

Tampa Bay Express Planning Level Traffic and Revenue (T&R) Study Report Highlights

Note of Explanation:

The T&R Study referenced in this document is based on the 2016 plans for Tampa Bay Express, prior to the TBX reset FDOT announced in December 2016. This “planning level” T&R Study was completed in July 2016 and fully documented in the February 2017 report for the TBX starter network (Sections 2-8). This document cites T&R study “Scenario 1” which based its projections on a 2025 date for a fully operational system, as this most represents current planning. However, the schedule changes to the project mean that a full system will not be operational by 2025.

FDOT is currently working with the Federal Highway Administration (FHWA) to prepare a Supplemental Environmental Impact Statement (SEIS) to reevaluate the impacts of the Downtown and Westshore area projects (Sections 4, 5, and 6). This process is the most rigorous evaluation in transportation planning, and FDOT is scheduled to complete the SEIS in the Fall of 2019. FDOT and FHWA will evaluate whether Express Lanes are the preferred alternative for these sections.

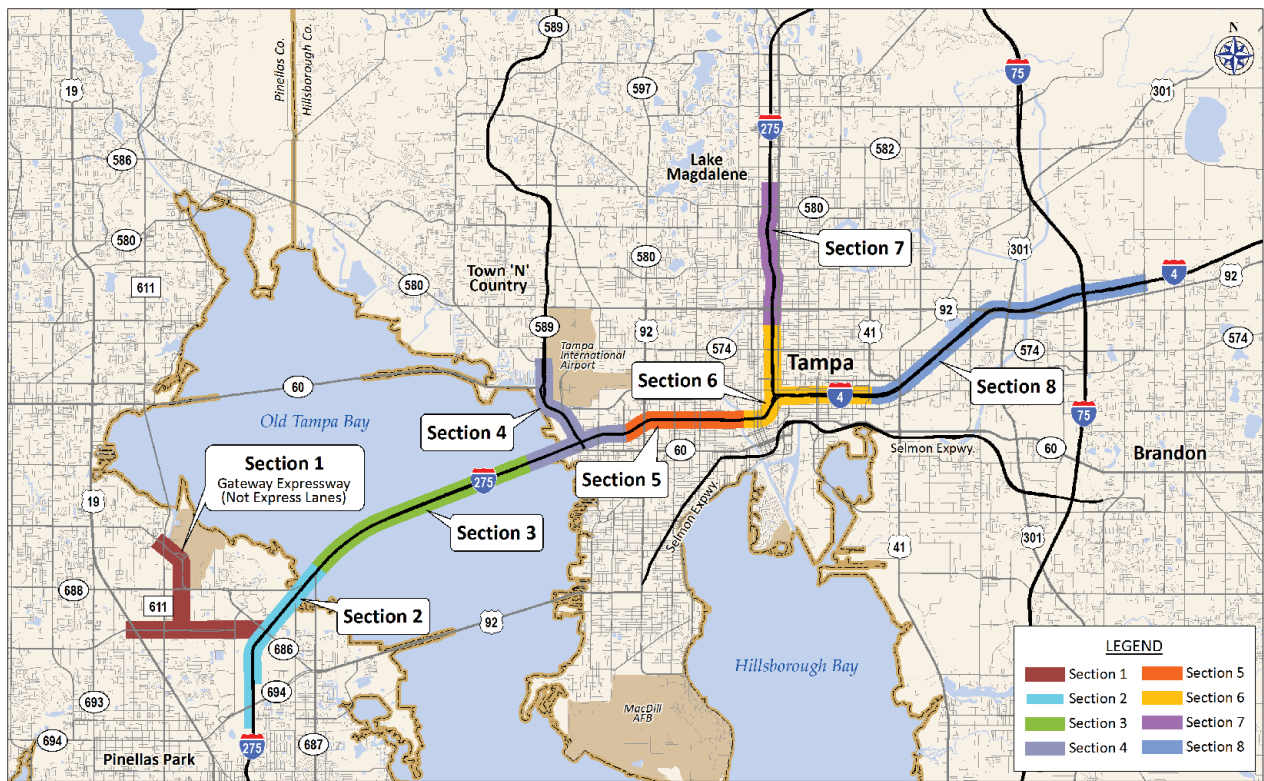
Please note that current plans for Section 8 (I-4 East of downtown Tampa) differ from the plans noted in the T&R study. The limits are listed as Mango Road in the T&R study, and the current plans call for Express Lanes on I-4 to extend east of Branch Forbes Road. The current plans for the Howard Frankland Bridge include four non-tolled lanes and one Express Lane in each direction. The following highlights and graphics allow for quick review of an otherwise lengthy, technical document. The full study report is available at www.tampabaynext.com/wp-content/uploads/2017/05/Tampa-Bay-Express_TR-Study_Final-Report_Feb-13-2017.pdf.

Report Highlights:

- The TBX system will likely have peak hour tolls in the range of \$1.50 to \$3.00 for typical trips in 2025, with lower toll charges in off peak hours.
- The overall average toll per trip in the Express Lanes in 2025 is estimated at about \$2.00, increasing to almost \$3.75 by 2040, although specific rates will depend on travel movement and time of day.
- The TBX network is expected to serve about 20-30% of total traffic in peak hours in 2025. With at least 1 in 5 vehicles choosing to use Express Lanes, congestion in non-tolled lanes will be alleviated.
- Toll rates were selected to manage Express Lane demand to ensure typical speeds of at least 45 MPH at all times, providing a high level of travel service and reliability.
- More than 65,000 trips per weekday are forecast on the system in 2025, increasing to more than 104,000 per weekday by 2040.
- Annual revenue is expected to increase from about \$21 million in 2025 to about \$80 million by 2040.

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Figure ES-1: TBX Project Configuration



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Figure ES-2: Estimated Average Toll Per Trip by Weekday Period

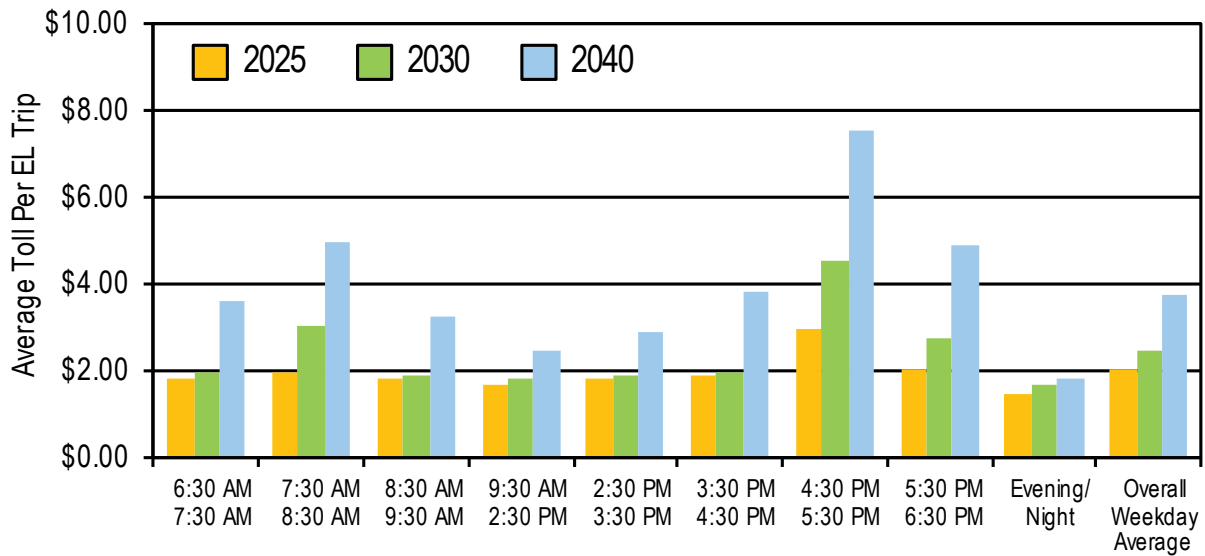
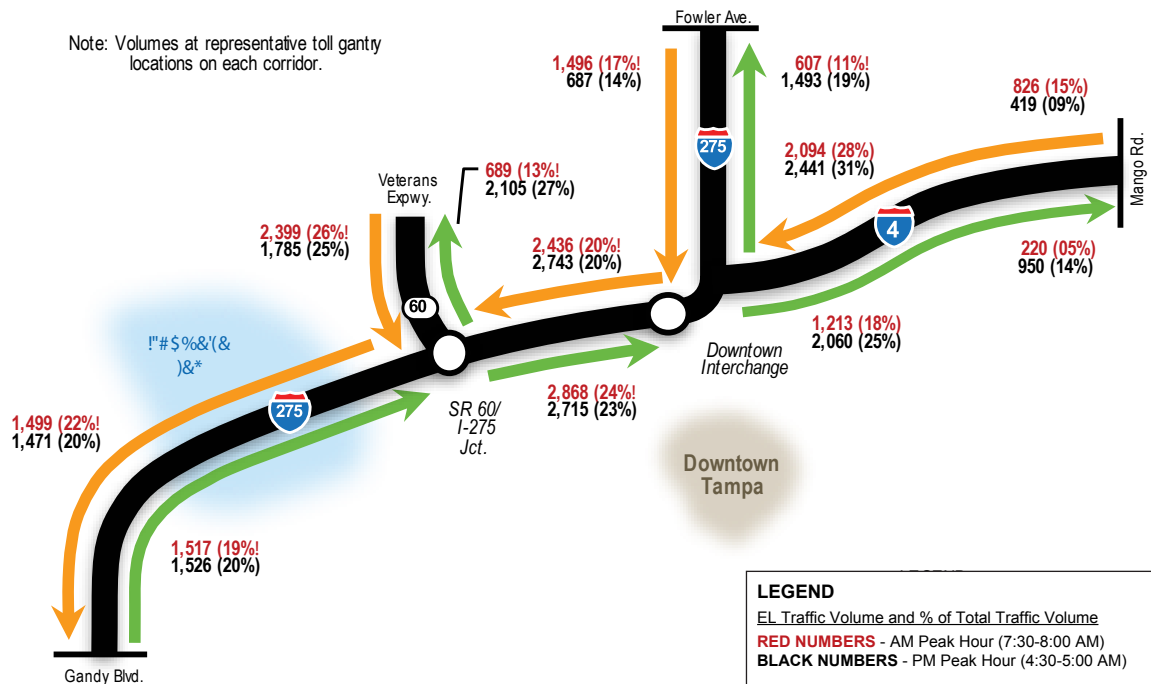


Figure ES-3: Peak Weekday Traffic in Express Lanes in 2025 – P50 for Scenario 1



Note: The traffic volumes shown have not been adjusted with the early year ramp-up factor. Ramp-up is a conservative factor applied to the forecast in the first 3 to 5 years after opening to account for the fact that it takes time for drivers to get used to the new lanes.

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Table 5-3: Weekday Peak Hour Toll Rates to/from Downtown Tampa (P50 for Scenario 1)

Trip Origin/Destination	2025 Toll Rates		2040 Toll Rates	
	AM Peak	PM Peak	AM Peak	PM Peak
Downtown Tampa to St. Petersburg (I-275 South end)	\$2.50	\$4.75	\$5.59	\$11.81
St. Petersburg (I-275 South end) to Downtown Tampa	\$3.00	\$3.18	\$8.37	\$9.15
Downtown Tampa to Veterans Expressway	\$1.50	\$2.87	\$2.37	\$7.14
Veterans Expressway to Downtown Tampa	\$1.50	\$1.94	\$4.07	\$5.43
Downtown Tampa to Fowler Ave (I-275 North end)	\$1.50	\$2.25	\$1.52	\$6.33
Fowler Avenue (I-275 North end) to Downtown Tampa	\$2.37	\$1.62	\$6.96	\$4.97
Downtown Tampa to Mango Road (I-4 East end)	\$1.50	\$1.50	\$1.52	\$3.17
Mango Road (I-4 East end) to Downtown Tampa	\$1.50	\$1.50	\$2.71	\$1.52

Note: The toll amounts shown are outputs of the travel demand models that utilize all of the information available to date. Actual toll rates could be different when the facility opens. Please note that current plans for Section 8 (I-4 East of downtown Tampa) differ from the plans noted in the T&R study. The limits are listed as Mango Road in the T&R study, and the current plans call for Express Lanes on I-4 to extend east of Branch Forbes Road.

Table 5-6: Estimated P50 Annual Transactions and Revenue - Scenario 1

Fiscal Year	Scenario 1	
	Toll Gantry Transactions (1,000's)	Toll Revenue Future Dollars (1,000's)
2021	1,155	\$532
2025	50,090	\$25,067
2030	94,425	\$55,993
2035	104,417	\$75,170
2040	115,629	\$101,698
2045	121,746	\$126,186
2050	128,230	\$156,866
Compounded Annual Growth Rate (2030-2050)		
	1.5%	5.3%

Notes: Revenue results include a one percent reduction to account for non-revenue vehicles. Estimates for 2021 include only Section 2 of the project. Table results based on a full system open by 2025.