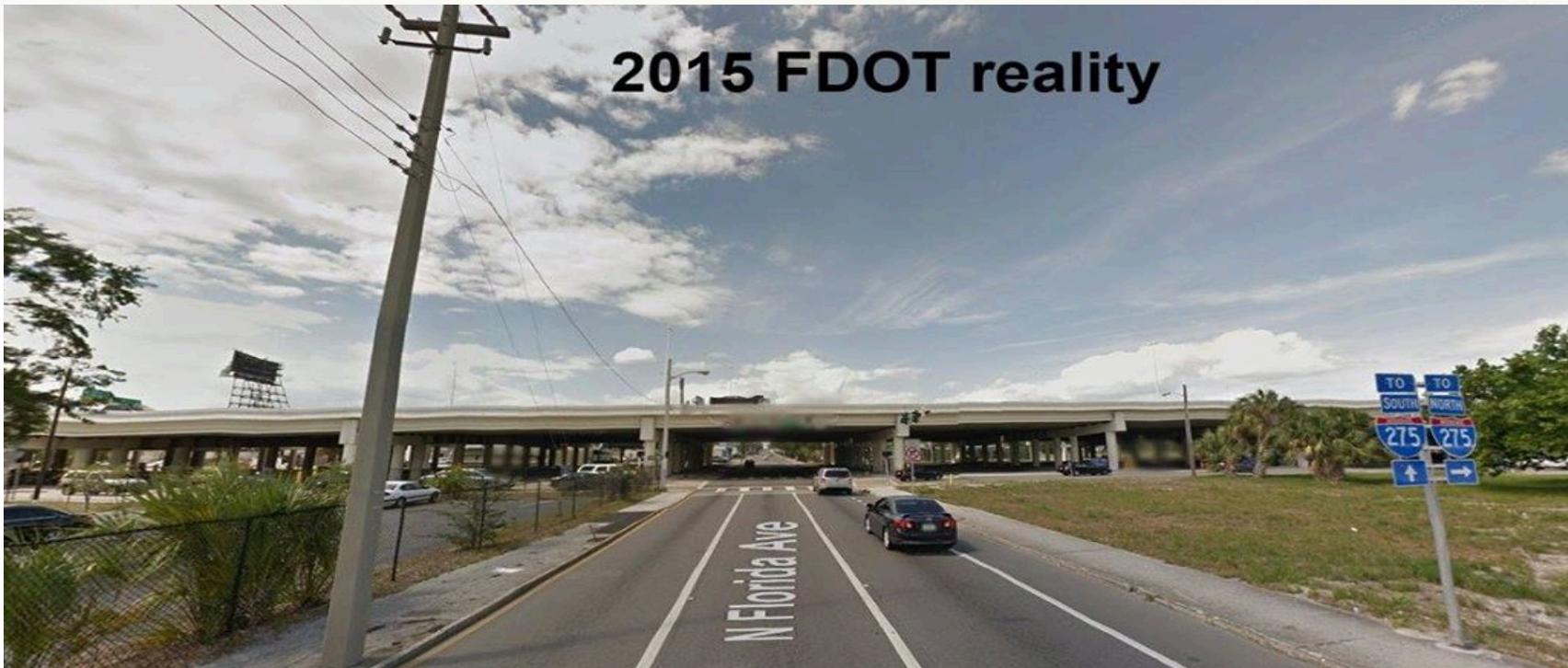
1994 FDOT promise

SPECIAL LANDSCAPING



CANDIDATE TREATMENT

DECORATIVE FENCING STREETSCAPE ELEMENTS
SPECIALTY PAVING AT CROSSWALKS



2015 FDOT reality

FIG 3.10

BRICK ABUTMENTS AND PARAPETS TO REFLECT HISTORIC NEIGHBORHOOD CHARACTER

DECORATIVE NOISE WALL WITH BRICK ACCENTS

INTEGRAL COLOR FOR BRIDGE SUPERSTRUCTURE

EXISTING CONDITION

14TH STREET AND 15TH AVENUE
LOOKING SOUTH

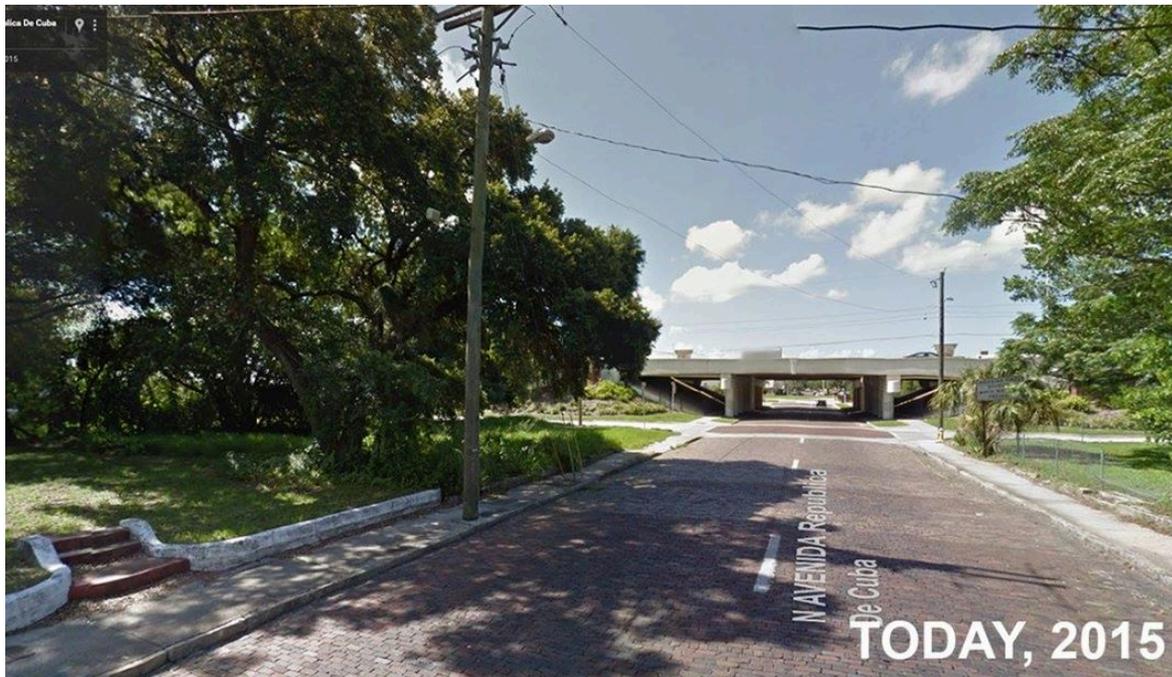
1994 PROPOSED

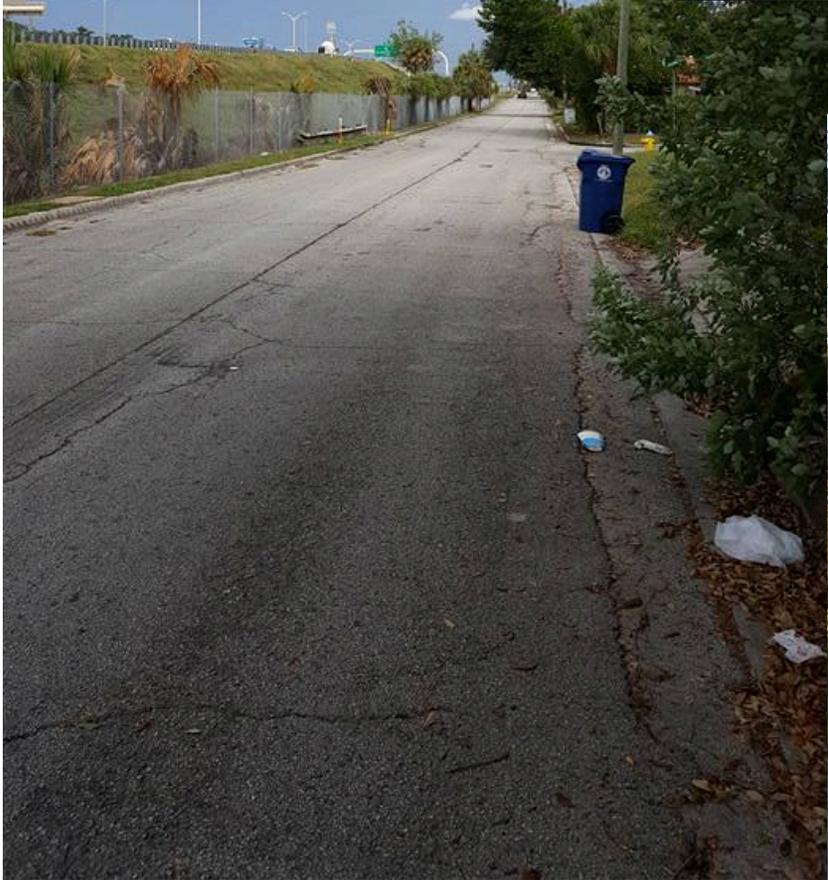
CANDIDATE TREATMENT

DECORATIVE LIGHTING FOR PEDESTRIAN SAFETY

ORNAMENTAL CROSS-STREET LIGHTING FIXTURE

EXHIBIT 3.1
POTENTIAL TREATMENT FOR YBOR CITY





CONTACT OFFICIALS

Contact Your Elected Officials

Contact your representatives and tell them you don't want TBX. Tell them how you feel in your own words, or feel free to use this copy/modify as you wish:

I am writing to you to ask for your support as your constituent. I want the FDOT's Tampa Bay Express (TBX) project removed from the Transportation Improvement Program (TIP) of Hillsborough County. At a projected cost of \$9 billion dollars, TBX will destroy irreplaceable community assets yet not substantially alleviate congestion. The plan places valuable transportation funding into just one project, when our region needs multi modal solutions and transit. Furthermore, TBX introduces variable rate tolls that tax citizens twice- once for building the road, and continuously to use it. I do not support the FDOT's plan, which repeats the same mistakes of the past, again and again, with no more effective outcome. I urge you to remove the TBX plan from both short range and long range comprehensive transportation plans. I want multi modal transportation options that fix existing roadways all over the county and include safer streets, transit, walkable places and not the same answer of just widening the highway.

Send your message to:

Hillsborough County Commission

Contact all commissioners

Commissioner Lesley "Les" Miller, Jr., Chair, Metropolitan Planning Organization Board
P: 813-272-5720 F: 813-272-7048 [Email](#)

Metropolitan Planning Organization

General Contact

Beth Alden, MPO Executive Director
P: (813) 273-3774 ext. 318 [Email](#)

Florida Legislature

Florida Senate

Sen. Jeff Brandes, R-St. Petersburg, Transportation Committee Chair
[Contact Senator Brandes](#)

FIND ALL YOUR ELECTED REPRESENTATIVES

Use this link, enter your address and find all your elected representatives. Send them a message and ask for their support to StopTBX.

[Find All Representatives](#)

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[WELCOME](#)[COMMUNITY](#)[TBX OVERVIEW](#)[TAKE ACTION](#)[DISCUSSION](#)

CALENDAR

✎ By admin 📅 June 16, 2015

Back July 2015 Next

M	T	W	T	F	S	S
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13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

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NEWSLETTER

Email Address:

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IMPORTANT DATES

Back July 2015 Next

M	T	W	T	F	S	S
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20	21	22	23	24	25	26
27	28	29	30	31		

RECENT BLOG POSTS

Florida is addicted to tolls- at commuters' expense

July 26, 2015

TBX Toll Lanes Town Hall Meeting

July 21, 2015

WELCOME

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JOIN THE FIGHT

Online Actions and Resources

We need your help. We have information sheets you can download, print and share. There are also easy links with actions that we need for all citizens of the Tampa Bay region to take:

- 1) Contact Officials
- 2) Downloads
- 3) Stay in Touch- Social Media and Email Alerts
- 4) Sign the Petition

Please help us fight for the future we want- one with true multi modal transportation and safe walkable communities. It starts with YOU contacting the Metropolitan Planning Organization and requesting that they remove TBX from the TIP! Thank you.

Share this:



STAY IN TOUCH

Join the Community Online

Follow us on Social Media and **SHARE** with your friends!



Like on Facebook



Follow on Twitter



Subscribe for Email Updates

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Stay Informed

- **Subscribe to email list, get updates on StopTBX events.**
- **Read and share blog entries on website and Facebook.**
- **Resources section.**

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RESOURCES

- GLOSSARY
- NEWS
- LINKS
- DOWNLOADS

Explore these pages to learn more about

Helpful Links: Maps, Downloads, Read the TBX plan

MPO Board Meeting, August 4, 5:30 p.m.– Get all the information about attending this CRITICAL meeting!

News and Media Coverage

Articles: Topic

Toll Lanes

Other Communities

Transit and Alternatives

Share this:



Immediate Next Steps

■ MPO Board Meeting

- » **Tues. Feb. 2nd at 9 am OR submit comment online via email or meeting's event page on Facebook by 3pm Feb 1st.**
- » **Where to attend: County Center, 601 E Kennedy Blvd.**

■ Day of Action! – Saturday February 6th

- » **9:30am Tampa's Disappearing Memories (By History Bike Tampa – At Tampa Heights Community Center)**
- » **11am TBX Code Yellow March (By Linda Saul-Sena – At Stetson Law Center)**

■ Share – Help Us Get the Word Out!

- » **www.Facebook.com/SunshineCitizens - www.STOPTBX.com**

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UNDERSTANDING TAMPA BAY EXPRESS (TBX) THANK YOU!



WELCOME

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DISCUSSION

This presentation was created for educational purposes by Sunshine Citizens, in collaboration with the Stop TBX Coalition and its member organizations. We would like to thank the THJCA for hosting this event, and the Sierra Club of Tampa Bay, whose generosity made this event possible.

Jan 31st, 2016 4pm
Tampa Heights Community Center
2005 N Lamar Ave. Tampa, FL