HOW THE PLAN WAS DEVELOPED

It’s TIME Hillsborough 2045 is the long-range transportation plan (LRTP) for Hillsborough County. It is a blueprint for the future, and it conveys Hillsborough County’s transportation vision and priorities. The 2045 Plan is based on performance objectives in funding transportation investments and balances current and future needs for all residents and visitors in Hillsborough County.

1. Assessed current and changing conditions for Hillsborough County

   55% POPULATION INCREASE FROM 2015-2045

2. It’s TIME Survey with record-breaking public participation

   OVER 5,200 PARTICIPANTS
   INFORMED PRIORITIES

3. Determined needs and available funding

   State of Good Repair and Resilience
   Vision Zero
   Smart Cities
   Real choices when not driving
   Major investments for economic growth

4. Data-driven priorities for major investments

   RAPID TRANSIT IN DEDICATED RIGHT OF WAY
   TARGETED EXPANSION OF MAJOR ROADS

5. Developed a cost feasible plan to invest

   $32.2 BILLION

   TO FOCUS RESOURCES ON THE MOST PRESSING NEEDS OF OUR RAPIDLY GROWING COMMUNITY
The previous long-range transportation plan was adopted in 2014. Since then, many exciting and notable projects have been accomplished. Highlights of MPO-funded projects include:

- Installed Complete Streets treatments to Palm Ave in Tampa
- Widened Bell Shoals Rd in Riverview, Sam Allen Rd in Plant City, and Bruce B. Downs Blvd in New Tampa
- Completion of the Tampa Riverwalk, connecting Tampa Heights to Downtown Tampa
- Started Express bus service between Tampa International Airport, Downtown Tampa, USF, and Wesley Chapel
- Implemented Tampa Advanced Traffic Management Systems on arterial roads citywide
- Began Construction of the Selmon Expressway West Extension
- Water Ferry pilot project launched between downtown Tampa and St. Petersburg
- Construction of the first on-road cycle tracks in Tampa, bike lanes barrier-separated from cars
- Sidewalk and crosswalk improvements in school areas
The 2045 Plan identifies $32.2 billion in available funds from FY 2026 to FY 2045. The Hillsborough MPO assigns federal dollars to transportation projects and works with our partners to prioritize local and state funding for maximum impact. With the additional funds provided by the Hillsborough County Transportation Surtax, many more of this community’s goals can be achieved.

**Funding Available for Next 20 Years**

**Without Surtax (2026-2045)**
- Federal & State (for SIS only): 33% $7.33
- Federal & State (for non-SIS): 34% $7.48
- Local Roads & Transit: 33% $7.39

Total $22.20 billion

**With Surtax**
- Federal & State (for SIS only): 23% $7.33
- Federal & State (for non-SIS): 54% $17.47
- Local Roads & Transit: 23% $7.39

Total $32.19 billion

**Eligible Uses of Funds**

Without the surtax, **55%** of all funds will go towards State Highways.

With the surtax, we have more funds to achieve our vision:
- transit funds
- local roadway funds

**Funds Allocated to Programs and Projects**
The 2045 Plan reflects public input, needs, and available funding; and allocates funds across the MPO’s five Investment Programs. For more information, visit planhillsborough.org/2045lrtp.

<table>
<thead>
<tr>
<th>Program/Project</th>
<th>Funding Allocated (millions, YOE)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Good repair and resilience</td>
<td>$8,204</td>
</tr>
<tr>
<td>Vision Zero</td>
<td>$3,435</td>
</tr>
<tr>
<td>Smart Cities</td>
<td>$6,318</td>
</tr>
<tr>
<td>Real choices when not driving</td>
<td>$12,141</td>
</tr>
<tr>
<td>Major investments for economic growth</td>
<td>$32,186</td>
</tr>
</tbody>
</table>

*Funding is expressed in Year of Expenditure (YOE), which considers inflation for future years.

** In November 2018, Hillsborough County voters approved a 1% sales surtax to improve transportation infrastructure and transit service.
The 2045 Plan includes four programs with investment levels that are designed to achieve countywide goals.

Stepping up investment in maintenance, crash reduction, smart traffic management, bus services and greenway/trail networks will have measurable benefits in reliability, safety, and access. Projects in each of these categories will be selected year by year using the latest data.

### Good Repair & Resilience

$8.2 billion to keep roads, bridges and transit vehicles in good repair, plus protect them from flooding

<table>
<thead>
<tr>
<th>Outcome</th>
<th>Investment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reduce bus breakdowns by</td>
<td>50%</td>
</tr>
<tr>
<td>Reduce average fleet age from 9 years to 7 years</td>
<td></td>
</tr>
<tr>
<td>Resurface all roads every 17 years</td>
<td></td>
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<tr>
<td>Protect 250 miles of highly vulnerable and critical roads with shoreline protection, pavement hardening, and stormwater drainage improvements</td>
<td></td>
</tr>
</tbody>
</table>

**Without the Transportation Surtax:**
- Only 60% of roads would be resurfaced every 17 years
- Only one annual major & one minor bridge rehabilitation/replacement

### Vision Zero

$2.1 billion to enhance safety and reduce crashes, focusing on the vision of zero death and injuries

<table>
<thead>
<tr>
<th>Outcome</th>
<th>Investment</th>
</tr>
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<tbody>
<tr>
<td>Install streetlights on 500 miles of unlit major roads</td>
<td></td>
</tr>
<tr>
<td>Complete streets treatments on 350 miles of high crash roads</td>
<td></td>
</tr>
<tr>
<td>Reduce crashes on major roads and reduce fatal and injury crashes by 35%</td>
<td></td>
</tr>
<tr>
<td>1,400 miles of sidewalk gaps</td>
<td></td>
</tr>
</tbody>
</table>

**Without the transportation surtax, we can expect only:**
- 15% reduction in crashes
- 150 miles of complete streets treatments
- No additional funds for lighting and sidewalk gap improvements
Smart Cities

$3.4 billion to alleviate congestion with better intersections, signals and advanced traffic management systems

Improve in road network coverage
Reduce delay from future traffic growth by
Improve travel time reliability by

Without the transportation surtax, we can expect only:
- 130 miles of intersection and enhanced network coverage
- 28% reduction in delay from future traffic
- 14% improvement in travel time reliability

Real choices when not Driving

$6.3 billion to expand bus service and build trails and paths separated from roadways

improve bus frequency on approximately
miles of roads
transition of paratransit trips to fixed-route
Build miles of trails

Without the transportation surtax, we can afford only:
- 50 miles of new trails and sidepaths and will need additional funds to complete the proposed trail network
- increased service on only 22 transit routes, with just 300 miles of improved bus frequency
Major investments are high-performing rapid transit and multimodal projects that serve a vital role in growing our economy. Targeted investments for good transportation infrastructure promote economic growth by enhancing connectivity for everyone to the places we work, go to school, live, and play.

### Westshore Interchange

- Connecting the Howard Frankland Bridge, the Courtney Campbell Causeway, the Veterans Expressway, and the Airport with additional general purpose and express lanes
- Reconnecting local streets beneath I-275 for improved community access with bicycle and sidewalk connections to the Westshore Business District
- Improved traffic circulation and reduced congestion on Westshore Boulevard
- Direct express lane connection to the Airport with consideration for future rail connections
- Increased on-time performance for buses that operate in express lanes

### Downtown Interchange

- Fixes on I-275 ramps to/from I-4
- Only adds ramp lanes
- No added through lanes
- Reduces severe crashes
- Impacts fewer than 10 homes/businesses

Other concepts for the downtown interchange have been studied extensively and may be considered in future updates of the Long Range Transportation Plan.
CREATING NEW RAPID TRANSIT SYSTEMS

Based on public input, four top priorities emerged for investing local funds for high-performing rapid transit projects that don’t get stuck in traffic.

- **Reusing Freight Rail Tracks**
  - Starting with Downtown to USF corridor; Potential Future Extensions

- **Modernizing and extending Streetcar through Downtown to Transit Center**

- **Downtown to Airport Rapid Transit in new corridor, rail or busway**

- **Water Transit connecting Tampa to St. Petersburg and South County to MacDill AFB**

**IN NOVEMBER 2018, HILLSBOROUGH COUNTY VOTERS PASSED A TRANSPORTATION SALES TAX REFERENDUM. LOCAL TRANSPORTATION SALES SURTAX FUNDS WILL SUPPORT $1.7 BILLION FOR HIGH-PERFORMING RAPID TRANSIT IN EXCLUSIVE RIGHT-OF-WAY.**
Major Investments for Economic Growth

EXPANDING OUR ROADWAY FACILITIES

Major Roadway Projects and Candidate Projects (2020 - 2045)

LEGEND
- FDOT SIS Corridor Projects
- FDOT SIS Interchange Projects
- Other State Projects
- Local Projects
- Local High-Congestion Candidate Projects

Key Economic Space / Job Cluster
(1 Dot = 52 Jobs)

Urban Service Boundary

I-75, I-4
new express lanes and interchange projects

US 41 at Causeway Blvd & CSX RR Crossing
new overpass

I-275 N of Downtown
add two lanes & improve on and off ramps

Gandy Bridge
replace & add trail

State Roads
- widen portions of SR 60, US 301, Causeway Blvd, US 41 S, Hillsborough Ave
- US 92 widenings & major intersection projects

County Roads
- widen 19th Ave NE, Gibsonton Dr, Orient Rd, Lutz Lake Fern Rd,
- extend Sligh Ave east across Bypass Canal
- other projects to be determined by Hillsborough County; some candidates shown on map

These major projects are in addition to the $3.4 billion allocated for county-wide intersections, smart signals, and technology to manage congestion.

The transportation surtax provides $845 million for widening and extending county roads.
The 2045 Plan identifies $1.1 billion to fund major roadway projects from 2020 to 2024, including:

**Howard Frankland Bridge**
rebuild, add express lanes & trail

**Westshore Interchange**
rebuild & add express lanes that connect to Downtown Tampa and the Howard Frankland Bridge

**I-4**
interchange improvements

**I-75**
improve Big Bend Rd interchange, add lanes from Broadway to I-4

**I-275**
add 2 lanes from I-4 to Hillsborough Ave.

**Local Projects**
- widen Big Bend Rd, Bell Shoals Rd, Lithia-Pinecrest Rd, Madison Ave, Van Dyke Rd
- extend Davis Rd and Citrus Park Dr

The Westshore Interchange is another vital connection in Tampa that experiences significant congestion and affects the tri-county region. Improvements have long been identified as a top priority for the Hillsborough MPO and regional MPO Chairs Coordinating Committee.
To learn more about the 2045 Long-Range Transportation Plan for Hillsborough County, Tampa, Temple Terrace, and Plant City please visit: www.planhillsborough.org/2045LRTP