

2045 LONG RANGE TRANSPORTATION PLAN



Hillsborough MPO
Metropolitan Planning
for Transportation

It's 

TIME

HILLSBOROUGH

Transportation • Innovation • Mobility for Everyone

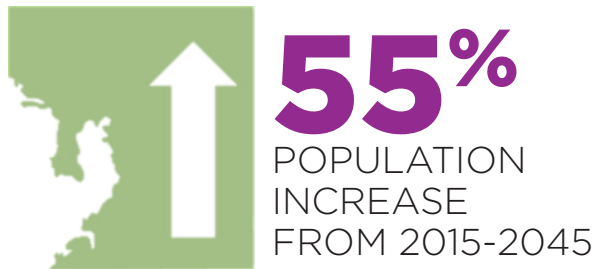


EXECUTIVE SUMMARY

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



2 It's TIME Survey with record-breaking public participation



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

HIGHLIGHTS OF RECENT PROJECTS

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

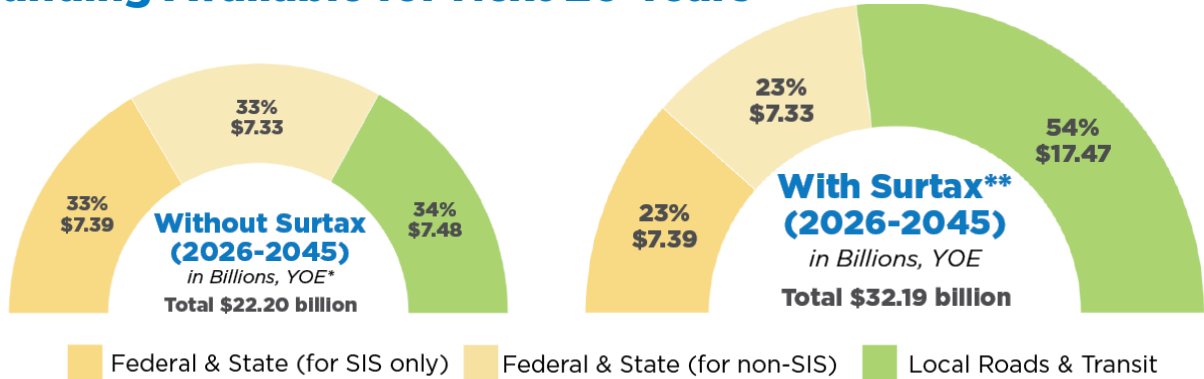


FUNDING FORECAST

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



Eligible Uses of Funds

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

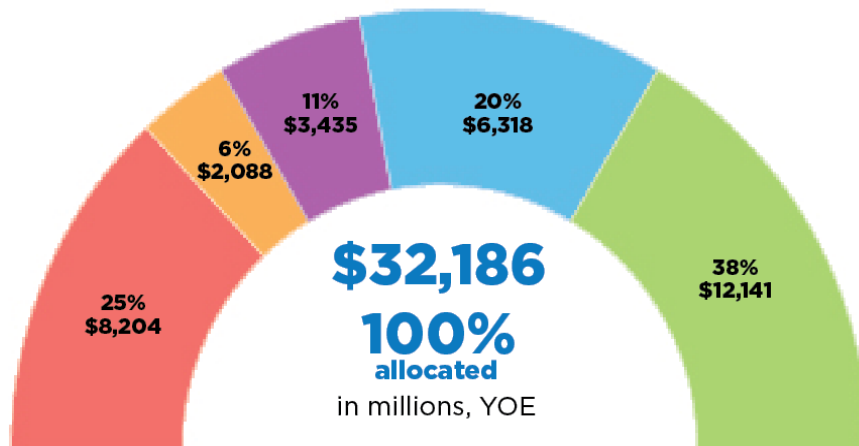
With the surtax,
 we have more funds
 to achieve our vision

- 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.



- Good repair and resilience
- Vision Zero
- Smart Cities
- Real choices when not driving
- Major investments for economic growth

*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.

PERFORMANCE-BASED INVESTMENT OUTCOMES

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



Reduce bus breakdowns by **50%**
Reduce average fleet age from **9 Years** to **7 Years**

Resurface all roads every **17 Years**
3 Major & 11 Minor bridge rehabilitation/replacements annually

Protect **250 miles** of highly vulnerable and critical roads from heavy rain and storm surge with shoreline protection, pavement hardening, and stormwater drainage improvements

Without the Transportation Surtax:

- Only 60% of roads would be resurfaced every 17 years
- Only one annual major & one minor bridge rehabilitation/replacement
- 10% of HART buses would be older than 12 years
- \$94 million shortfall to address stormwater improvements to highly vulnerable and critical roads



Vision Zero

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



Install streetlights on **500 miles** of unlit major roads

fill **1,400 miles** of sidewalk gaps

complete street treatments on **350 miles** of high crash roads

Reduce crashes on major roads and reduce fatal and injury crashes by **35%**

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 **220** miles in road network coverage

Reduce delay from future traffic growth by **44%**

Improve travel time reliability by **20%**

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 **800** miles of roads

transition **34%** of paratransit trips to fixed-route

Build **150** 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 FOR ECONOMIC GROWTH

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

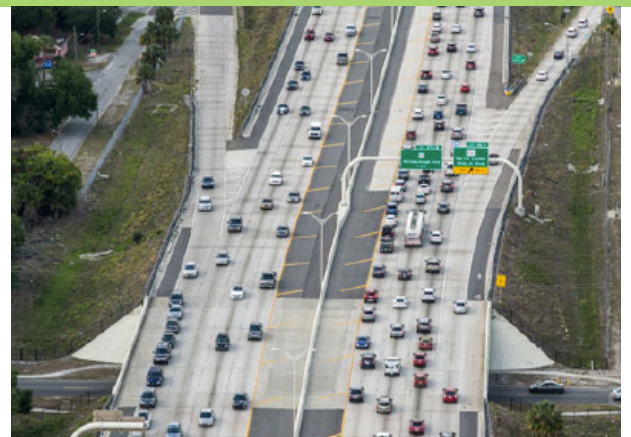
- Connecting the Howard Frankland Bridge, the Courtney Campbell Causeway, the Veterans Expressway, and the Airport with additional general purpose and express lanes
- Reconnecting local streets beneath I-275 for improved community access with bicycle and sidewalk connections to the Westshore Business 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.





Major Investments for Economic Growth

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

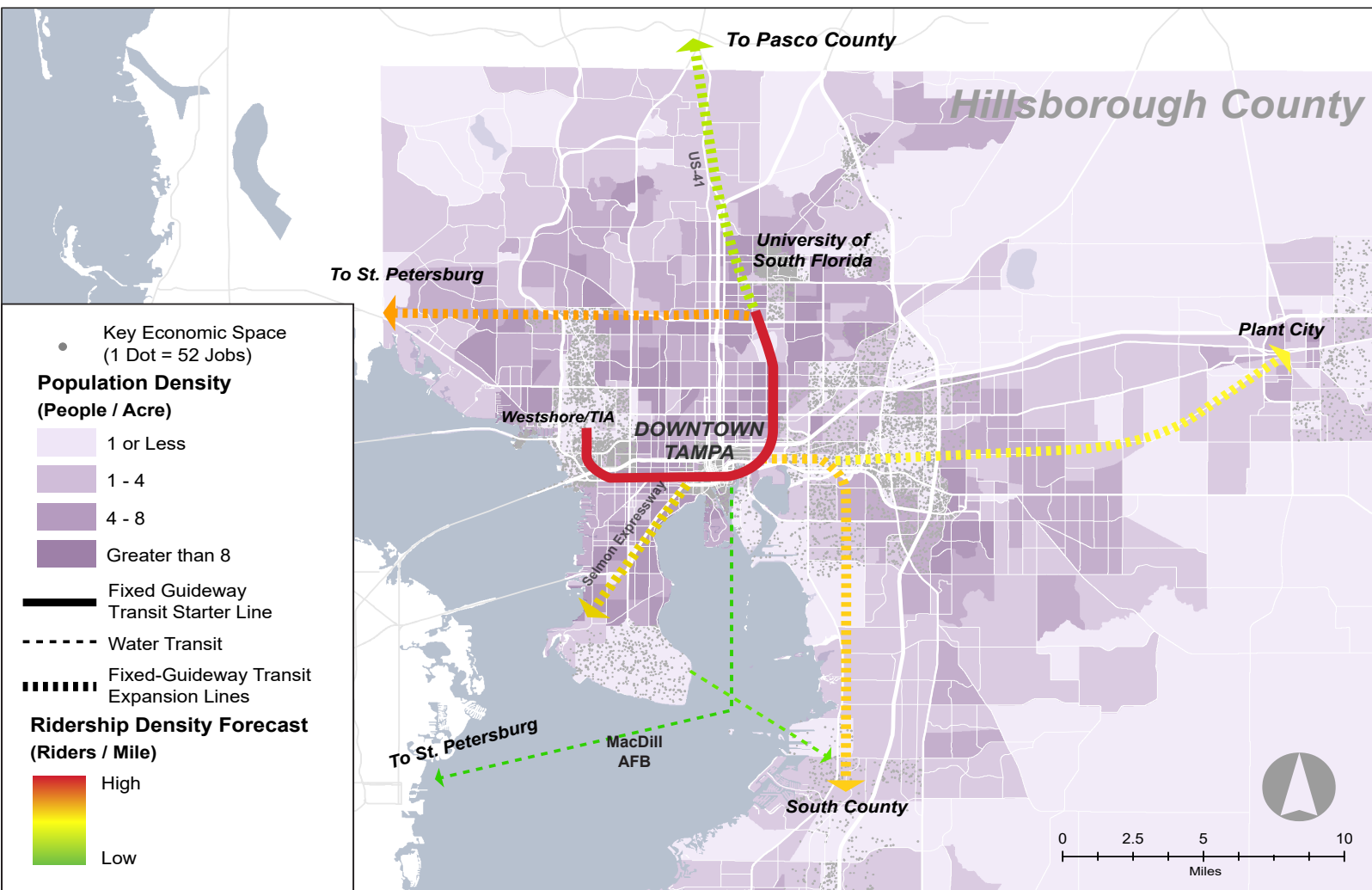


Downtown to Airport Rapid Transit in new corridor, rail or busway



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.



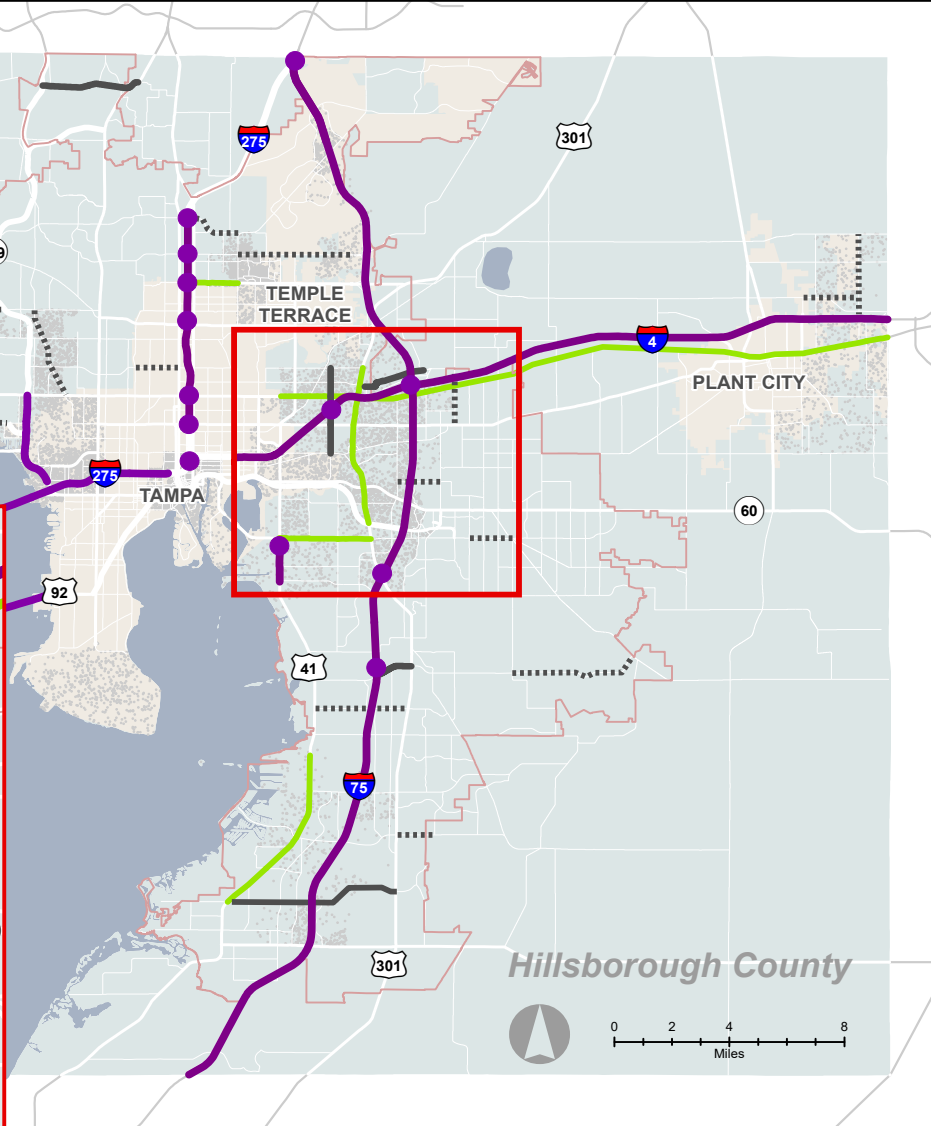
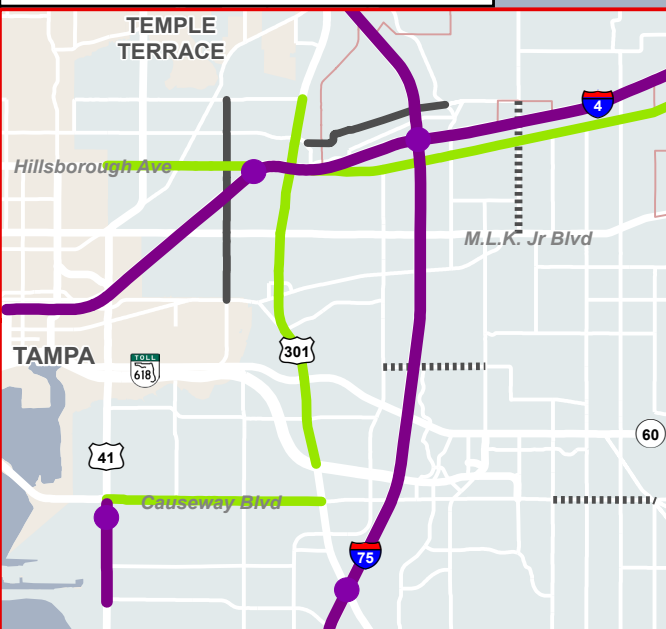


EXPANDING OUR ROADWAY FACILITIES

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.

IMPORTANT ROADWAY PROJECTS IN THE FIRST FIVE YEARS

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

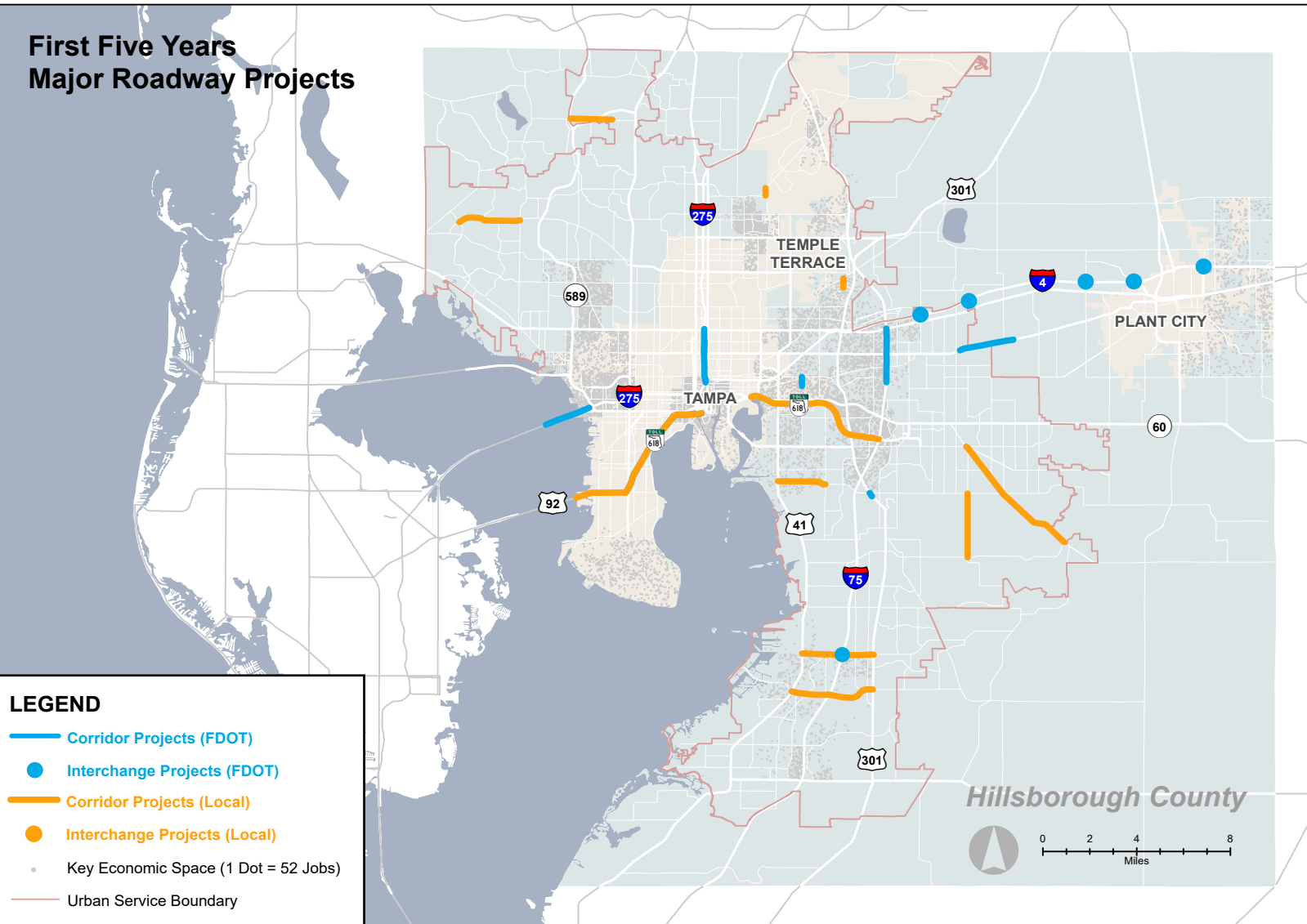
I-275
add 2 lanes from I-4 to Hillsborough Ave.

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.

First Five Years Major Roadway Projects



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



Photo Credit: City of Tampa



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Metropolitan Planning
for Transportation

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