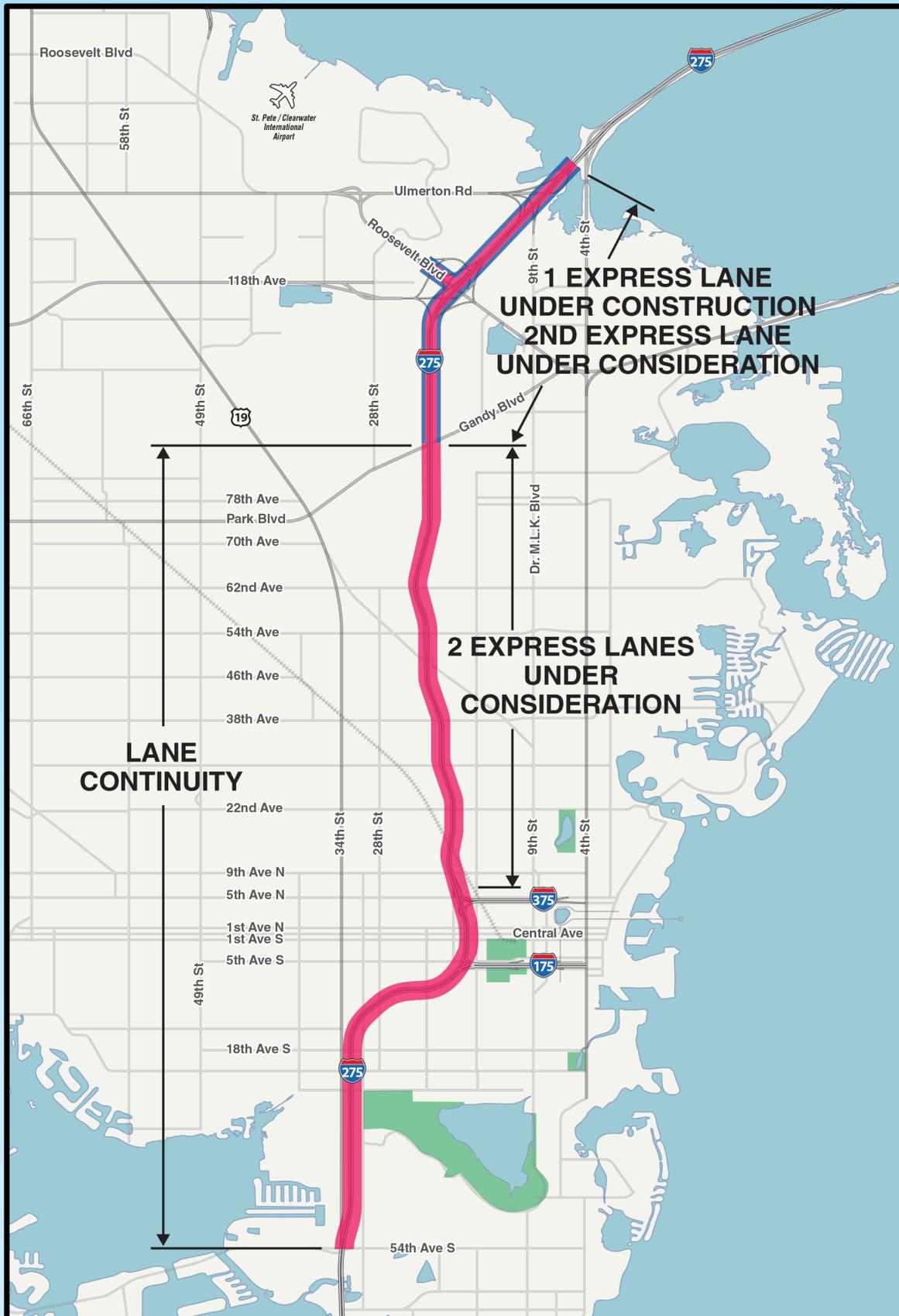


I-275 Pinellas Corridor

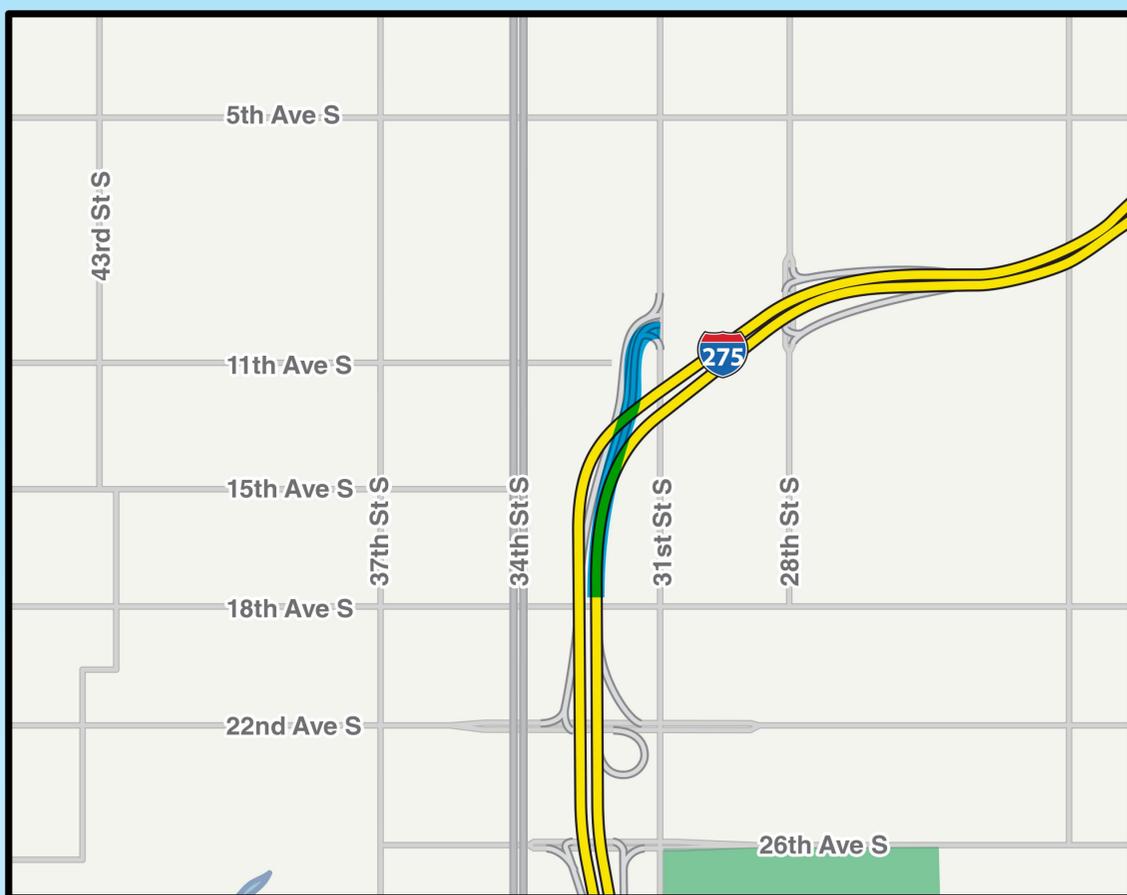


What you should know:

- Improves lane continuity along the corridor in both directions from 54th Ave South to Gandy Boulevard.
- Two express lanes in both directions from I-375 to Gandy Boulevard.
- One express lane under construction in each direction from Gandy Boulevard to 4th Street North. One additional express lane in each direction under consideration from Gandy Boulevard to 4th Street North.
- Design looks at potentially combining express lane project with a lane continuity project.
- Project looking at opportunities to integrate transit on corridor.

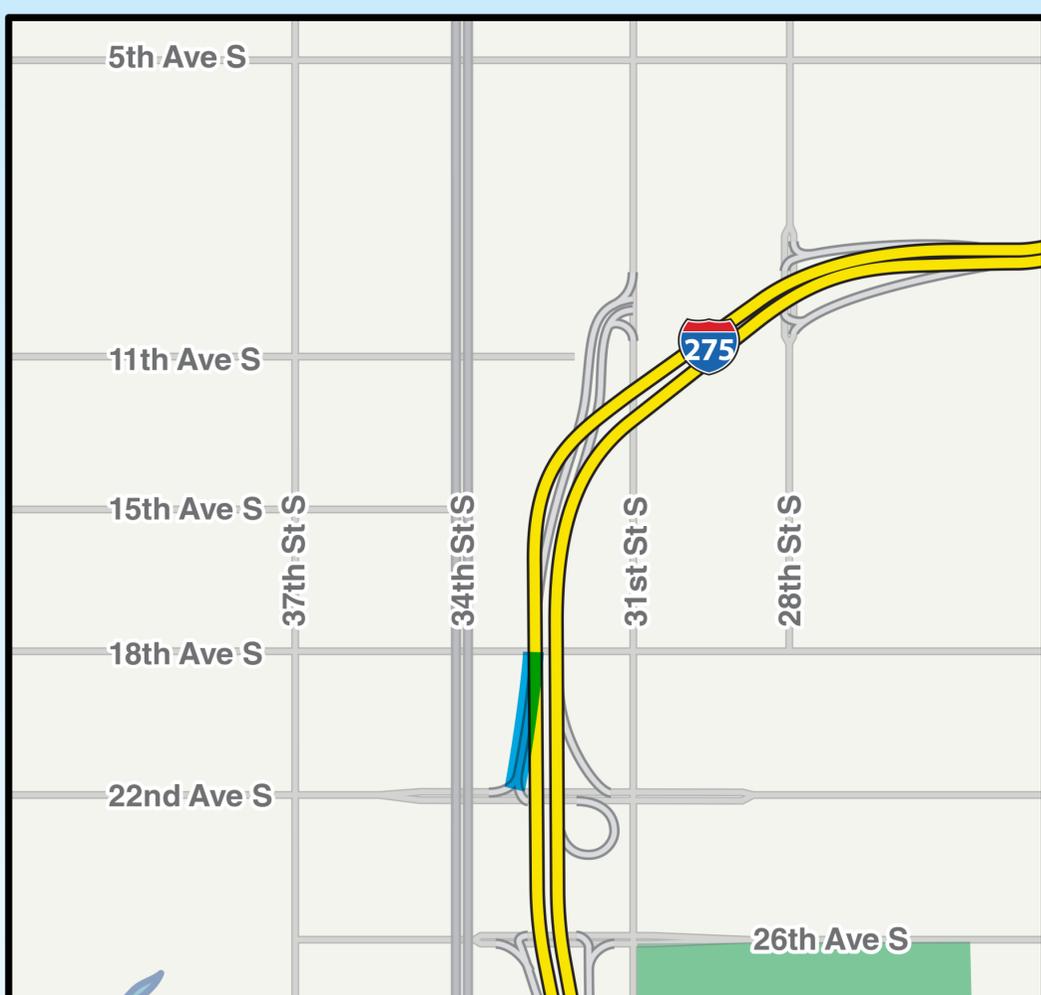
I-275 Proposed Interchange Improvements

Northbound Exit Ramp to 31st Street South



- The project will modify the northbound exit ramp to include two left turn lanes under signal control
- Project will be in partnership with the City of St. Petersburg and FDOT Traffic Operations
- Design Build project

Southbound Exit Ramp to 22nd Ave South



- The project will widen the I-275 southbound exit ramp to 22nd Avenue S in St. Petersburg
- The existing single lane ramp will be widened to three lanes, accommodating dual right turn lanes

Howard Frankland Bridge

Current Bridge



Cost Estimate: \$814 Million
Anticipated Construction Start:
December 2019
Anticipated Construction
Complete: 2024

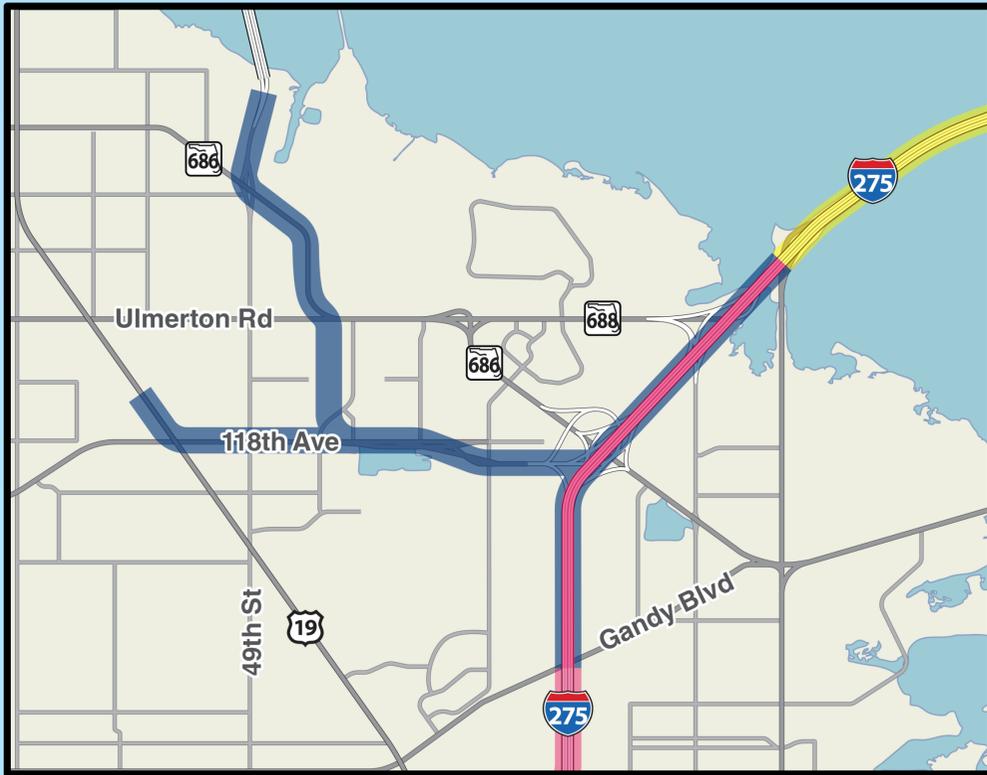
Future Design



Howard Frankland Bridge Project:

- Includes two express lanes in each direction
- Improves incident management and hurricane evacuation
- Design includes bike/ped trail that will connect Pinellas & Hillsborough Counties
- Does not require right of way
- Design can accommodate rail transit in the future

Gateway Expressway



Construction Start:

November 2017

Anticipated Construction Complete:

Early 2022

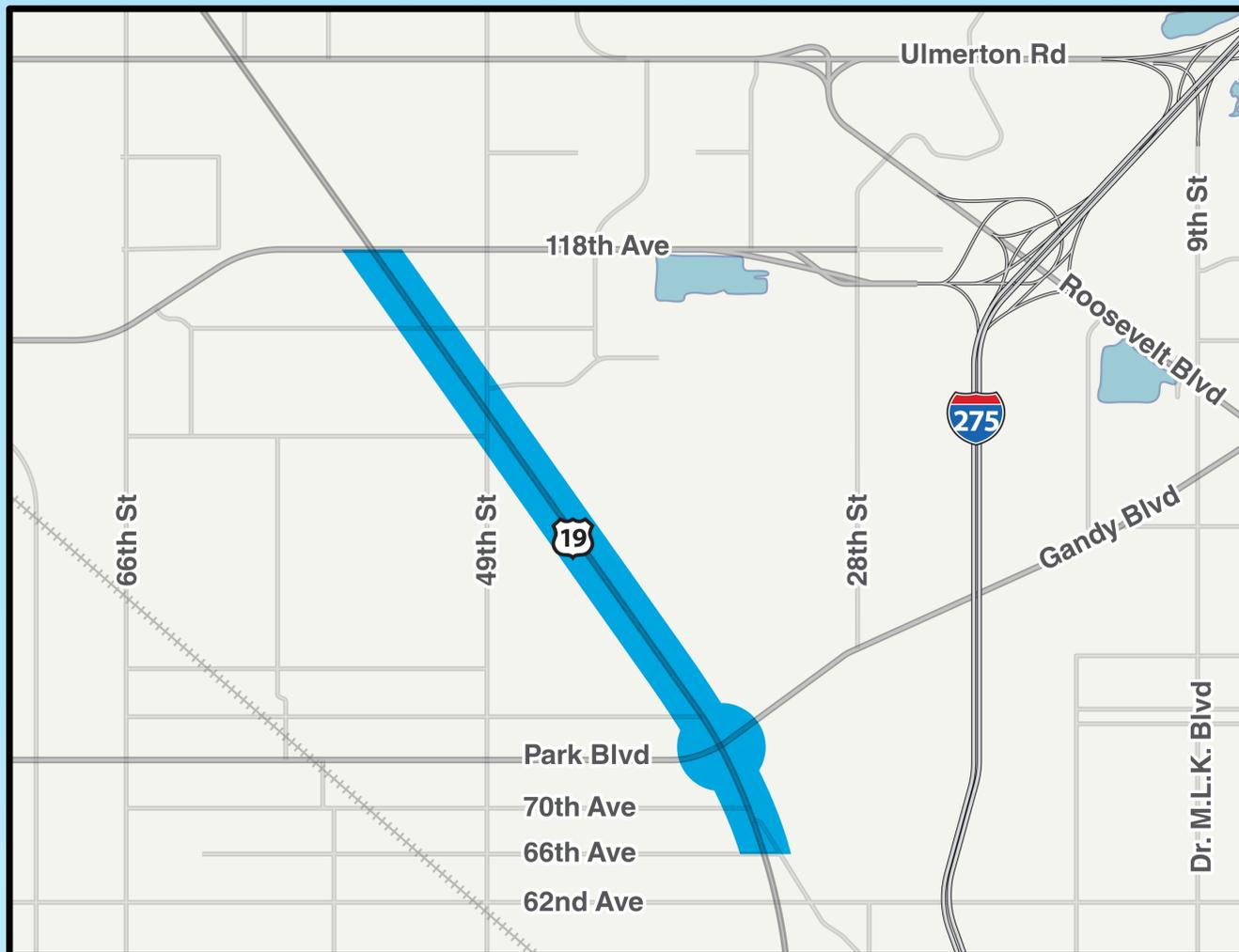


What you should know about the project:

- Constructs 2 new tolled expressways from US 19 to I-275 and from the Bayside Bridge to I-275.
- Widens I-275 to add express lanes in each direction.
- Reconstructs sections of US 19 and 118th Avenue North, including new ramps and flyover structures.
- Reconstructs Roosevelt Boulevard from the Bayside Bridge to Ulmerton Road with new roads and access configuration for St. Pete-Clearwater International Airport.
- SR 690 and SR 868A tolls will be statically priced, remaining the same during all hours every day.
- Tolls for I-275 Express Lanes will be dynamically priced to maintain steady traffic flow in the lanes. Prices change based on the amount of traffic in express lanes. Prices increase in the lanes as they become more congested and decrease as congestion goes down allow for more predictable travel times.

US 19 Corridor

66th Avenue North to 118th Avenue North



What you should know about the project:

- Purpose is to improve the operations to accommodate projected future traffic volumes
- Improve the accessibility, mobility and safety of the US 19 corridor for non-motorized users
- Proposed improvements to the **US 19/Gandy Boulevard interchange** include:
 - A new bridge over US 19
 - Additional turn lanes on US 19 approaching the interchange
 - Additional turn lanes on Gandy Boulevard approaching the interchange
 - Bike and pedestrian upgrades
 - Drainage improvements

***Public Hearing is scheduled
Tuesday, October 30, 2018
5:30 p.m. to 7:30 p.m. at the
Tampa Bay Regional Planning Council***

Transit Decisions

Florida Statutes allow independent transit authorities as well as county governments to plan, finance, acquire, construct, operate and maintain mass transit facilities.

Who Makes Transit Decisions in Tampa Bay?

Three independent transit authorities currently exist in the Tampa Bay region. TBARTA is the regional transit authority for Tampa Bay, authorized and established by Florida Statutes. Hillsborough Area Regional Transit (HART) and Pinellas Suncoast Transit Authority (PSTA) are independently established by Charter and authorized by FS 163.567. Pasco County Public Transportation (PCPT) is authorized by Florida Statutes and operated by the Pasco County Board of County Commissioners.



TRANSIT AUTHORITY



TRANSIT AUTHORITY



TRANSIT AUTHORITY



Board of County Commissioners



Hillsborough County Florida

Board of County Commissioners



Board of County Commissioners



Hillsborough MPO
Metropolitan Planning
for Transportation



FORWARD
PINELLAS



Who Funds Transit?

Across the country, ongoing long-term funding for transit operations and maintenance is generally funded at the local level, with limited support from the federal government. Funding sources vary by agency but can include ad-valorem property tax, local sales tax, fare revenue, motor vehicle sales tax, gas tax, and local funding partners, among others. Some states, including Florida, set aside statewide funds to provide grants for urban areas to offset transit expenses and encourage system development.

Metropolitan Planning Organizations such as Forward Pinellas, Hillsborough MPO, and Pasco MPO participate in the transit decision-making process by prioritizing projects for state and federal funding. Transit authorities submit requests for projects to MPOs and to FDOT for consideration based on available funding and statutory requirements.

Florida Department of Transportation (FDOT) Invests in Transit in 3 Ways:

1. Funding for Studies & Research



2. Formula-based Grants (Ongoing)



3. Competitive Grants (Project-based)

