



## Tampa Bay Transportation Management Area (TMA) Leadership Group

### 2016 Top Five Priorities

- ❖ **Tampa Bay Express Phase 1** - New express toll lanes with dynamic pricing and express bus service in the medians of I-275, I-4, and I-75.

Status: Funding is requested for reconstruction of two interchanges, I-275/SR 60 and I-275/I-4; construction of I-275 express lane segments; and for locational studies for transit centers in the Gateway and Fletcher/Fowler areas. Project Development and Environmental (PD&E) studies are underway, and construction is funded for the Howard Frankland Bridge replacement – including express lanes and transit – and express lanes on I-4 east of the Selmon Connector and on I-275 north of ML King Blvd.

- ❖ **Westshore Multimodal Center & Connections to Downtown & Airport** - A regional intermodal transfer center, with connections to the Tampa International Airport people-mover and to Downtown Tampa via extended, modernized streetcar.

Status: The site for the intermodal center has been acquired, and funding is requested for future design and construction. The airport people-mover is being extended to within 1½ miles of the proposed center, by HCAA. Tampa is studying the feasibility of the TECO Historic Streetcar extension and modernization with rapid trams; funding for a future design phase is requested.

- ❖ **CSX Rail Corridors** - Potential regional commuter transit route. Two CSX-owned rail lines can accommodate passenger service and make regional connections between Hillsborough, Pasco, and Pinellas Counties. A feasibility study for premium transit is being conducted by HART with FDOT financial support.

- ❖ **Regional Farebox System** - Standardized fare payment media across the counties in Tampa Bay will allow passengers more seamless regional transportation trips. Total implementation cost is \$12 million, only \$5 million of which is funded.

- ❖ **Regional Express Bus** - Interstate, bridge and toll facilities present opportunities for premium express bus service connecting the tri-county region. At a minimum, opportunities exist on the Veterans/Suncoast Expressway, the SR 60 corridor between Tampa International Airport and Clearwater Beach, and the Gandy Blvd. corridor to link downtown St. Petersburg with downtown Tampa, potentially utilizing the planned Selmon Extension.

----- Tampa Bay TMA Leadership Group Purpose -----

There is a role for a TMA-focused group, not currently performed by any existing transportation organization. That role includes developing regional consensus priorities for the TMA, especially in the allocation of federal & state funds. The group will focus on major cross-county transportation markets and traffic movements, and on helping the Tampa Bay metropolitan area speak with one voice in discussions of regional transportation prioritization issues and financial resources.



**Hillsborough MPO**  
Metropolitan Planning  
for Transportation



**FORWARD  
PINELLAS**  
Integrating Land Use & Transportation

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**2016 Top Priorities for Multi-Use Trails**

- ❖ **Duke Energy Trail** - The trail is partially funded with two gaps needing design and construction. The north gap is from John Chesnut Park to Bright House Field and the south gap is from Belleair Rd to the San Martin Bridge. Once completed, the Duke Energy trail will link with the Pinellas Trail to create a 70-mile loop that includes a connection to Hillsborough County via the Courtney Campbell Trail. Request/Status: Pinellas request for \$22m for construction.
- ❖ **Starkey Trail Connector** - Connection from Pinellas Trail to the Starkey Wilderness Trail through the Brooker Creek Preserve. Approximately eight miles bridging a vital gap between Pasco and Pinellas Counties. Request/Status: \$4m for Construction; Planning & Alignment Studies Complete.
- ❖ **South Coast Greenway Phase 1** - A 2.3-mile segment in rural and small-town Ruskin, between College Ave. and 19th Ave NE. Immediate potential for extension through Waterset Community. Right-of-way agreement with TECO in final stages. Request/Status: Hillsborough County requests \$2.2m for construction.
- ❖ **Bypass Canal Trail** – A 13+ mile trail southward from Flatwoods Park, on the banks of the Bypass Canal per agreement with the Southwest Florida Water Management District. Using existing parks in Temple Terrace and the Florida State Fairgrounds areas as trailheads, the corridor expands future access to the Old Fort King and Withlacoochee State Trail. Request/Status: Hillsborough County requests \$750,000 for a PD&E phase.
- ❖ **Orange Belt Trail** – The approximately 37 mile long trail would extend from the Starkey Trail (C2C connector) in the Trinity area of southwest Pasco County to the existing Withlacoochee State Trail trailhead (connects to Good Neighbor/South Sumter Connector) at U.S. Highway 301 in Trilby in northeast Pasco County. The planned trail alignment generally follows the historic Orange Belt Railroad line that crosses Pasco County in a southwest to northeast direction. The Orange Belt Trail is scheduled for a route study which will determine exact alignment and preliminary engineering funded (\$1.9M) in 2017. Request/Status: Pasco County requests \$15.5M for right-of-way acquisition and construction.
- ❖ **Cross-Bay Trail Connections** – A feasibility assessment of multiuse trail facilities on both the Howard Frankland Bridge and Gandy Bridge corridors.

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