



Draft

Sociocultural Effects Evaluation

**Tampa Interstate Study
Supplemental Environmental Impact Statement**

**I-275 from Howard Frankland Bridge to
North of Dr. Martin Luther King, Jr. Boulevard
and**

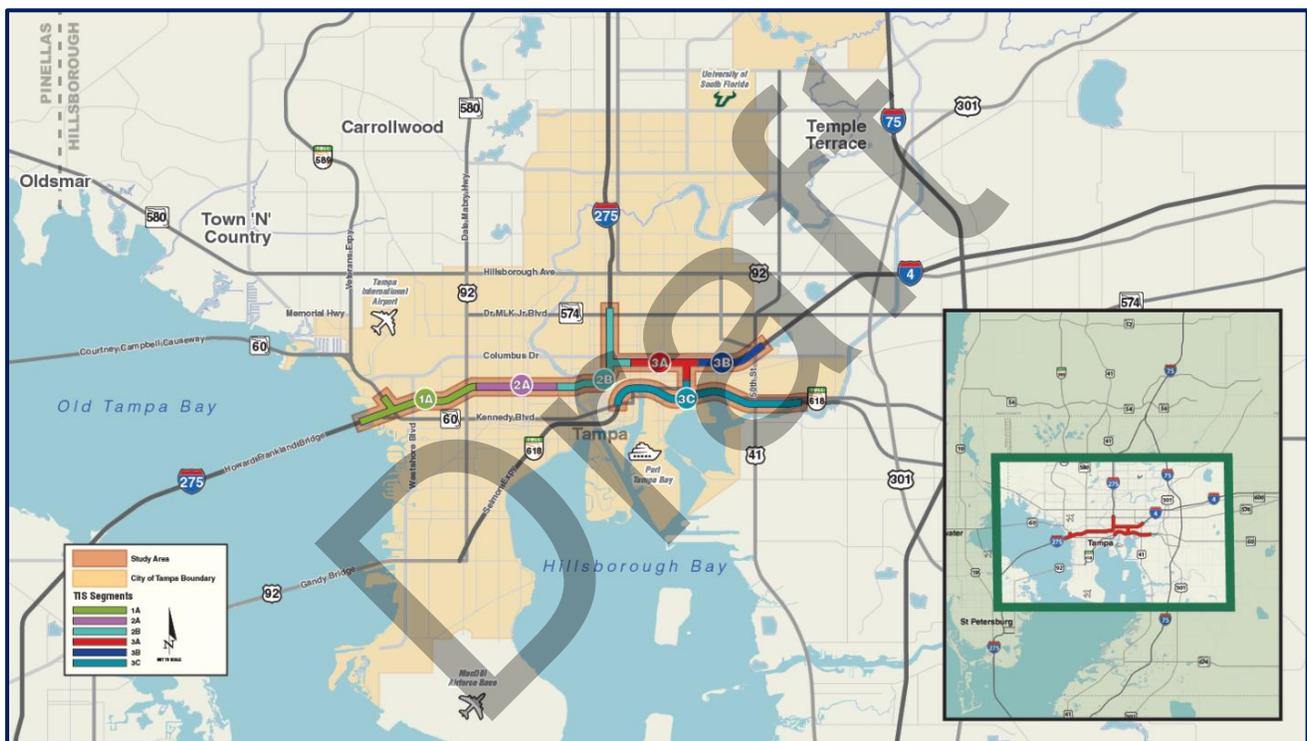
**I-4 from I-275 to East of 50th Street with New Alignment from I-4 South
to the Existing Selmon Expressway and Improvements to the Selmon
Expressway from the Kennedy Boulevard Overpass East to Maydell Drive
Work Program Segment # 258337-2**

Segments 1A, 2A, 2B, 3A, 3B, and 3C

January 2020

SUMMARY

The proposed Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS) project is located in the City of Tampa in Hillsborough County, Florida. The TIS SEIS overall study area comprises approximately 11 miles of I-275 and I-4. The overall proposed improvements would involve the reconstruction/widening to improve traffic flow, reduce congestion and increase safety of I-275 from north of Howard Frankland Bridge (HFB) to north of State Road (SR) 574 (Dr. Martin Luther King Jr. (MLK) Boulevard), and I-4 from I-275 to east of 50th Street. The Florida Department of Transportation (FDOT) District Seven is conducting this TIS SEIS in cooperation with Federal Highway Administration (FHWA). **Figure ES-1** shows the project limits.



Source: FDOT. TIS, SEIS. Project Segment Limits Map. March 7, 2018

Figure ES-1 TIS SEIS Project Study Area

The purpose of the *Sociocultural Effects (SCE) Evaluation Report* is to assess social, economic, land use changes, mobility, aesthetics effects and relocation potential, including potential issues associated with Environmental Justice (EJ), Civil Rights, and other nondiscrimination laws. The SCE Evaluation process analyzes the potential effects (positive and negative) of a transportation action on a community with special consideration for minority, low-income, and other potentially underrepresented populations.

Methodology

FDOT conducted the SCE Evaluation in accordance with the Project Development and Environment (PD&E) Manual (FDOT 2019). The TIS SEIS study area for the SCE Evaluation is defined as a ¼-mile on either side of the TIS roadways. When conducting the SCE Evaluation, FDOT evaluated the factors listed below.

- **Social:** The potential effects of the TIS SEIS project on community groups and resources and the potential to enhance or disrupt community cohesion.
- **Economic:** The potential effects of the TIS SEIS project on economic activity, employment, and property values.
- **Land Use Changes:** The potential effects of the TIS SEIS project on land uses and community features, such as parks and historic landmarks/districts; and the compatibility of the TIS SEIS project with the community's land use vision.
- **Mobility:** The potential effects of the TIS SEIS project on access and mobility.
- **Aesthetic Effects:** The potential noise and visual effects of the TIS SEIS project.
- **Relocation Potential:** The number of potential residential, business, and community facility relocations.

Data and land use plans and policies were obtained from the City of Tampa to identify existing zoning designations, future land uses, neighborhoods, and community facilities in the study area, as well as to assess the compatibility of the Project with local land use plans and policies. United States (U.S.) Census Bureau data were obtained to identify the social and economic characteristics of the study area. Other data sources and methods were used to confirm this information, including information from Hillsborough County officials, field visits, and community meetings and workshops.

Potential Effects

Portions of the Selected Alternative in the 1996 TIS Final Environmental Impact Statement (FEIS) have been constructed, so the No-Action Alternative that was evaluated in previous studies is no longer applicable. Therefore, a new No Further Action Alternative is evaluated for comparison to the 1996 TIS FEIS Long-Term Preferred Alternative and a 2018 Express Lane Alternative. The No Further Action Alternative is defined as the existing transportation system plus improvements approved in the 1997 and 1999 (Record of Decision) RODs. In Segment 1A, the No Further Action Alternative includes construction of the general use lanes (outer roadways) and associated ramps within the I-275/SR 60 Interchange, which was approved under the 1997 ROD. Within the TIS SEIS study area, the remainder of the improvements identified in the RODs has already been built.

The No Further Action Alternative for Segment 1A also includes new interstate access from Kennedy Boulevard/Reo Street, transition roadway construction of express lanes to and from the reconstructed HFB, and a new multi-use trail on the reconstructed HFB that will additionally be transitioned to Reo Street to provide access to existing trails within the Westshore area. Further, with the construction of the outer roadways, new access will be provided under I-275 at Reo Street, Occident Street, and Trask Street thereby enhancing transit, bicycle, and pedestrian movements/circulation within the Westshore District.

In Segments 2A, 2B, 3A and 3B, there would not be any new connections made under the interstate; neighborhood connectivity and access to parks and community features would remain the same as they are today. This alternative has the smallest footprint of all the alternatives being discussed in the study.

Increased congestion on the local street network would be expected due to spillover from overtaxed and increasingly gridlocked highways. Further, increased congestion would increase the potential for accidents, as well as have an adverse impact to public services and emergency response times.

By contrast, the proposed improvements to I-275 and I-4 under the Build Alternatives would have minimal long-term negative impacts, and when completed, would have positive effects on the quality of life by:

- Improving vehicle, bicycle and pedestrian safety;
- Reducing emergency response times;
- Improving emergency evacuation and commute travel times;
- Reconnecting neighborhoods to neighborhoods adjacent to I-275 and I-4;
- Reducing congestion and travel delay.

Table ES-1 summarizes the project potential effects of the 1996 TIS FEIS Long-Term Preferred Alternative and the 2018 Express Lane Alternative under evaluation with this SEIS.

Table ES-1 Summary of Potential Sociocultural Resource Impacts

Resource Area (Report Section)	1996 TIS FEIS Long-Term Preferred Alternative	2018 Express Lanes Alternative
Community Cohesion (6.1.2)	No change from current conditions. No new connections would be created. TIS SEIS Segment 1A is different in that it would enhance community cohesion through the provision of new access at different locations under I-275.	A positive effect to the community with improved mobility for all TIS SEIS Segments and new connections for some TIS Segments depending upon design options.
Safety (6.1.3)	Positive effect to reduce emergency response and evacuation times.	Reduction in emergency response times. Improvements in emergency evacuations. The “rollercoaster effect” or sight distance issue is removed under Design Option A. Design Options A and B would also include an expansion of the roads’ shoulders improving safety
Quality of Life/Health (6.1.4)	Managed/Express lanes offer reduced levels of congestion resulting in lower vehicle hours traveled (VHT), which leads to lessened vehicle emissions, thus helping to improve air quality. Improving traffic flow also reduces the time vehicles spend idling, which generally produces the maximum emissions per unit time.	
Economic (6.2)	Improved access to employment and services.	Improved access to employment and services.
Modal Choice and Transportation Disadvantaged (6.4.1 and 6.4.2)	The proposed extension of Grove Street in the TIS SEIS Segment 2B would enhance traffic circulation in the neighborhood. New access at different locations under I-275 would enhance circulation in the Westshore area.	Intermodal connectivity between major transportation hubs would be improved. Adding express lanes would increase capacity and improve travel times. Buses would have access to express lanes without charge, allowing for more reliable travel times.
Connectivity (6.4.1, 6.4.2, and 6.4.3)	Ramps proposed from North Boulevard onto I-275 SB and off from I-275 NB. A new connection under I-275 at Trask Street and removal of access to I-275 and Floribraska Avenue. Reconnect North Sherrill Street to Memorial Highway.	Under Design Options A and B, the connectivity between residential and nonresidential areas will improve for motorized vehicles, bicycles and pedestrians. New or changed connections include express lanes to/from TIA, Kennedy Boulevard/Reo Street access to I-275, I-275 off ramp to Doyle Carlton, Morgan Street express lane connection, Himes Avenue and USF (I-275 north) express lane connections. North Boulevard would be connected to I-275 in all Design Options except Design Option E. The I-

Resource Area (Report Section)	1996 TIS FEIS Long-Term Preferred Alternative	2018 Express Lanes Alternative
		275/Floribraska Avenue would not be removed in Design Option E.
Accessibility (6.4.4)	Overall access to the neighborhoods adjacent to I-275 and I-4 would be maintained and traffic circulation within existing communities would be improved.	
Travel Delay (6.4.4)	Total Travel Delay would be reduced	2045 AM Peak 30% to 61% decrease 2045 PM Peak 16% to 38% decrease Design Option A would see the highest decrease; Design Options C, D and E would see the lower decreases
Parking (6.4.5)	The proposed parking garage at the Marion Street transit station would create 2,800 spaces as well as additional opportunities for surface lots under the I-275 mainline viaducts through downtown Tampa.	All parking impacts would occur in TIS Segment 2B in downtown Tampa. Design Options A and B would affect the most, while Design Option E affect the least. Additional spaces would be created as part of the Marion Street transit station and under I-275 in downtown Tampa and west of the Hillsborough River adjacent to Julian B. Lane Park.
Noise (6.5.1)	Noise barriers have been and would be constructed to mitigate for noise impacts.	Noise sensitive sites would occur in all TIS Segments except Segment 1A. Both Environmental Justice (EJ) and non-EJ populations living near the interstate would be affected. Noise barriers would be constructed to mitigate noise reports.
Viewshed (6.5.3)	There would be no changes from existing conditions.	Design Options C, D and E would require less ROW Design than Options A and B
Relocations (6.6)	1,014 residential units and 159 business units To date, FDOT has acquired 890 of the properties that were identified.	<u>TIS Segment 1A</u> 0 residential units and 21 business units <u>TIS Segment 2B</u> <u>Option A:</u> 336 residential units and 52 business units 410 in EJ Block Groups 25 in Non-EJ Block Groups <u>Option B:</u> 321 residential units and 47 business units 363 in EJ Block Groups 19 in Non-EJ Block Groups <u>Option C:</u> 28 residential units and 8 business units 22 in EJ Block Groups 17 in Non-EJ Block Groups <u>Option D:</u> 96 residential units and 17 business units 93 in EJ Block Groups 9 in Non-EJ Block Groups <u>Option E:</u> 6 residential units and 1 business unit All in EJ Block Groups <u>TIS Segment 3B</u> 1 residential units and 0 business units
Construction (7.0)	During construction, there are likely to be temporary disruptions to neighborhood cohesion and quality of life in EJ and non-EJ areas due to noise, water quality, traffic flow, dust, fumes,	

Resource Area (Report Section)	1996 TIS FEIS Long-Term Preferred Alternative	2018 Express Lanes Alternative
	and lighting. Communities near construction areas may also experience limited access or detours during construction. These impacts are likely to be felt throughout the TIS SEIS study area.	
Indirect and Cumulative (8.0)	Indirect, or secondary, land use development could induce growth and travel within Title VI and EJ communities. This could put a strain on community facilities within those neighborhoods. The cumulative impacts of land use development and transportation projects could occur in EJ communities. However, these projects are expected to be constructed regardless of TIS SEIS project.	

SOURCE: FDOT 2018-2019

With regards to Environmental Justice (EJ), under the No Further Action Alternative, there would be no change in the ROW within the TIS SEIS study area and, therefore, no acquisitions in EJ areas would be required.

Overall, the No Further Action Alternative would not have disproportionate adverse impacts on minority and/or low-income communities associated with displacement. Increased and unabated congestion is anticipated to slow economic growth by an average of 25,652 jobs a year through 2035 (TBRPC 2018). Increasing traffic volume, but slowing traffic, can also raise overall fuel and maintenance costs for commuters and transit operators (TBRPC 2018). Extended travel times, resulting in the spread of peak travel times across the day, affect commuters' productivity at work and raise household costs of commuting. Congestion leads commuters to change their travel routes and/or stagger their work hours and indirectly impacts other family members' travel patterns. The adverse impacts on the transportation network of not addressing operating deficiencies would affect all regional populations equally. Impacts on EJ populations as well as non-EJ populations would occur related to increased roadway congestion (such as degradation in areawide air quality, impaired mobility, and increased travel times to jobs and educational opportunities).

The proposed improvements under the Build Alternatives would benefit low-income and minority areas throughout the TIS SEIS project study area, as well as the Tampa Bay Region, including transit-dependent residents of those areas. Segments 2A, 2B, and 3A are adjacent to EJ communities, and thus both adverse and beneficial effects would be experienced by minority and low-income communities. No disproportionately high and adverse effects to minority and/or low-income populations are anticipated. Where there are adverse impacts, FDOT has committed to apply the mitigation measures equally through the TIS SEIS project study area. FDOT will continue to provide enhanced outreach to EJ communities, particularly Spanish-speaking communities with limited English proficiency, to implement mitigation strategies effectively in those communities.

The FDOT has developed a Workforce Development program for the Gateway Express Design-Build project in Pinellas County by listening to the community. FDOT linked its work program to the road and bridge construction employment opportunities by creating this program. FDOT will use this same successful Workforce Development program for the TIS SEIS project if it continues into construction.

The purpose of the Workforce Development program is threefold:

- a. To provide direct economic benefits to communities where the department is constructing infrastructure projects, to assist distressed low-income, and high-unemployment areas.
- b. To build productive, sustainable relationships with regional and local stakeholders and community members; and
- c. To help address the construction labor shortage by recruiting and building a pipeline of workers for infrastructure projects in the Tampa Bay region and increasing the likelihood of department projects staying on time and within budget.

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Acronyms

ACS	American Community Survey
ADA	Americans with Disabilities Act of 1990
BEBR	Florida Bureau of Economic and Business Research
BMP	Best Management Practices
CBD	Central Business District
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CRA	Community Redevelopment Area
CRAS	Cultural Resource Assessment Survey
CTRMA	Central Texas Regional Mobility Authority
DEIS	Draft Environmental Impact Statement
DSS	Decent, Safe, and Sanitary
EIS	Environmental Impact Statement
EJ	Environmental Justice
EST	Environmental Screening Tool
ETDM	Efficient Transportation Decision Making
FDOT	Florida Department of Transportation
FEIS	Final Environmental Impact Statement
FGDL	Florida Geographic Data Library
FHWA	Federal Highway Administration
FS	Florida Statute
FTP	Florida Transportation Plan
GIS	Geographic Information System
HCC-CPC	Hillsborough County City-County Planning Commission
HART	Hillsborough Area Regional Transit Authority
HFB	Howard Frankland Bridge
HHS	Health and Human Services
HOT	High Occupancy Toll
HOV	High Occupancy Vehicle
I	Interstate
LEP	Limited English Proficient
L RTP	Long Range Transportation Plan
LWCFA	Land and Water Conservation Fund Act of 1965
MLK	Dr. Martin Luther King Jr.
MOE	Measures of Effectiveness
MPO	Metropolitan Planning Organization
MVMT	Million Vehicle Miles Traveled
NCHRP	National Cooperative Highway Research Program
NEPA	National Environmental Policy Act
NPS	National Park Service
O&M	Operations and Maintenance
PCUL	Pinellas County Urban League
PD&E	Project Development and Environment
PE	Preliminary Engineering
PERC	Pinellas County Ex-Offender Re-Entry
PLEMO	Planning and Environmental Management Office
PSTA	Pinellas Suncoast Transit Authority

ROD	Record of Decision
ROW	Right-of-way
SAP	Strategic Action Plan
SCE	Sociocultural Effects
SEIS	Supplemental Environmental Impact Statement
SIS	Strategic Intermodal System
SOV	Single-Occupancy Vehicle
SR	State Road
STIP	State Transportation Improvement Program
TA	Technical Advisory
TBARTA	Tampa Bay Area Regional Transportation Authority
TBN	Tampa Bay Next
TBRPC	Tampa Bay Regional Planning Council
TBRPM	Tampa Bay Regional Planning Model
TBX	Tampa Bay Express
THJrCA	Tampa Heights Junior Civic Association
TIA	Tampa International Airport
TIITF	Trustees of the Internal Improvement Trust Fund
TIP	Transportation Improvement Program
TIS	Tampa Interstate Study
UDG	Urban Design Guidelines
U.S.	United States
USC	United States Code
USDOI	United States Department of Interior
USDOT	United States Department of Transportation
VHT	Vehicle Hours Traveled
VMT	Vehicle Miles Traveled
WFD	Workforce Development

Draft

1. INTRODUCTION

The Federal Highway Administration (FHWA) and Florida Department of Transportation (FDOT) have initiated the environmental review process for the Tampa Interstate Study (TIS) Project in Tampa, Hillsborough County, Florida. The study is a supplement to the 1996 Final Environmental Impact Statement (FEIS). FHWA issued the Records of Decision (ROD) in 1997 and 1999. FDOT and FHWA are conducting this study based on a proposed design change that includes a new alternative not previously considered, as well as modified alternatives presented in the 1996 TIS FEIS to accommodate tolled express lanes and other capacity and mobility improvement alternatives, some of which are being considered by FDOT in separate studies. FDOT, in coordination with FHWA, will prepare a Supplemental Environmental Impact Statement (SEIS) in accordance with the National Environmental Policy Act (NEPA) (42 United States [U.S.] Code [USC] §§ 4321, et seq.) and other regulatory requirements.

1.1 Purpose of the Report

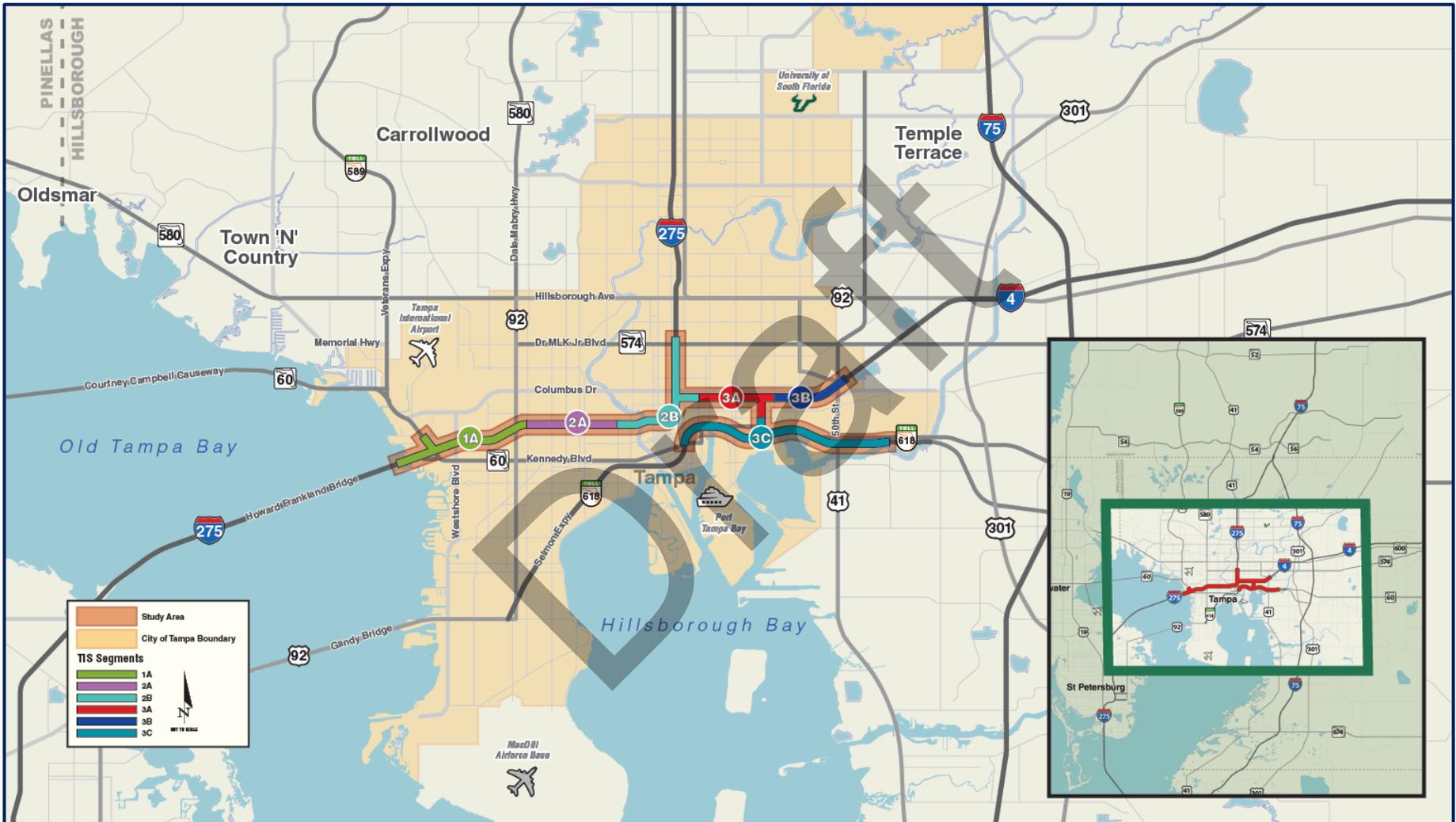
The Sociocultural Effects (SCE) Evaluation is one of several documents that are being prepared as part of the SEIS. The purpose of this *SCE Evaluation Report* is to assess the potential effects (positive and negative) of the TIS Project on communities within the TIS SEIS study area (see **Figure 1-1**). It addresses the following:

- **Social:** The potential effects of the TIS SEIS project on community groups and resources and the potential to enhance or disrupt community cohesion.
- **Economic:** The potential effects of the TIS SEIS project on economic activity, employment, and property values.
- **Land Use Changes:** The potential effects of the TIS SEIS project on land uses and community features, such as parks and historic landmarks/districts; and the compatibility of the TIS SEIS project with the community's land use vision.
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- **Relocation Potential:** The number of potential residential, business, and community facility relocations.
- **EJ and the Civil Rights Act:** The effects of the TIS SEIS project on minority, low-income, and other potentially underrepresented populations.

The analysis was done according to guidance provided in FDOT's *Project Development & Environment (PD&E) Manual* (Part 2, Chapter 4) (2019).

1.2 Location of the TIS SEIS Project

The TIS SEIS project is located in the City of Tampa in Hillsborough County, Florida. The study area comprises approximately 11 miles of I-275 and I-4, an approximate 4.4-mile segment of the Selmon Expressway, and an approximate 0.8-mile segment of the I-4/Selmon Expressway Connector (previously known as the Crosstown Connector). The proposed improvements would involve the reconstruction/widening of I-275 from north of Howard Frankland Bridge (HFB) to north of State Road (SR) 574 (MLK Boulevard), and I-4 from I-275 to east of 50th Street. The proposed improvements are located in the 1996 TIS FEIS Segments 1A, 2A, 2B, 3A, 3B, and 3C (see **Figure 1-1**). Segment 3C impacts are not being considered in the TIS SEIS because this segment has been constructed.



Source: FDOT. TIS, SEIS. Project Segment Limits Map. March 7, 2018

Figure 1-1 Tampa Interstate Study SEIS Project Study Area

1.3 Background of the TIS SEIS Project

The TIS Project has been under consideration since 1987. The Tampa Interstate system is the cornerstone of the Tampa Bay Region’s surface transportation system and improvements to the system have been a priority to the State since the 1980’s. The proposed improvements to the interstate system are found in the Hillsborough County Metropolitan Planning Organization’s (MPO) *2035 Long Range Transportation Plan (LRTP) for Hillsborough County* (2009) and the *Imagine 2040: Hillsborough Long Range Transportation Plan* (2018): *It’s Time Hillsborough 2045 LRTP* (2019).

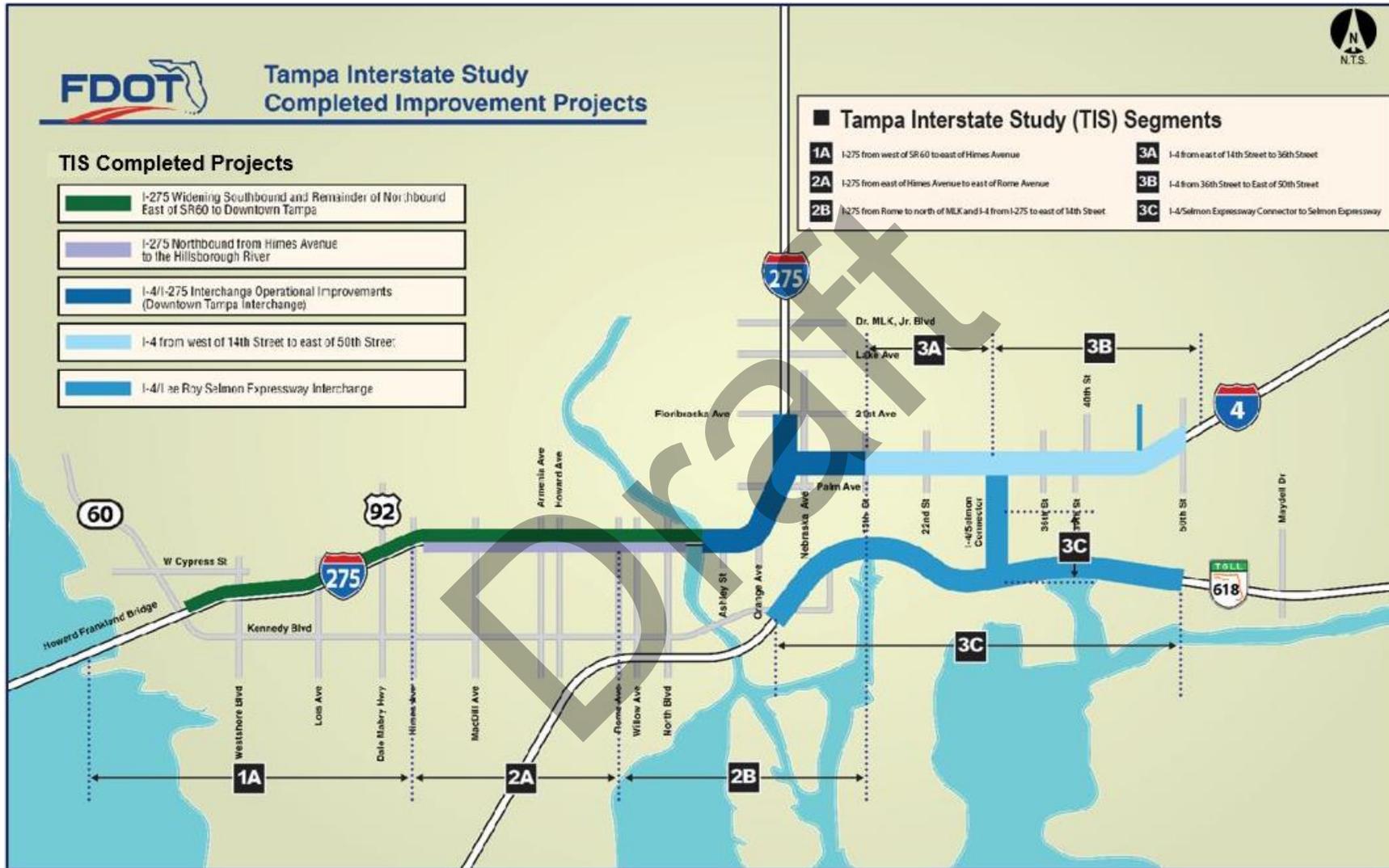
In 1983, FDOT began to identify potential improvements to the Tampa Interstate system, which was constructed in the early 1960’s. These improvements included potential short-term safety solutions and design changes, and long-term high-occupancy vehicle (HOV) related improvements to accommodate growing traffic volumes and congestion. The 1983 study considered all transportation needs within the study area, including concurrent highway, rail, and/or transit improvements.

Using the 1983 study as a documented base, FDOT began Phase I of the TIS Project in 1987. The purpose of the Phase I study was to produce a Master Plan to identify alternatives and make recommendations regarding the preferred type and location of multi-lane improvements, potential HOV facilities, transit facilities, traffic management techniques, and traffic surveillance and control systems. Based on the work performed, FDOT published the *TIS Master Plan Report* in 1989. The Hillsborough MPO adopted the Tampa Interstate Master Plan Concept into the 2010 LRTP in November 1989.

Following completion of the *TIS Master Plan Report*, FHWA, in cooperation with FDOT, began the preparation of an Environmental Impact Statement (EIS) and the supporting documentation necessary for state and federal approvals and subsequent funding of the *TIS Master Plan Report* concepts. The EIS evaluated impacts associated with a Selected Alternative, a Long-Term Preferred Alternative, and a No Build Alternative, addressed agency and citizen concerns, and identified ways to minimize impacts.

FHWA approved the TIS FEIS in November 1996, issued the ROD for the 1996 TIS FEIS in 1997, and an amended ROD in June 1999. The 1997 and 1999 RODs are the documents that have governed the development of all improvements to I-275 and I-4 within the TIS FEIS area providing a roadway system that includes general use lanes and separated express lanes in each direction, as well as a future transit corridor. The intent of the FHWA and the FDOT is to ultimately construct the Long-Term Preferred Alternative as funding becomes available through the Hillsborough MPO. Since issuance of the 1997 and 1999 RODs, FDOT has taken several major steps to advance the Project to full implementation. The TIS Project has been re-evaluated several times to advance various elements of the project, many of which FDOT has already constructed including portions of Segment 1A, Segment 2A, Segment 3A, Segment 3B, and Segment 3C. The following describes the projects that FDOT has constructed. They are shown in **Figure 1-2**.

- **I-275 Widening Southbound and Remainder of Northbound from east of SR 60 to downtown Tampa** – Corridor length: 4.2 miles, Construction Cost: \$217.3 million, Start: July 2012 – Completion: Fall 2016. Reconstruction and roadway widening. Improvements included: providing four through lanes in each direction, flattening the profile of the roadway at bridges over the crossroads, aesthetic treatments, improved interchanges, and increased median width for future improvements.
- **I-275 Northbound from Himes Avenue to the Hillsborough River** – Corridor Length: 2 miles, Construction Cost: \$109 million, Start: August 2007 – Completion: Spring 2010. Reconstruction of a 3-lane roadway into a 4-lane roadway primarily south of the existing alignment. Improvements also included: providing an increased median width reserved for future transportation needs, new bridges with improved height clearances, shoulder-mounted 8-foot noise barriers near densely developed residential areas, aesthetic treatments, and improved lighting and drainage.



SOURCE: FDOT 2000-2015

Notes: Green line represents Segments 1A and 2A in the 1996 TIS FEIS; Grey line comprises part of Segment 2A in the 1996 TIS FEIS; Dark blue line comprises part of Segment 2B in the 1996 TIS FEIS; the light blue line comprises part of Segment 3A and 3C in the 1996 TIS FEIS; the turquoise line comprises part of Segment 3B and Segment 3C in the 1996 TIS FEIS.

Figure 1-2 Tampa Interstate Study Constructed Improvement Projects

- **I-4/I-275 Interchange Operational Improvements (Downtown Tampa Interchange)** - Corridor Length: 2.7 miles, Construction Cost: \$81 million, Start: October 2002 – Completion: December 2006. Capacity and safety improvements to the Downtown Tampa Interchange (DTI), which widened both interstates to four lanes in each direction. Improvements also included: extending the Ashley Street entrance ramp, providing a local auxiliary exit ramp system, improving weaving movements related to the I-275 southbound to I-4 eastbound flyover ramp, shoulder-mounted 8-foot noise barriers near densely developed residential areas, landscaping within infield area and aesthetic treatments.
- **I-4 from West of 14th Street to East of 50th Street** – Corridor Length: 3.2 miles, Construction Cost: \$185 million, Start: February 2004 – Completion: Fall 2007. Reconstruction of a 4-lane roadway into a 6-lane roadway (three lanes in each direction with auxiliary lanes) to tie into the DTI improvement project completed in December 2006. Improvements also included: providing an increased median width reserved for future transportation needs, new bridges with improved height clearances, shoulder-mounted 8-foot noise barriers near densely developed residential areas, aesthetic treatments, and improved lighting and drainage.
- **I-4/Lee Roy Selmon Expressway Interchange** – Corridor Length: 1 mile, Construction Cost: \$425 million, Start: March 2010 – Completion: Spring 2014. Construction of a new north-south toll interchange, which connects I-4 with the Lee Roy Selmon Expressway (SR 618). The elevated roadway with an all-electronic toll collection system links these two, major east-west corridors, and provides “truck-only” lanes for direct access to the Port Tampa Bay to reduce heavy truck traffic from local roads in Ybor City. Aesthetic treatments were also included in this project.

In 2011, FDOT released the *Florida Transportation Vision for the 21st Century*. The vision focused on innovative financing alternatives, advancing projects, and accommodating economic growth. While the 1996 TIS FEIS always included express lanes along the region’s interstates, tolling was not a consideration at the time. As a result of the 2011 Vision, FDOT initiated a master plan study in 2012 to determine the feasibility of dynamically tolling the proposed express lanes on the interstate. FDOT’s 2015 *Tampa Bay Express (TBX) Master Plan*, which included the TIS Project limits, established a system-wide framework for implementation of dynamically-tolled express lanes within the Tampa Bay Region. As part of the development of the *TBX Master Plan*, FDOT conducted extensive outreach, beginning with focus groups, to better understand public perceptions of the express lanes concept.

1.4 Purpose of the TIS SEIS Project

In the 1996 TIS FEIS, the purpose for the proposed action was: “...to upgrade the safety and efficiency of the existing I-275 and I-4 corridors that service the Tampa urban area while maintaining access to the surrounding community.”

The current TIS SEIS purpose is consistent with the 1996 TIS FEIS purpose and expands upon the originally identified purpose and need to include congestion relief that improves accessibility, mobility, travel times, system linkages, and multimodal connections, while supporting regional economic development goals and enhancing quality of life for Tampa Bay residents and visitors.

2. DEFINITION OF ALTERNATIVES CONSIDERED

The alternatives that will be evaluated in the TIS SEIS are described in the following sections.

2.1 No Further Action Alternative

Portions of the Selected Alternative in the 1996 TIS FEIS have been constructed, so the No-Action Alternative that was evaluated in previous studies is no longer applicable. Therefore, a new No Further Action Alternative is evaluated for comparison to the 1996 TIS FEIS Long-Term Preferred Alternative and a 2018 Express Lane Alternative. The No Further Action Alternative is defined as the existing transportation system plus improvements approved in the 1997 and 1999 RODs. In Segment 1A, the No Further Action Alternative includes construction of the general use lanes (outer roadways) and associated ramps within the I-275/SR 60 Interchange, which was approved under the 1997 ROD.

The No Further Action Alternative for Segment 1A also includes new interstate access from Kennedy Boulevard/Reo Street, transition roadway construction of express lanes to and from the reconstructed HFB, and a new multi-use trail on the reconstructed HFB that will additionally be transitioned to Reo Street to provide access to existing trails within the Westshore area. Further, with the construction of the outer roadways, new access will be provided under I-275 at Reo Street, Occident Street, and Trask Street thereby enhancing transit, bicycle, and pedestrian movements/circulation within the Westshore District.

2.2 1996 TIS FEIS Long-Term Preferred Alternative (Non-Tolled)

Proposed improvements of the 1996 TIS FEIS Long-Term Preferred Alternative consist of a four-roadway system (general use lanes that provide local access and non-tolled express lanes in each direction of travel) on I-275 throughout the study limits and the preservation of a HOV/Transitway corridor within the interstate alignment. Proposed interchange improvements include:

- Fully directional interchange for the I-275 connection to the SR 60/Veterans Expressway;
- Modifications to the existing West Shore Boulevard, Lois Avenue, and Dale Mabry Highway interchanges;
- Split interchange ramps remaining at Howard and Armenia Avenues;
- A new west bank Central Business District (CBD) interchange with ramps to and from the south on I-275 at North Boulevard;
- A fully directional interchange for the I-4/I-275 connection;
- Removal of the existing ramps to and from the north at Floribraska Avenue;
- A full interchange at MLK Boulevard;
- Reconfiguration of the split interchange at Columbus Drive and 50th Street;
- Removal of the interchange ramps at 40th Street;
- A new directional freeway-to-freeway interchange with the proposed I-4/Selmon Expressway Connector on I-4 near 31st Street; and
- A new Ybor City/east side CBD split interchange on I-4 at 14th and 15th Streets (with extension of the ramps at 14th and 15th Streets as parallel frontage roads to 21st and 22nd Streets to replace the existing access from I-4 to these streets).

Other new non-interstate improvements include the following:

- The removal of the 19th Street overpass and the maintenance of the 26th Street overpass;
- The extension of Sherrill Street from Memorial Highway (SR 60) and Kennedy Boulevard under I-275 to Cypress Street;
- The extension of Trask Street under I-275;
- A Lemon Street Connector to West Shore Boulevard from Occident Street;
- Park-n-ride lots to provide access to HOV lanes located at the Florida State Fairgrounds, Yukon Street, Sinclair Hills Road, and SR 56;
- Overpass width to accommodate pedestrian and bicycle facilities on cross street; and
- A multi-modal terminal/parking garage at the northern end of Marion Street.

The 1996 TIS FEIS Long-Term Preferred Alternative does not provide direct access from express lanes to Downtown and Westshore areas. Access to Downtown and Westshore area was provided from the general purpose lanes and to Downtown via the HOV/Transitway. The 1996 TIS FEIS Long-Term Preferred Alternative has been reevaluated numerous times throughout the past 20 years as the various segments of interstate have been constructed. Therefore, this alternative consists of the original impacts, as updated by the approved re-evaluations.

2.3 2018 Express Lane Alternative (Tolled Build Alternative)

Improvements identified for the segments that will be evaluated in the TIS SEIS include major components of the 1996 TIS FEIS Long-Term Preferred Alternative. There are areas where the design has changed in alignment and configuration. The TIS segments that will be evaluated in the SEIS and the design differences from the 1996 TIS FEIS Long-Term Preferred Alternative are described in the following sections. **Figure 1-2** shows the TIS SEIS Segments.

1A – I-275 from HFB/Kennedy Boulevard ramps and just north of Cypress Street on Memorial Highway (SR 60) to North of Himes Avenue: The general use lanes (outer roadways) in this section were included in the 1996 TIS FEIS and approved by the 1997 ROD. The design changes would involve the use of tolled express lanes and access changes between general and express lanes; expansion of I-275 from HFB to south of SR 60 to accommodate express lanes along I-275; and local street changes, including relocation of Lemon Street, the extension of Occident Street, modified Trask Street ramp connections, replacement of the Executive Drive to southbound I-275 ramp connection, and replacement of Sherrill Street with a new I-275/Kennedy Boulevard/Reo Street interchange that would provide a connection between Kennedy Boulevard, Reo Street, and I-275. Additional right-of-way (ROW) would be needed to accommodate express lanes near the SR 60 interchange south to and from I-275, a new toll ramp into Tampa International Airport (TIA), the addition of general use lanes west of West Shore Boulevard, and expansion of the corridor for future transit use west of SR 60. No acquisitions would occur in historic districts.

2A – I-275 from North of Himes Avenue to North of Rome Avenue: The general use and express lanes in this section were included in the 1996 TIS FEIS and approved in the 1997 and 1999 RODs. The outer roadway (general use lanes) has been constructed with I-275 improvements. The work in this section includes adding express lanes in the median. Himes Avenue would be a full express lanes interchange with direct express lane ramps to be constructed within the I-275 median area, tying into Himes Avenue between the northbound and southbound I-275 bridges. Left turns from northbound and southbound Himes Avenue to the express lane ramps would be prohibited. Construction would include the widening of the I-275 bridges over Himes Avenue, toward the

median, with pavement widening, median modifications and sidewalk construction along Himes Avenue. These interchange modifications would not require additional ROW, and the existing northbound I-275 general use on-ramp and the existing southbound I-275 general use off-ramp would remain in place.

2B – I-275 from North of Rome Avenue to North of MLK Boulevard and I-4 from I-275 to East of 15th Street: Operational improvements at the I-275/I-4 interchange were included in the 1996 TIS FEIS. The design changes include tolled express lanes; changes in access to express lanes, which include adding a direct connection to the downtown local street network and slip ramp access north and east of downtown; adding overpasses at several locations to open cross-connections of local streets through the interstate footprint; and additional ROW acquisition involving vacant or undeveloped portions of land at a few pinch-points. This section is adjacent to several historic districts and primarily residential areas.

3A – I-4 from East of 15th Street to East of 34th Street: The general use and express lanes in this section were included in the 1996 TIS FEIS. The outer roadway (general use lanes) has already been constructed from 21st Street to 34th Street. The design changes involve tolled express lanes; changes in access to express lanes, which include slip ramp access east of downtown; and ramp access change with I-4 interchanges at 14th/15th Street and 21st/22nd Street. No additional ROW would be acquired. Land uses adjacent to this section include historic districts and a mix of residential and commercial areas such as Ybor City and East Tampa.

3B – I-4 from East of 34th Street to East of 50th Street: The general use lanes in this section were included in the 1996 TIS FEIS. The outer roadway (general use lanes) has already been constructed from 34th Street to 50th Street. Minimal ROW would be acquired in this section just east of 50th Street to accommodate barrier separated express lanes along I-4 while accommodating an eastbound ingress just east of 50th Street. Work in this section for this alternative would include adding express lanes in the median and adjustments in access between express and general lanes. This would require the mainline and eastbound entrance ramp to shift south of the existing ROW within the limits of the ramp.

3C – I-4/Lee Roy Selmon Expressway Interchange: These improvements were fully constructed in 2014 and are not a part of the SEIS analysis.

2.4 Design Options for the 2018 Express Lane Alternative

Five express lane interchange design options are being considered for the DTI in Segment 2B and part of Segment 3A. They represent tolled options for managed lanes. By contrast to the 1996 Long-term preferred Alternative, all design options of the 2018 Express Lane Alternative provide direct access from express lanes to Downtown and Westshore areas. They are described in the following subsections:

- **Options A and B - Reconstructed Interchange** - The proposed improvements under Options A and B would include reconstructing the interchange to provide a fully directional interchange for the I-4/I-275 connection, with express lanes. The design options include changes in access to express lanes, which include adding a direct connection to the downtown local street network and slip ramp access north and east of downtown; adding overpasses at several locations to open cross-connections of local streets through the interstate footprint; and additional ROW acquisition involving vacant or undeveloped portions of land at a few pinch-points. This section is adjacent to several historic districts and primarily residential areas. The differences between Options A and B are as follows:
 - **Option A - Reconstructed Interchange with Express Lanes to the North:** Option A includes express lanes along the north leg of I-275 with direct connections to I-275 and I-4.
 - **Option B - Reconstructed Interchange without Express Lanes to the North:** Option B does not include express lanes along the north leg of I-275 and does not include direct connections from the express lanes to the north leg of I-275.

- **Options C and D - Existing Interchange with Elevated Express Lanes** - Proposed improvements under Options C and D would include preserving the existing I-275 and I-4 interstate while adding express lanes on elevated structure from west of the Hillsborough River to I-4. Access would be provided to the downtown street grid from the elevated express lanes. However, like the 1996 Long-Term Preferred Alternative, there would be no access to Floribraska Avenue since the ramps would be eliminated. Other improvements include providing two-lane ramps for connections to I-4 and the north leg of I-275, adding express lane ramp connections from I-4 to the north leg of I-275 and reconfiguring the eastbound I-4 exit to Ybor City, to increase capacity and improve operations between the Selmon Connector and the north leg of I-275. Adding express lane ramp connection from I-4 to the north leg of I-275 would eliminate weaving on I-4 for traffic traveling to and from the Selmon Connector and the north leg of I-275. Reconfiguring the eastbound I-4 exit to Ybor City would eliminate weaving between the southbound I-275 ramp to eastbound I-4 and the exit to Ybor City. This would be accomplished by removing the ramp along eastbound I-4, currently serving only 21st/22nd Street and providing separate exits from northbound I-275 and southbound I-275.

The exit from northbound I-275 would be located between Palm Avenue and Nebraska Avenue while the exit from southbound I-275 would be located off the two-lane flyover to eastbound I-4. Those two separate ramps would then combine along the south side of the eastbound I-4 mainline east of Nebraska Avenue and would tie into 14th/15th Street, providing a new access point that would serve both the 14th/15th Street and 21st/22nd Street interchanges. The ramp would align with the eastbound frontage road that currently connects 14th/15th Street and 21st/22nd Street. The frontage road would be widened to two lanes to facilitate traffic to 21st/22nd Street. The differences between Options C and D are as follows:

- **Option C - Existing Interchange with Elevated Express Lanes – South Side of I-275:** Under Option C, the elevated express lanes would fly out from the median of I-275 west of the Hillsborough River over the northbound I-275 lanes to the outside of the existing interstate and run adjacent to the existing northbound I-275 lanes from the Hillsborough River to I-4, on the south side of I-275. The elevated express lanes would turn east along I-4 by crossing over to the north side of I-4, adjacent to the westbound I-4 lanes from I-275 to east of 15th Street. The elevated express lanes would then fly over the westbound I-4 lanes back into the median of I-4 just west of 21st Street.
- **Option D - Existing Interchange with Elevated Express Lanes – North Side of I-275:** Under Option D, the elevated express lanes would fly out from the median of I-275 west of the Hillsborough River over the southbound I-275 lanes to the outside of the existing interstate and run adjacent to the existing southbound I-275 lanes from the Hillsborough River to I-4, on the north side of I-275. The elevated express lanes would turn east along I-4, adjacent to the westbound I-4 lanes from I-275 to east of 15th Street. The elevated express lanes would then fly over the westbound I-4 lanes back into the median of I-4 just west of 21st Street.
- **Option E (Safety and Operational Improvements):** In May 2019, FDOT held Alternatives Public Workshops to receive input on the Westshore and Downtown Alternatives, including Options A, B, C, and D, with the intent of recommending one of the options to carry forward as a part of the Recommended Locally Preferred Alternative (LPA). While there is definitive public support for reconstruction of the I-275/SR 60 Interchange (TIS Segment 1A), there are many factors that may impact the plans in the I-275/I-4 (TIS Segment 2B). Therefore, FDOT developed Option E in response to input from the public and area stakeholders including:
 - Continuous comments from the public to minimize ROW impacts to downtown neighborhoods
 - Comments and concerns related to the closure of the Floribraska Avenue ramps
 - Comments and concerns related to the potential impacts to the Perry Harvey Sr. Park
 - Support for safety and operational improvements in the Downtown Interchange area

FDOT reviewed the Options A, B, C, and D within the I-275/I-4 interchange and extracted and refined three improvements from the current concepts that would enhance safety and operational performance in alignment with the Purpose and Need. The improvements are discussed further in the following sections. The movements below would not be tolled.

The improvements would also include relocating the western exit ramp to Ybor City and East Tampa from the existing location at 21st/22nd Street to 14th/15th Street. The relocated exit ramp would provide enhanced access to businesses, educational institutions, and residential areas. Drivers would still access 21st/22nd Street via widening the existing single-lane frontage road, East 13th Avenue, to two lanes. These proposed operational improvements would be completed almost entirely within the existing FDOT owned ROW. One additional parcel impact is anticipated.

- **Southbound I-275 to Eastbound I-4** - The southbound I-275 to eastbound I-4 improvements include widening the existing flyover ramp to two lanes with an exit to 21st/22nd Streets via a slip ramp to 14th/15th Streets and frontage road. The proposed improvement also provides a new ramp from I-275 northbound to 21st/22nd Street via the 14th/15th Streets ramp and frontage road.
- **Westbound I-4 to Northbound I-275** - The westbound I-4 to northbound I-275 operational improvement would include widening the existing exit to northbound I-275. Westbound I-4 would be widened beginning at the westbound on-ramp from 21st Street and continuing to northbound I-275, providing for a widened two-lane exit to north I-275.
- **Westbound I-4 to Southbound I-275** - The westbound I-4 to southbound I-275 operational improvements would include widening the southbound I-275 ramp from two lanes to three lanes. The three lanes would join the two lanes from southbound I-275 to provide five lanes. Collectively the three operational/safety improvements make up the geometric improvements to the Downtown Interchange, which will be Option E.

3. REGULATORY SETTING

The SCE Evaluation process is an important part of a PD&E study to comply with Council on Environmental Quality (CEQ) regulations *40 Code of Federal Regulations (CFR) § 1500-1508*, which requires federal agencies to use all practicable means, consistent with the requirements of the *NEPA*, to avoid or minimize any possible adverse effects of their actions upon the quality of the human environment. The FHWA regulations that establish the process for implementing NEPA are set forth in 23 CFR 771, *Environmental Impact and Related Procedures*. In addition, the requirements of other environmental laws and executive orders that apply to the resources evaluated in this SCE Evaluation are summarized in the following subsections.

3.1 Federal

3.1.1 Parks

Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966 (codified in 23 USC § 303 and 23 USC § 138) is a federal law that established requirements for the USDOT’s consideration of publicly-owned parks/recreational areas that are accessible to the general public, publicly-owned wildlife/waterfowl refuges, and publicly- or privately-owned historic sites of federal, state, or local significance in developing transportation projects. Section 4(f) prohibits use of these resources for transportation projects unless (1) it is proven that there is no feasible and prudent alternative to the use, and the action includes all possible planning to minimize harm, or (2) the agency determines that the use of the property, including any measure(s) to minimize harm, will have a *de minimis* impact on the property.

Section 6(f) of the U.S. *Land and Water Conservation Fund Act (LWCFA)* of 1965 (16 USC § 4601-4 to 4601-11 et seq.) prohibits the conversion of property acquired or developed with LWCFA grants to a non-recreational purpose without the approval of the U.S. Department of the Interior’s (USDOI) National Park Service (NPS). Section 6(f) provides protection to parklands, recreation areas, historic areas, and wildlife and waterfowl refuges. Specifically, Section 6(f) preserves, develops and assures the quality and quantity of outdoor recreation resources through the purchase and improvement of recreational lands and requires that certain conditions be met before conversion of these resources can occur.

3.1.2 Socioeconomic

3.1.2.1 Age, Gender, Disability, Race and Ethnicity

Title 23 of the USC (23 USC § 324), *Prohibition of Discrimination on The Basis of Sex*, states that, “No person shall on the ground of sex be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal assistance under this title or carried on under this title.”

The *Age Discrimination Act of 1975* (29 USC § 2101 et seq.) prohibits discrimination on the basis of age in programs and activities receiving federal financial assistance.

The *Americans with Disabilities Act (ADA) of 1990* (42 USC § 12101 et seq.) and the *Rehabilitation Act of 1973* (29 USC § 701 et seq.) prohibit discrimination based on a person’s disability in any program or activity that receives federal funding.

Title VI of the Civil Rights Act of 1964 protects people from being excluded from participation; denying benefits; and subjecting to discrimination, based on race, color, or national origin in programs or activities that receive Federal financial assistance. Title VI states that:

No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

3.1.2.2 Income and Poverty

USDOT Order 5610.2(a) defines low-income as a person whose median household income is at or below the Department of Health and Human Services (HHS) poverty guidelines. The 2012-2016 ACS data show that about 28 percent of the population in the TIS SEIS study area was living at or below the poverty level compared to 21 percent in the City of Tampa. Of the 58 Census block groups in the TIS SEIS study area, 40 contained higher percentages of persons living below the poverty level than the City of Tampa (21 percent) (U.S. Census Bureau, 2012-2016).

3.1.3 Relocation Potential

The *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, as amended (49 CFR § 24), mandates that certain relocation services and payments be made available to eligible residents, businesses and nonprofit organizations displaced as a direct result of projects undertaken by a federal agency or with federal financial assistance. The Uniform Act provides for uniform and equitable treatment for persons displaced from their homes and businesses and establishes uniform and equitable land acquisition policies.

3.1.4 Aesthetics

NEPA requires the federal government to:

“...use all practicable means... [to]...assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings [and to] ... preserve important historic, cultural and natural aspects of our national heritage, and maintain whenever possible, an environment that supports diversity and variety of individual choice.” [42 USC § 4331 [NEPA § 101 (b)(2)]]

To this end, federal agencies are directed to:

“...utilize a systematic, interdisciplinary approach that will insure that integrated use of the natural and social sciences and the environmental design arts in planning and decision making that may have an impact on man’s environment.” [42 USC § 4332 [NEPA § 102 (2)(A)]]

3.1.5 Indirect and Cumulative Effects

The implementing regulations for NEPA [CEQ regulations (40CFR §§ 1500 -1508)] require federal agencies to consider the effects of their actions, including direct, indirect, and cumulative impacts. Indirect effects are defined as those caused by the proposed action and are later in time or farther removed in distance but are still reasonably foreseeable. Cumulative impact is the impact on the environment which results from the incremental impact of the proposed action when added to other past, present, and reasonably foreseeable future actions.

3.1.6 Environmental Justice

Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (1994), addresses minority and low-income populations. USDOT Order 5610.2(a) on EJ requires that project sponsors consider EJ principles in all USDOT programs, policies, and activities. EJ at FHWA means identifying and addressing disproportionately high and adverse effects of the agency's programs, policies, and activities on minority populations and low-income populations to achieve an equitable distribution of

benefits and burdens. The FHWA Order 6640.23A establishes policies and procedures for the FHWA to use in complying with Executive Order 12898.

In the context of transportation, effective and equitable decision-making depends on understanding and properly addressing the unique needs of different socioeconomic groups. The USDOT *Environmental Justice Strategy* (2016) identifies three fundamental principles of EJ that guide USDOT actions:

1. To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations;
2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Under 23 USC 109(h) FHWA must "...assure that possible adverse economic, social, and environmental effects relating to any proposed project on any Federal-aid system have been fully considered in developing such project, and that the final decisions on the project are made in the best overall public interest, taking into consideration the need for fast, safe, and efficient transportation, public services, and the costs of eliminating or minimizing such adverse effects and the following:

1. Air, noise, and water pollution;
2. Destruction or disruption of man-made and natural resources, aesthetic values, community cohesion and the availability of public facilities and services;
3. Adverse employment effects, and tax and property values losses;
4. Injurious displacement of people, businesses, and farms; and
5. Disruption of desirable community and regional growth.

FHWA Technical Advisory (TA) 6640.8A, *Guidance for Preparing and Processing Environmental and Section 4(F) Documents*, states that a Draft Environmental Impact Statement (DEIS), including SEIS should discuss general social groups specially benefitted or harmed by the proposed project, including minority and ethnic groups. The effects of a project on minority and ethnic groups are of particular concern and should be described to the extent these effects can be reasonably predicted. The discussion should address whether any social group is disproportionately affected and identify possible mitigation measures to avoid or minimize any adverse impacts.

Executive Order 13166, *Improving Access to Services for Persons with Limited English Proficiency*, requires that the federal agencies work to ensure that recipients of federal financial assistance provide meaningful access to their limited English proficient (LEP) beneficiaries. The U.S. Department of Justice defines LEP individuals as those "who do not speak English as their primary language and who have a limited ability to read, write, speak, or understand English" (67 CFR 41459). The U.S. Department of Justice guidance indicates that translations are required if populations with limited English proficiency constitute 5 percent of the affected population or 1,000 or more persons, whichever is less. The public outreach efforts for the environmental process is being conducted with provisions to reach LEP communities during the scoping process and in other such public outreach meetings.

As a recipient of federal funding, FDOT must demonstrate compliance with *Title VI of the Civil Rights Act of 1964* and other Federal and State legislation designed to promote equity and to avoid, minimize or mitigate adverse impacts on those with disabilities, low-income people, minorities, and elderly, among others. Title VI specifically

forbids discrimination on the basis of race, color, and national origin in programs, services or activities that receive federal funds. The TIS SEIS must comply with Title VI and other nondiscrimination requirements.

3.2 State

FDOT's *PD&E Manual* (2019) outlines FDOT's process and procedures for complying with NEPA.

Florida's *Community Planning Act* (§163.3177, Florida Statute [FS]) requires each municipality to adopt a comprehensive land use plan that establishes a long-range blueprint, goals, objectives, policies, and strategies to guide future growth. The comprehensive plan provides the principles, guidelines, standards, and strategies for the orderly and balanced future economic, social, physical, environmental, and fiscal development of the area that reflects community commitments to implement the plan and its elements.

The *Florida Civil Rights Act of 1992, Florida Statutes, Chapter 760, Title XLIV*: The general purposes of the **1992 Act** are to secure for all individuals within the state freedom from discrimination based on race, color, religion, sex, pregnancy, national origin, age, handicap, or marital status and thereby to protect their interest in personal dignity, to make available to the state their full productive capacities, to secure the state against domestic strife and unrest, to preserve the public safety, health, and general welfare, and to promote the interests, rights, and privileges of individuals within the state.

3.3 Local

The Hillsborough MPO is charged with multimodal transportation planning throughout Hillsborough County. It is responsible for establishing priorities to meet short-term (next 5 years) and long-term (20+ years) multi-modal transportation needs for Tampa, Temple Terrace, Plant City, and unincorporated Hillsborough County.

Hillsborough County is responsible for the Land Development Code in unincorporated Hillsborough County, which contains the rules and regulations that govern land use and development in Hillsborough County. The guidelines in the Land Development Code address zoning, natural resources, development, and design and operating standards. The City of Tampa is responsible for regulating land use in the city limits.

In 1994, FDOT developed the FDOT's *Tampa Interstate Study (TIS) Urban Design Guidelines* (UDG) to minimize adverse effects of the TIS Project, including visual and auditory impacts to users of the freeway and to land uses adjacent to the system. The UDG emphasize addressing the surrounding communities or the "neighbors" to the interstate. The objective of these UDG is to provide the design team guidance on specific aesthetic requirements contained in approved environmental documents prepared for the TIS Project. They are intended to minimize adverse indirect impacts to historic resources (see the *Cultural Resource Assessment Survey (CRAS) Update* document) and parks and recreational areas (see the Section 4(f) document) and specify that, due to the small size of parcels in many locations in the TIS study area, ROW that FDOT acquires would be by parcel. The remainder parcels will be available for aesthetic treatments. No partial parcels will be left that would be unusable by the property owner due to code or setback requirements. The UDG address specific performance standards for neighborhoods in the TIS SEIS study area, including West Tampa, Ybor City, Seminole Heights, Tampa Heights, downtown Tampa, and Westshore. The FHWA and FDOT Central Office approved the UDG in February 1995.

The Hillsborough MPO endorsed the UDG at their February 6, 1996 meeting. The UDG were presented to the MPO Board in January 1996 and at the February meeting the UDG were included on the agenda as a consent item.

4. METHODOLOGY

The SCE Evaluation is a process used to evaluate and address the effects of a transportation action on a community and its quality of life. There are six major steps in the SCE Evaluation process:

- Review Project Information (Section 1 and 2)
- Define the Study Area (Figure 1-1 in Section 1.2)
- Prepare Community Information (Section 5)
- Evaluate SCE (Sections 6, 7, 8 and 10)
- Identify Solutions to or Mitigation for Project Impacts (Section 9)
- Document Results (Summary and Section 9)

The TIS SEIS study area (**Figure 1-1 in Section 1.2**) for the SCE Evaluation is defined as a ¼-mile on either side of the TIS roadways.

As stated in **Section 1.2**, the FDOT evaluated the factors described in the following subsections.

4.1 Social

A community is a group of people, businesses, and institutions sharing a defined geographic area. Communities are often shaped by the common cultural, ethnic, social, economic, religious, and/or political beliefs that residents share. The construction of I-4 in the 1960s and I-275 in the 1970s bisected the neighborhoods within the project study area, having a permanent direct impact on the nature of the community. The *Sociocultural Effects Evaluation Technical Report* (FDOT, 2019, b) provides a description of the neighborhoods in the TIS SEIS study area. The community's ability to convene at common spaces such as schools, churches, social clubs, parks, etc. has a direct impact on the cohesion of the neighborhoods. Inefficient or limited access to these community resources results in a fractured community with little cohesion.

To establish the social characteristics of the TIS SEIS study area and to determine potential impact, the Project Team collected data from the Florida Geographic Data Library (FGDL) and the U.S. Census Bureau, FDOT's Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST), and technical reports and documentation prepared for the TIS SEIS project. Other sources of information included Hillsborough MPO socioeconomic projections and field investigations notes. Geographic Information Systems (GIS) software was used to evaluate social conditions: socioeconomic characteristics, community characteristics and neighborhoods, community facilities and services, and bikeways and trails.

4.2 Economic

The Tampa Bay Regional Planning Council (TBRPC) completed the *Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS): Economic and Fiscal Impact Analysis* (Final) in September 2018. The study focused on the broad economic impacts of the TIS SEIS project on Hillsborough County and on the project's economic and fiscal impacts on the Community Redevelopment Areas (CRA) in Tampa, particularly Central Park, Channel District, downtown Tampa, East Tampa, Tampa Heights/Riverfront, and West Tampa. FDOT worked closely with the City of Tampa's CRA committees throughout the process to document potential impacts and benefits of the TIS SEIS project related to land use changes, personal income, employment, property values and other implications for the future of the CRAs.

TBRPC evaluated three economic scenarios for the TIS SEIS project: No Further Action, Non-Tolled Express Lanes, and Tolled Express Lane. The results from the economic analysis, local data and plans, and the Tampa Bay Regional Planning Model (TBRPM) outputs were used to analyze potential impacts on the communities.

Construction of the TIS SEIS improvements would require additional ROW and the purchase of some private land and/or structures. The purchase of these properties and businesses would remove the taxable assets from the existing local tax base. The annual tax revenue associated with the loss of properties due to ROW purchase, displacement and relocation potential was determined by first identifying the actual properties required for the 2018 Express Lane Alternative. The estimated assessed value of the required acquisition was then multiplied by the current real estate and sales tax rates for the local jurisdictions affected and for the state as a whole.

4.3 Land Use Changes

The evaluation for assessing the potential changes to land use of the TIS SEIS project involved the review of the adopted land use, community, development, and transportation plans within the TIS SEIS study area. The Hillsborough County City-County Planning Commission (HCC-CPC) was used as a source of information. Local plans and ordinances, along with private development plans, were consulted to establish the affected environment, environmental impacts, and proposed mitigation measures for the project. Other sources of information included the Hillsborough MPO land use projections, conversations with agency staff, and field investigations. GIS software was used to pinpoint land uses in the study area and measure their acreage. The TIS SEIS project team undertook field verification as needed to understand existing land use.

4.4 Mobility

As discussed in detail in the Project Traffic Analysis Report (PTAR) (FDOT 2019), a number of analytical tools were used to predict the performance of the No Further Action Alternative and the Build alternatives for the Design Year 2040. Future traffic volumes were based on known traffic data and historical trends. Population and employment projections are used to help determine future travel patterns and needs. Using existing traffic counts and future population and employment estimates, the Project Team used the TBRPM to determine future traffic volumes on the freeway and arterial roadways. In this case, separate tests were performed for the No Further Action Alternative and the Build alternatives based on the respective definitions entered into the model. The model output statistics were then used to help determine trip distribution, level-of-service, and delay on the freeways at a regional scale. The outputs of the regional model were then used in a more precise corridor analysis using VISSIM and SYNCHRO software packages. VISSIM is a widely used behavior-based traffic simulation program. It uses existing and predicted traffic counts, roadway geometry, vehicle classification, and speed distribution to determine the likely traffic behavior of given alternatives. SYNCHRO is a traffic analysis tool applied to localized intersections for signal optimization.

FDOT District 7 performed a planning-level model exercise to predict the level of service of the proposed express lanes. The exercise utilized the Tampa Bay Regional Planning Model and build networks used in the TIS SEIS PTAR (FDOT, 2019, g) The exercise provided volumes, speed, volume/capacity, density, and level of service predictions at 10 screen-line locations along I-275 and I-4 within the TIS SEIS limits.

The *Enhanced Interchange Safety Analysis Tool (ISATe)* was utilized to apply the predictive method including Part C of the *Highway Safety Manual (HSM)* to predict future crashes in the corridor.

4.5 Aesthetic Effects

The methods used for the aesthetic effects evaluation were based upon FHWA's *Guidelines for the Visual Impact Assessment of Highway Projects* (2015) and Part 2, Chapter 5 of FDOT's *PD&E Manual* (2017). The assessment

of potential impacts of the TIS SEIS project on aesthetic effects included the evaluation of visual character, visual quality, and viewer response to visual changes to the landscape resulting from the Build alternative conditions. FDOT collected visual information from aerial photography, field reviews, public input, and other planning documents. They also prepared renderings or visualizations depicting the existing condition (before) and the condition with the proposed improvements implemented (after).

4.6 Relocation Potential

The property acquisitions that would be required for the Build Alternatives were calculated using GIS mapping and the Preliminary Engineering (PE) ROW plans. The existing uses of properties potentially to be acquired were field verified, as necessary, to confirm the use and occupancy of residential properties, and the nature of affected businesses. The property acquisition impacts form the basis for determining the residential and business displacements that would be required under the Build Alternatives.

4.7 Environmental Justice

FDOT conducted the EJ assessment according to guidance provided under the following:

- *Assessing the Environmental Justice Effects of Toll Implementation or Rate Changes: Guidebook and Toolbox* (National Cooperative Highway Research Program [NCHRP] 2017)
- *PD&E Manual* (FDOT 2019)
- *Environmental Justice and Tolling: A Review of Tolling and Potential Impacts to Environmental Justice Populations* (FHWA 2016)
- *USDOT Environmental Justice Strategy* (2016)
- *Environmental Justice Reference Guide* (FHWA 2015)
- *Guidebook for State, Regional, and Local Governments on Addressing Potential Equity Impacts of Road Pricing* (FHWA 2013)
- USDOT Order 5610.2(a), *Updated Final Order on Environmental Justice* (2012)
- FHWA Order 6640.23A *FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (2012)
- *Environmental Justice Emerging Trends and Best Practices Guidebook* (FHWA 2011)
- FHWA TA 6640.8A *Guidance for Preparing and Processing Environmental and Section 4(F) Documents* (1987)
- *Environmental Justice: Guidance under NEPA* (CEQ 1997)
- *Guidelines for the Enforcement of Title VI* (28 CFR § 50.3) (U.S. Department of Justice 2011)
- *Sociocultural Effects Evaluation Handbook*, The FDOT Central Environmental Management Office (FDOT November 2005)

The assessment is described in the following subsections.

4.7.1 Identify Areas with Minority, Low-Income and LEP Populations within the TIS SEIS Study Area

The TIS SEIS study area for the EJ analysis includes the U.S. Census block groups and tracts that fall wholly or partially within a ¼-mile on either side of the TIS roadways. See **Figure 4-1**. FDOT identified EJ populations in the study area through analysis of data from the U.S. Decennial Census (1990) and the American Community Survey (ACS) 5-year estimates from 2012-2016. The highlighted dashed line (Evaluation Area) represents the ¼ mile buffer and shows which block groups are included in the study.

Race and Ethnicity

The USDOT Order on EJ 5610.2(a) provides clear definitions of the minority populations addressed by Executive Order 12898. They include:

- **Black** – A person having origins in any of the black racial groups of Africa;
- **Hispanic** – A person of Mexican, Puerto Rican, Cuban, Central or South American or other Spanish culture or origin, regardless of race;
- **Asian American** – A person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent;
- **American Indian and Alaskan Native** – A person having origins in any of the original people of North America, South America (including Central America), and who maintains cultural identification through tribal affiliation or community recognition; and
- **Native Hawaiian or Other Pacific Islander** – A person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

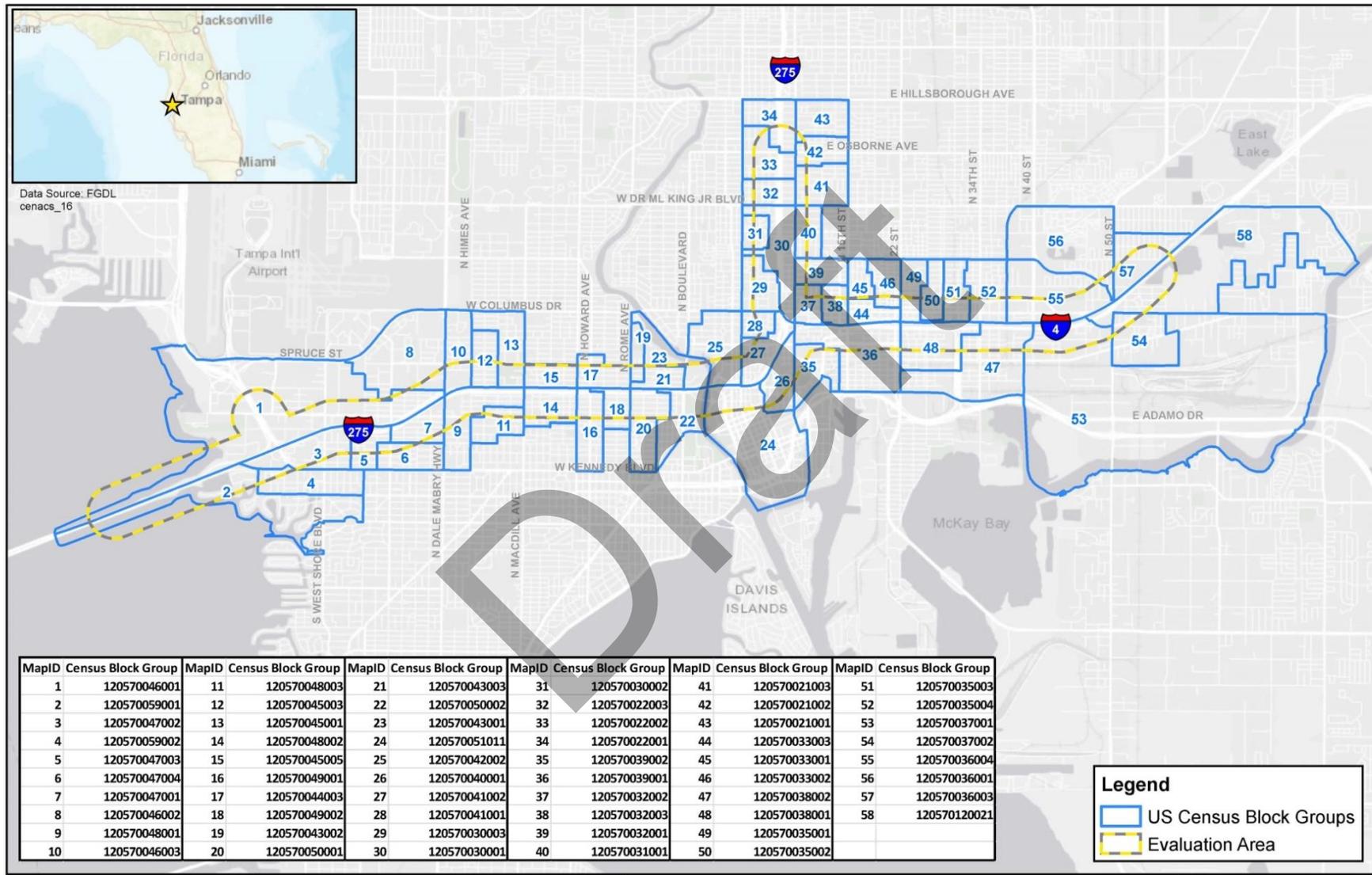
Income and Poverty

USDOT Order 5610.2(a) defines low-income as a person whose median household income is at or below the Department of Health and Human Services (HHS) poverty guidelines. The HHS poverty thresholds are shown in **Table 4-1**.

Table 4-1 HHS Poverty Thresholds

Persons in Family or Household	1990	2016
1	\$6,280	\$11,880
2	\$8,420	\$16,020
3	\$10,560	\$20,160
4	\$12,700	\$24,300
5	\$14,840	\$28,440
6	\$16,980	\$32,580
7	\$19,120	\$36,730
8	\$21,260	\$40,890
For each additional person, add	\$2,140	\$4,160

Source: US Department of Health & Human Services 2018.



Source: US Census Bureau. 2015 CENSUS BLOCK GROUPS IN FLORIDA (WITH SELECTED FIELDS FROM THE 2012-2016 ACS). FGDL CENACS_2016. 2018-01-10. <https://www.fgdl.org> Accessed May, 2018.

Figure 4-1 US Census Block Groups in the TIS SEIS Study Area

Higher concentrations of minority and low-income populations in the TIS SEIS study area were defined according to guidelines outlined in *Environmental Justice: Guidance under NEPA* (CEQ 1997). Based on the CEQ guidance, higher concentrations of minority or low-income populations are U.S. Census block groups where:

- The minority or low-income population of the affected area exceeds 50 percent; or
- The minority or low-income population percentage of the affected area is meaningfully greater than the minority population percentage in the appropriate unit of geographic analysis, which, in this study, was the City of Tampa.

Limited English Proficiency (LEP)

FDOT collected data on LEP populations to ensure that outreach efforts consider the potential need for translation. To collect information on LEP populations, FDOT reviewed census data from the ACS 5-Year Estimates (2012-2016) for persons above the age of 5 who speak English “Well”, “Not Well”, or “Not at All”.

4.7.2 Determine Potential for Disproportionately High and Adverse Impacts

As documented in previous environmental studies conducted by FDOT for the TIS, the TIS SEIS project would have adverse impacts associated with ROW acquisition, historic resources (see the CRAS Update), noise, and other effects. On the basis of these findings, FDOT conducted additional analysis to assess whether the identified impacts would be disproportionately high and adverse on minority and low-income populations. A disproportionately high and adverse effect means an adverse effect that:

Is predominantly borne by a minority population and/or a low-income population, or

- Will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

Determinations of whether a project will have disproportionately high and adverse effects must consider “mitigation and enhancements measures that will be taken and all offsetting benefits to the affected minority and low-income populations...” (USDOT Order, Section 8.b). The analysis of impacts addresses three questions:

1. Are there elements of adverse impacts that could have particular effects on low-income and/or minority populations?
2. Could adverse impacts be predominantly borne by low-income and/or minority populations; or could adverse effects be appreciably more severe or greater in magnitude than any adverse effects that would be suffered by the non-minority and non-low-income population?
3. Could the benefits provided by an alternative be equally available to low-income and/or minority populations, at the same time as other populations?

In the evaluation of the potential for disproportionately high and adverse environmental impacts to EJ populations, FDOT mapped the locations of potential adverse effects, which illustrated the distribution of potential effects. Mapping the potential effects and benefits allowed FDOT to compare the EJ and non-EJ status of those that were likely to be affected by the TIS SEIS project to those that were likely to be unaffected by the TIS SEIS project. FDOT then considered mitigation measures to address the adverse impacts, as well as conducted extensive public outreach to get input on the potential impacts and mitigation measures, and any off-setting benefits of the TIS SEIS project. FDOT also reviewed case studies on the effects of toll roads on low-income populations and considered whether EJ populations could be denied or delayed in receiving any benefits of the TIS SEIS project alternatives.

5. COMMUNITY CHARACTERISTICS AND EXISTING CONDITIONS

5.1 Demographic Characteristics

Demographic data describe a community’s makeup with regards to population size, gender, age, ethnicity, etc. These data are primarily collected by local, state, or federal agencies such as the U.S. Census Bureau, with the goal being to use this data when planning public outreach and education methods that best align with the community.

5.1.1 Population and Employment

Key socioeconomic characteristics in the TIS SEIS study area are population and employment. Population growth is important because of its influence on housing and employment growth and on the need for transportation facilities and infrastructure. Population growth influences the demand for all modes of transportation. Employment characteristics enable an understanding of travel patterns between home and work destinations. **Table 5-1** provides the most recent population data and projections for the year 2045. According to the Hillsborough MPO and University of Florida Bureau of Economic and Business Research (BEBR), the population of Hillsborough County is expected to increase by approximately 54 percent from 1,207,200 in 2010 to 1,862,100 in 2045. The TBRPM population and employment data are in Traffic Analysis Zone (TAZ) format and the TAZ boundaries are different than the study area boundaries, but a similar percent growth rate is anticipated within the TIS SEIS study area. These data indicate that already strong population growth in the TIS SEIS study area and County is expected to continue in the future.

Table 5-1 provides the most recent employment data and projections. Employment in Hillsborough County is forecasted by the Hillsborough MPO to increase by approximately 66 percent from 711,400 to 1,182,300 by 2045. These data indicate that the already strong employment base in the TIS SEIS study area and County is expected to grow substantially in the future, placing greater demands on the transportation infrastructure.

Table 5-1 Population and Employment 2010 to 2045 Projection

Area		1990	2000	2010	2045 Projection	Growth 2010 - 2045	% Change 2010 - 2045
Population	Tampa	281,500	303,300	330,500	517,200	186,700	56%
	Hillsborough County	837,000	1,003,000	1,207,200	1,862,100	654,900	54%
Total Employment	Tampa	273,400	329,000	328,900	527,900	199,000	61%
	Hillsborough County	493,400	672,400	711,400	1,182,300	470,900	66%

Source: US Decennial Census (1990, 2000) and ACS 5-Year estimates (2006-2010); 2045 data are from the *Image Hillsborough 2045 LRTP (2019)*.

5.1.2 Housing

Housing in the study area only makes up a small percentage (1.28 percent) of total housing in Hillsborough County. **Table 5-2** outlines the breakdown of housing in both the TIS SEIS study area and Hillsborough County and shows that the TIS SEIS study area has a higher proportion of multi-family and renter-occupied units than the overall county.

Table 5-2 Housing

Housing	TIS SEIS Study Area				Hillsborough County			
	1990 ¹	2000	2010 (ASC)	2016 (ASC)	1990 ¹	2000	2010 (ASC)	2016 (ASC)
Total	7,405	6,568	7,035	7,125	367,740	425,962	526,016	554,762
Single-Family Units	3,651 (49.3%)	3,868 (58.9%)	3,816 (54.2%)	3,856 (54.0%)	200,373 (54.5%)	260,157 (61.1%)	330,155 (62.8%)	349,545 (63.0%)
Multi-Family Units	2,581 (34.9%)	2,604 (39.6%)	3,090 (43.9%)	3,204 (45.0%)	87,418 (23.8%)	122,837 (28.8%)	153,087 (29.1%)	164,157 (29.6%)
Mobile Home Units	40 (0.54)	64 (1.0%)	127 (1.8%)	42 (0.6%)	34,499 (9.4%)	42,063 (9.9%)	42,158 (8.0%)	40,223 (7.3%)
Owner-Occupied Units	2,908 (39.3%)	2,688 (40.9%)	2,342 (33.3%)	2,365 (33.2%)	204,966 (55.7%)	251,023 (58.9%)	292,728 (55.7%)	287,014 (51.7%)
Renter-Occupied Unites	3,485 (47.1%)	3,252 (49.5%)	3,504 (49.8%)	3,624 (50.9%)	119,906 (32.6%)	140,334 (32.9%)	169,719 (32.3%)	208,827 (37.6%)
Vacant Units	1,011 (13.7%)	628 (9.6%)	1,190 (16.9%)	1,136 (15.9%)	42,868 (11.7%)	34,605 (8.1%)	63,569 (12.1%)	58,921 (10.6%)
Median Housing Value	\$39,800	\$62,650	\$155,000	\$93,800	\$72,400	\$91,800	\$198,900	\$167,400

SOURCE: US Decennial Census (1990, 2000) and ACS 5-Year estimates (2006-2010, 2012-2016)

5.1.3 Age, Gender, Disability

In regard to age and gender, the TIS SEIS study area is representative of Hillsborough County as a whole. Both areas have a median age of 37 and have a very similar percentage of elderly residents (those aged 65 and older). See **Tables 5-3 and 5-4**. Within the TIS SEIS study area, the percentage of elderly residents has declined since 1990. The study area, when compared to Hillsborough County, has a higher percentage of the population aged 20-65 with a disability (14.5 percent compared to 9.8 percent), making it even more important to improve transportation accessibility and efficiency between homes, jobs, medical facilities, and cultural resources. See **Table 5-5**.

Transportation Disadvantaged is defined as persons who because of physical or mental disability, income status, or age are unable to transport themselves and are, therefore, dependent upon others for transportation. In comparison to Hillsborough County, the TIS SEIS study area has a higher percentage of elderly and disabled citizens. These citizens are heavily reliant on transit services for their daily life. HART provides transit options to the Transportation Disadvantaged with HartFlex (a door-to-door van service) and HartPlus (para-transit van service).

Table 5-3 Age (Percent %)

Age	TIS SEIS Study Area				Hillsborough County			
	1990 ¹	2000	2010 (ASC)	2016 (ASC)	1990 ¹	2000	2010 (ASC)	2016 (ASC)
Under Age 5	7.8	8.5	8.1	6.6	7.3	7.0	6.7	6.4
Ages 5-17	17.9	20.5	16.45	14.6	17.0	18.5	17.7	16.8
Ages 18-21	5.3	4.9	5.9	5.6	6.0	5.3	6.0	5.5
Ages 22-29	11.9	10.5	13.7	14.8	14.2	11.3	11.8	11.8
Ages 30- 39	14.6	14.1	13.8	13.6	17.4	16.34	14.0	13.8
Ages 40-49	10.3	13.2	13.0	13.2	13.0	15.2	15.2	13.9
Ages 50-64	14.4	13.4	17.0	17.8	13.0	14.6	17.2	18.8
Ages 65 and Older	17.8	15.0	12.1	13.8	12.3	12.0	11.6	13.1
Median Age	N/A	36	37	37	N/A	35	36	37

SOURCE: US Decennial Census (1990, 2000) and ACS 5-Year estimates (2006-2010, 2012-2016)

Table 5-4 Gender

Gender	TIS SEIS Study Area				Hillsborough County			
	1990 ¹	2000	2010 (ASC)	2016 (ASC)	1990 ¹	2000	2010 (ASC)	2016 (ASC)
Males	8,133 (49.0%)	7,736 (49.5%)	7,249 (49.6%)	6,650 (47.7%)	406,217 (48.7%)	488,596 (48.9%)	585,512 (48.8%)	644,746 (48.7%)
Female	8,454 (51.0%)	7,879 (50.5%)	7,365 (50.4%)	7,283 (52.3%)	427,837 (51.3%)	510,352 (51.1%)	614,724 (51.2%)	678,313 (51.3%)
Total	16,586	15,616	14,613	13,933	834,054	998,948	1,200,236	1,323,059

SOURCE: US Decennial Census (1990, 2000) and ACS 5-Year estimates (2006-2010, 2012-2016)

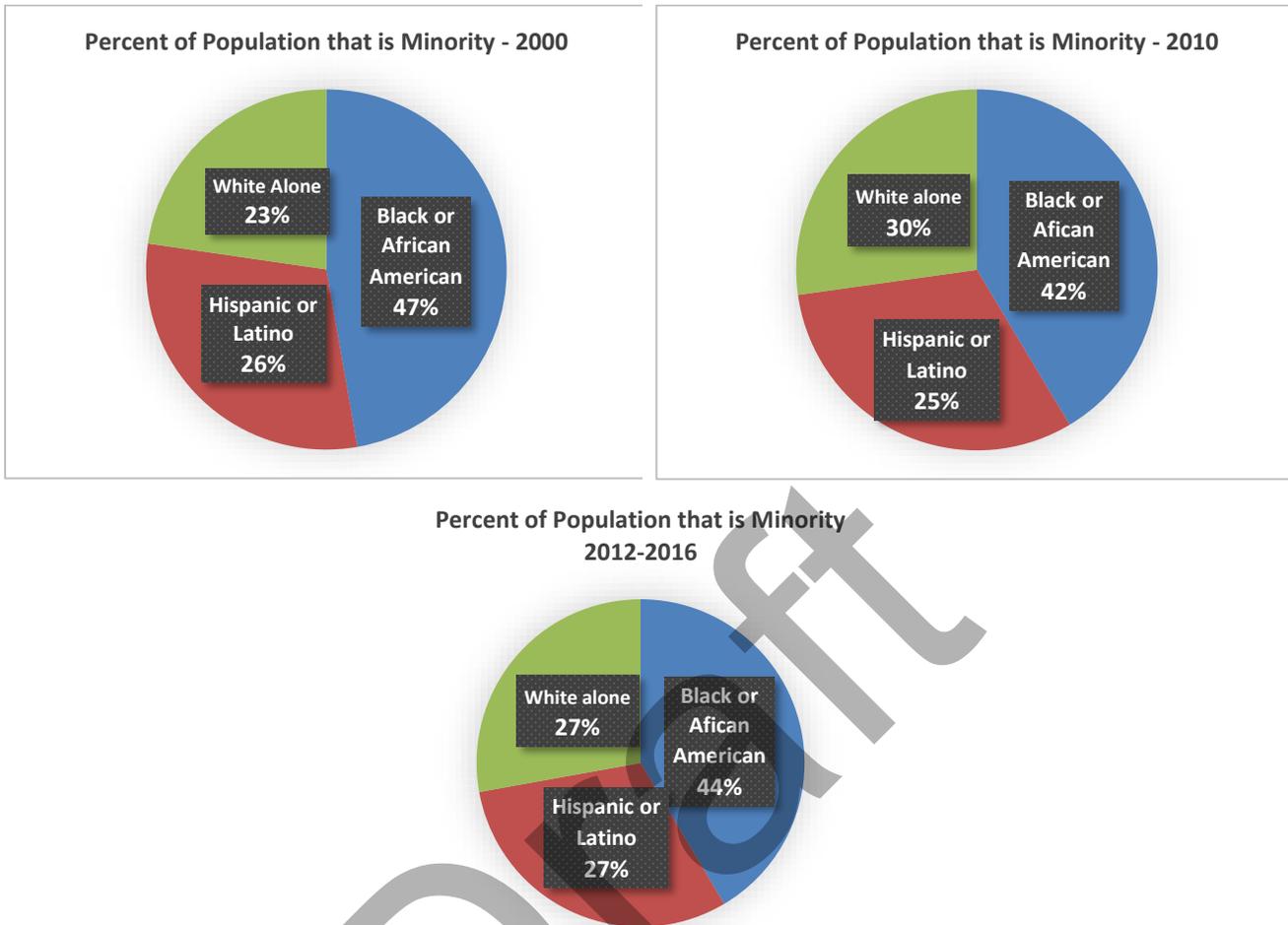
Table 5-5 Disability

Age	TIS SEIS Study Area				Hillsborough County			
	1990 ¹	2000	2010 (ASC)	2016 (ASC)	1990 ¹	2000	2010 (ASC)	2016 (ASC)
Population 16 to 64 Years with a Disability	1.502 (12.6%)	2,981 (21.7%)	N/A	N/A	48,345 (7.6%)	136,465 (14.89%)	N/A	N/A
Population 20 to 65 Years with a Disability	N/A	N/A	N/A	1,252 (14.5%)	N/A	N/A	N/A	78,503 (9.8%)

SOURCE: US Decennial Census (1990, 2000) and ACS 5-Year estimates (2006-2010, 2012-2016). N/A – because of changes made to the Census questions between 1990 and 2016.

5.1.4 Race and Ethnicity

As shown in **Figure 5-1**, the percentage of minority populations in the TIS SEIS study area has largely remained near 70 percent. Of the 58 Census block groups in the TIS SEIS study area, 49 contained higher percentages of minority populations than the City of Tampa and Hillsborough County. The minority population in all TIS SEIS Segments is over 50 percent.



Sources: U.S. Census Bureau, 1990 Census as reported in the 1996 TIS FEIS, Census 2000, and ACS 2012-2016 5-year estimates.

Figure 5-1 Race and Ethnicity Trend in TIS SEIS Study Area 2000 - 2016

Table 5-6 compares minority populations in the TIS SEIS study area, the City of Tampa, and Hillsborough County. **Figure 5-2** shows the locations of minority populations in the TIS SEIS study area. **Figures 5-3** and **5-4** show the race and ethnic distribution of the population in the TIS SEIS study area. The highest concentrations (75 percent or higher) of minority populations are located in the following neighborhoods:

- MacFarlane Park
- West Tampa and Old West Tampa
- Oakford Park
- Armory Gardens
- North Hyde Park
- West River
- Tampa Heights
- Seminole Heights
- Ybor City
- Encore
- Highland Pines
- Grant Park
- Florence Villa
- Beasley Oak Park

Table 5-6 Race/Ethnicity

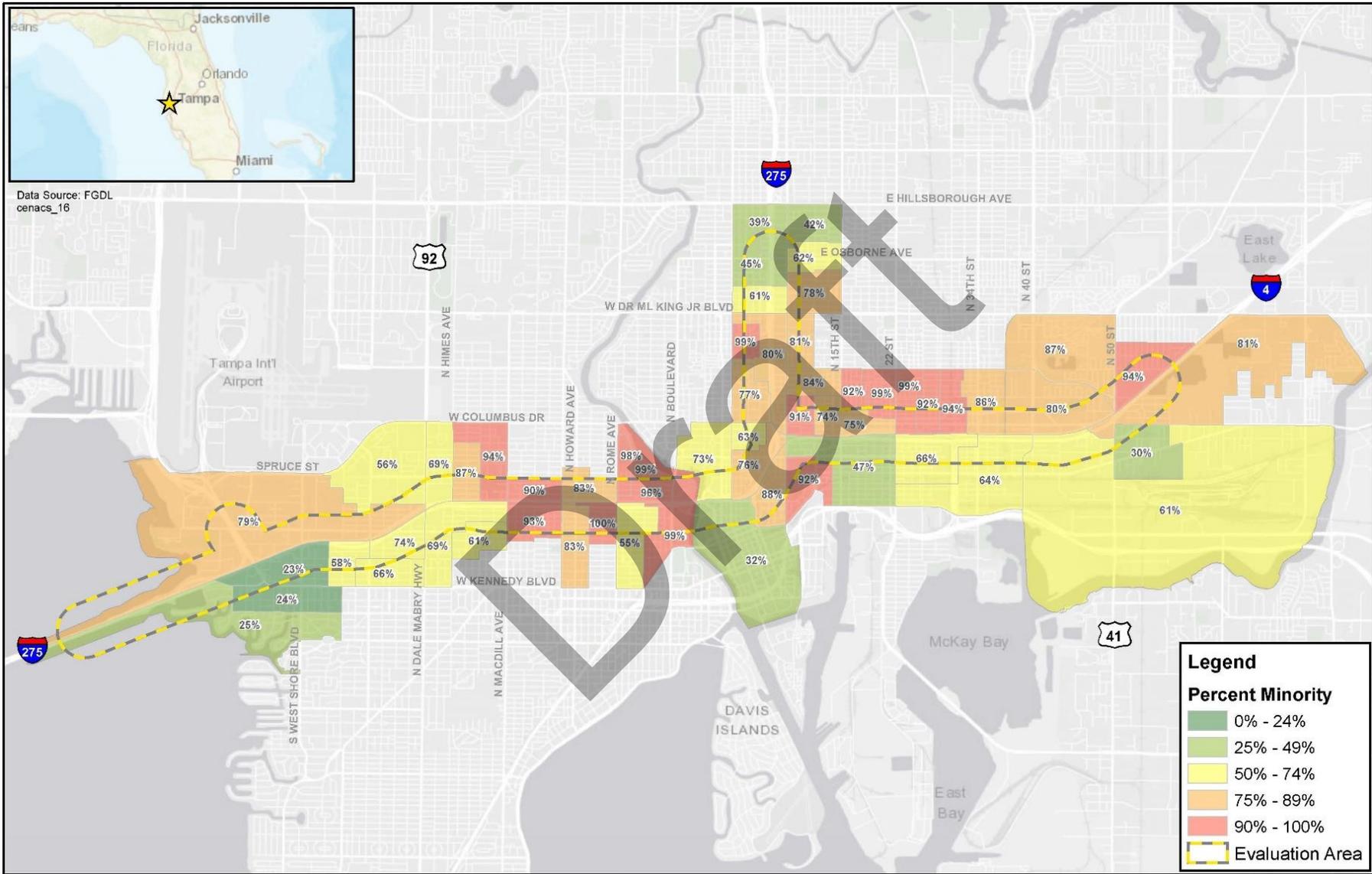
Year	Area	White	Hispanic or Latino	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races	Percent Minority
1990 ¹	TIS SEIS Study Area	42%	--	--	--	--	--	--	--	58%
	City of Tampa	71%	--	--	--	--	--	--	--	29%
	Hillsborough County	--	--	--	--	--	--	--	--	--
2000	TIS SEIS Study Area	23%	26%	47%	0%	1%	0%	0%	2%	77%
	City of Tampa	51%	19%	26%	0%	2%	0%	4%	3%	49%
	Hillsborough County	63%	18%	15%	0%	2%	0%	5%	3%	37%
2010	TIS SEIS Study Area	30%	25%	42%	0%	1%	0%	0%	1%	70%
	City of Tampa	46%	23%	25%	0%	3%	0%	0%	2%	53%
	Hillsborough County	54%	25%	16%	0%	3%	0%	0%	2%	46%
2012-2016	TIS SEIS Study Area	27%	27%	44%	0%	2%	0%	3%	3%	73%
	City of Tampa	46%	24%	23%	20%	4%	10%	40%	2%	54%
	Hillsborough County	51%	27%	16%	20%	4%	10%	40%	2%	49%

Notes: ¹As reported in the 1996 TIS FEIS. Data from the 1990 Census are no longer available on the U.S. Census Bureau website. The 1996 TIS FEIS did not provide a race/ethnic breakdown for the study area or Hillsborough County.

Sources: U.S. Census Bureau, 1990 Census as reported in the 1996 TIS FEIS, Census 2000, and ACS 2012-2016 5-year estimates.

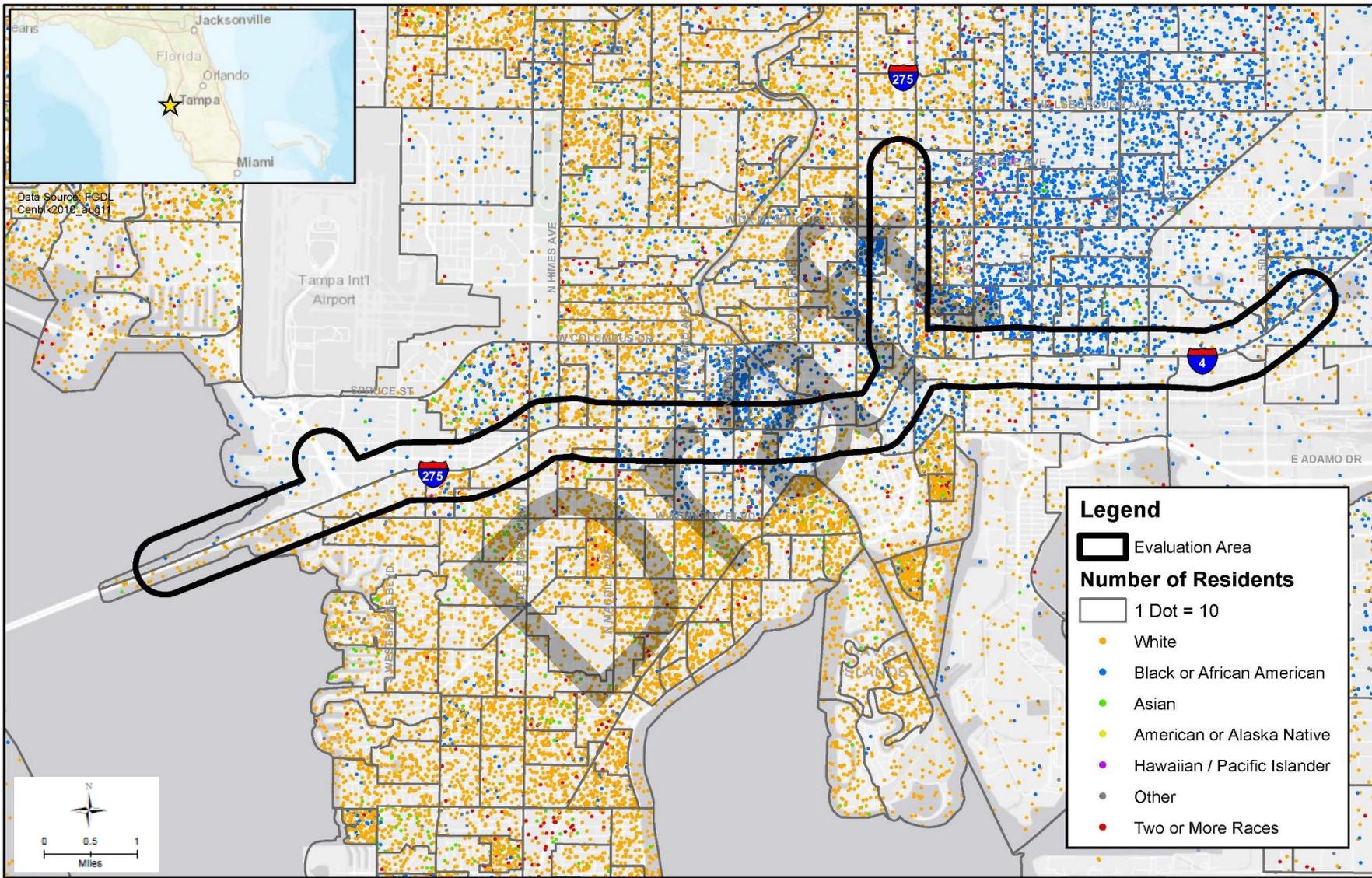
5.1.5 Income and Poverty

USDOT Order 5610.2(a) defines low-income as a person whose median household income is at or below the Department of Health and Human Services (HHS) poverty guidelines. The 2012-2016 ACS data show that about 32 percent of the population in the TIS SEIS study area is living below the poverty level compared to 21 percent in the City of Tampa. Of the 58 Census block groups in the TIS SEIS study area, 40 contained higher percentages of persons living below the poverty level than the City of Tampa (21 percent) (2012-2016 ACS). In 2000, approximately, 19 percent of the population in the City of Tampa was categorized as low-income. **Figures 5-5** and **Figure 5-6** show trends in median income and percentage of populations living below the poverty level in the TIS SEIS study area and the City of Tampa. There is a definite trend between 2000 and 2010 with median income increasing in every Segment. In every Segment except for Segment 2A the number of persons living below the poverty level has decreased between 2000 and 2010. Sometimes the data is not as complete in the ACS 2012-2016 5-year estimate and the 2020 census data should show a more complete set of data. **Figure 5-7** shows the locations of low-income populations in the TIS SEIS study area.



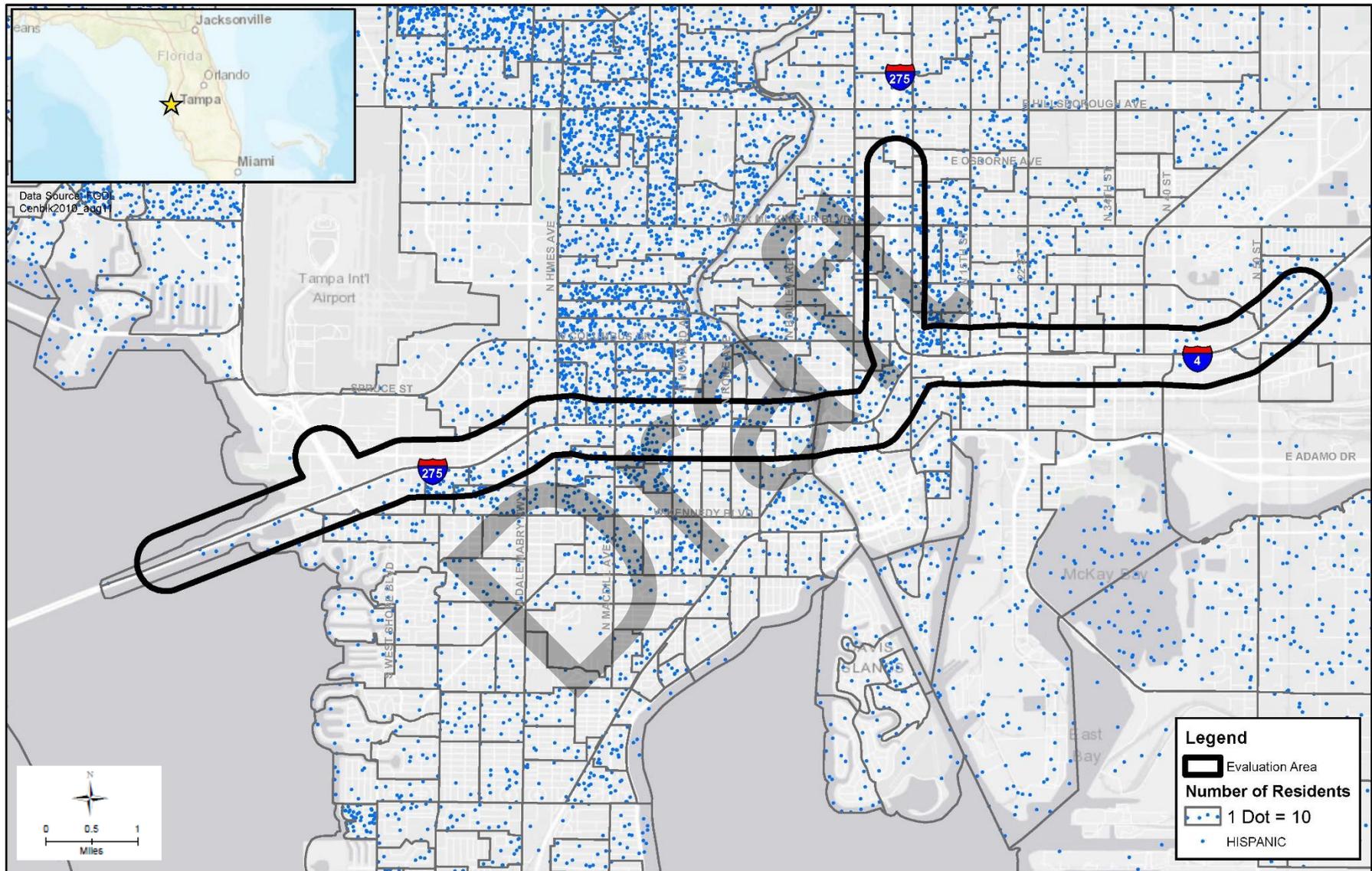
Sources: U.S. Census Bureau, ACS 2012-2016 5-year estimates.

Figure 5-2 Minority Populations in the TIS SEIS Study



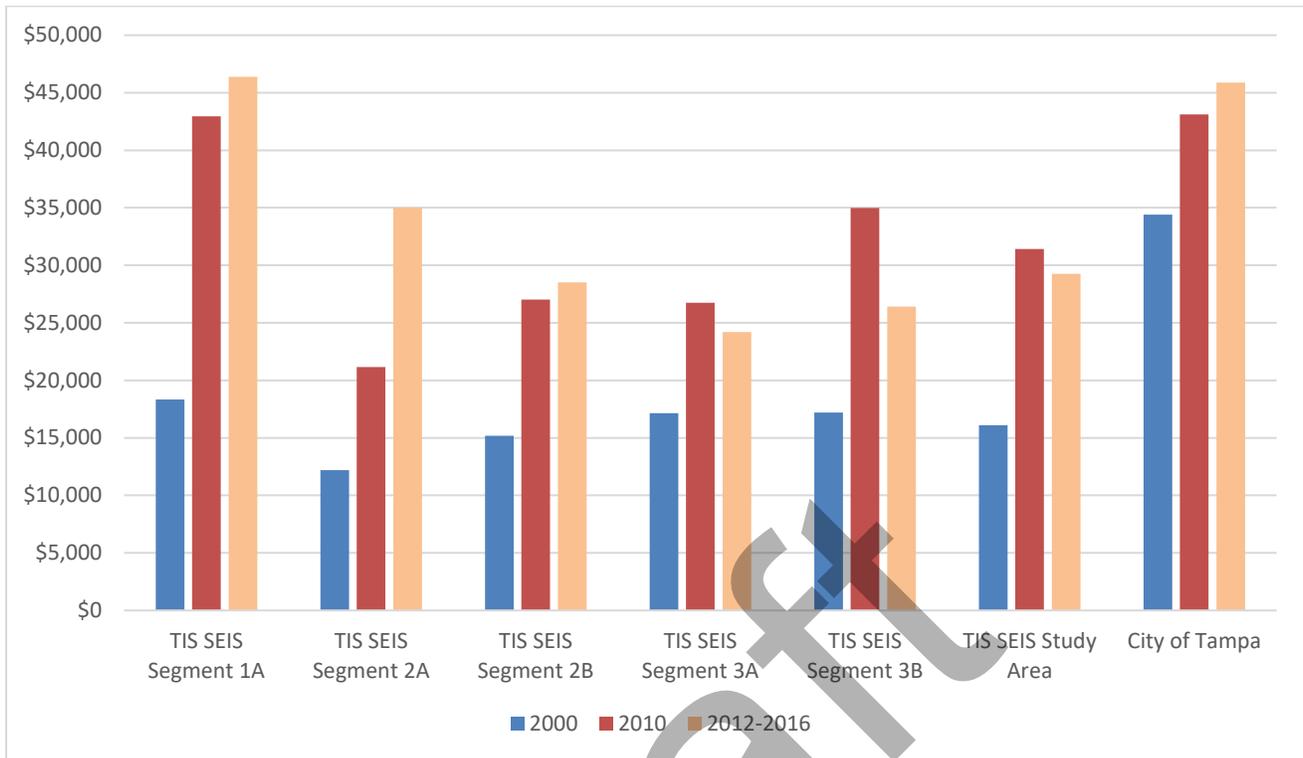
Sources: U.S. Census Bureau, ACS 2012-2016 5-year estimates.

Figure 5-3 Population Distribution in the TIS SEIS Study Area by Race



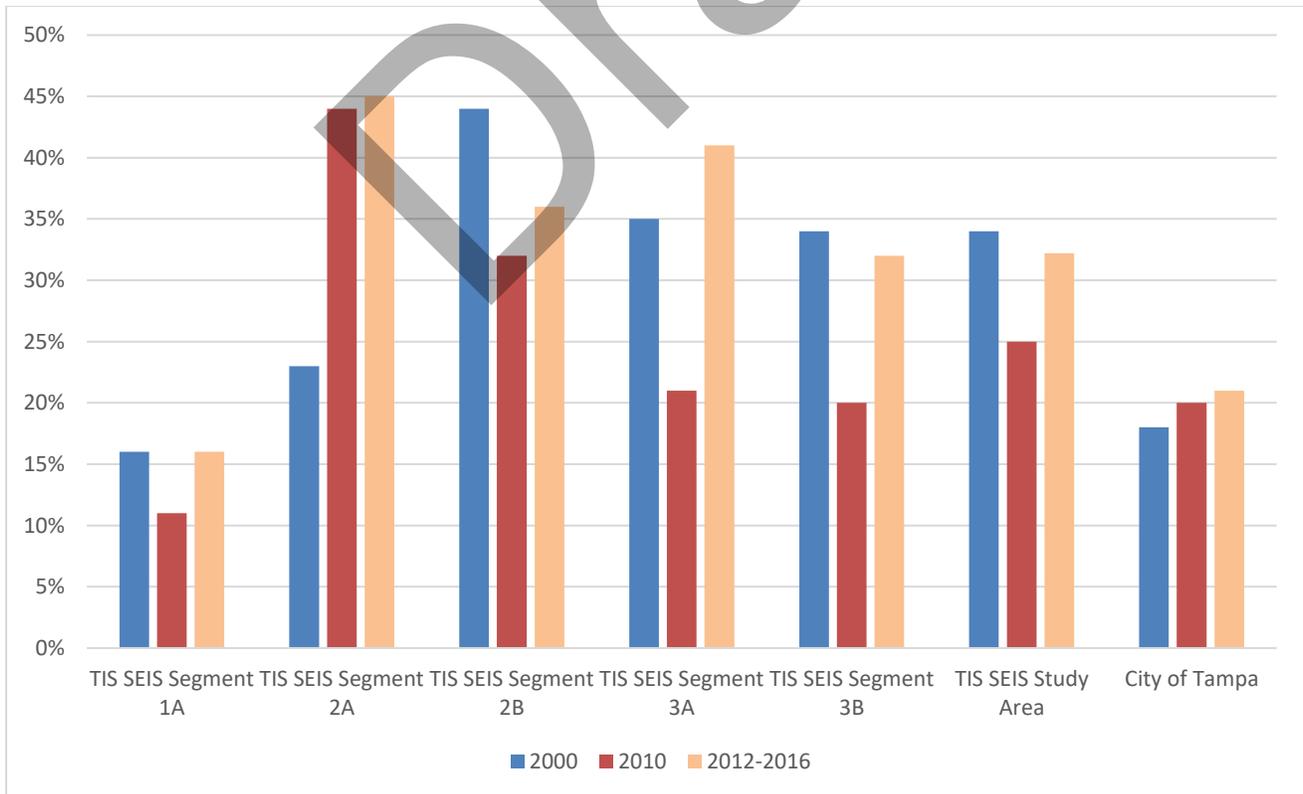
Sources: U.S. Census Bureau, ACS 2012-2016 5-year estimates.

Figure 5-4 Population Distribution in the TIS SEIS Study Area by Ethnicity



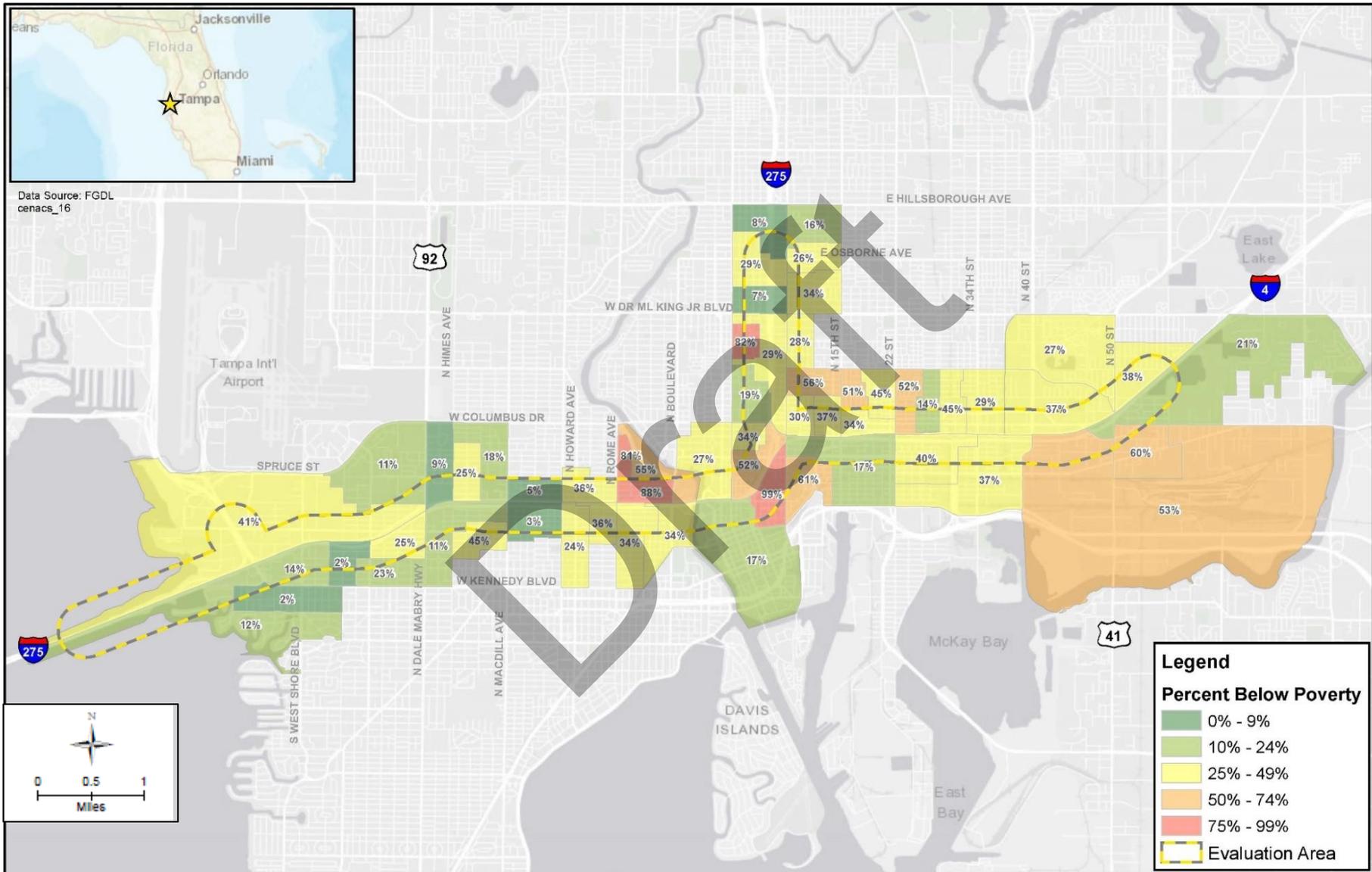
Sources: U.S. Census Bureau Census 2000, Census 2010, and ACS 2012-2016 5-year estimates.

Figure 5-5 Median Income Trends in the TIS SEIS Study Area



Sources: U.S. Census Bureau Census 2000, Census 2010, and ACS 2012-2016 5-year estimates.

Figure 5-6 Persons Living Below the Poverty Level Trends in the TIS SEIS Study Area



Sources: University of Florida GeoPlan Center. FGDL. Florida Enterprise Zones. ENTERPRISE_ZONES_APR15. 2015-09-25. <https://www.fgdl.org>. Accessed May, 2018

Figure 5-7 Populations Living Below the Poverty Level in the TIS SEIS Study Area

5.1.6 Limited English Proficiency

In the federal guidance it says, “The focus of the analysis is on lack of English proficiency, not the ability to speak more than one language. Note that demographic data may indicate the most frequently spoken languages other than English and the percentage of people who speak that language who speak or understand English less than well. Some of the most commonly spoken languages other than English may be spoken by people who are also overwhelmingly proficient in English. Thus, they may not be the languages spoken most frequently by LEP individuals. When using demographic data, it is important to focus in on the languages spoken by those who are not proficient in English.” (*Guidance to Federal Financial Assistance Recipients Regarding Title VI Prohibition Against National Origin Discrimination Affecting Limited English Proficient Persons* <https://www.govinfo.gov/content/pkg/FR-2002-06-18/pdf/02-15207.pdf>)

Table 5-7 shows the percentage of the population who speak English “Well”, “Not Well” and “Not at All”. The TIS SEIS study area meets the U.S. Department of Justice’s threshold requirement for presence of a Spanish LEP population. As such, written translations of public outreach documents were provided for the Spanish LEP language group, as well as the use of interpreters when deemed necessary to assist with public participation. Additional detail on outreach to Spanish-speaking residents in the TIS SEIS study area is included in the Comments and Coordination Report prepared for the TIS SEIS project.

Table 5-7 Limited English Proficiency – 2012-2016

Geographic Unit	Percentage of Population Age 5 and Over Who Speak English “Well”, “Not Well”, or “Not at All”	Percentage of Primary Language Groups of Persons who speak English “Not Well” or “Not at All”			
		Spanish	Other-Indo-European	Asian/Pacific	Other
TIS SEIS Study Area	16.6%	10.9%	1.3%	0.7%	0.1%
City of Tampa	9.4%	7.4%	0.9%	0.9%	0.3%
Hillsborough County	9.8%	8.0%	0.7%	0.9%	0.2%

Sources: U.S. Census Bureau, ACS 2012-2016 5-year estimates.
 Note: The 1996 TIS FEIS did not report data on populations that are LEP

5.1.7 Education

Table 5-8 shows that the TIS SEIS study area has a lower education attainment than that of Hillsborough County as a whole. In the TIS SEIS study area, 78.1 percent has a high school diploma or higher, while 87.8 percent of Hillsborough County has achieved that same benchmark. Despite this difference, education attainment in the TIS SEIS study area has been increasing, with the percentage of individuals achieving a High School Diploma or higher growing by 28.5 percent from 1990 to 2016. As education attainment continues to grow, regional connectivity and greater access to schools and universities will become more important.

Table 5-8 Education

Education	TIS SEIS Study Area				Hillsborough County			
	1990 ¹	2000	2010 (ASC)	2016 (ASC)	1990 ¹	2000	2010 (ASC)	2016 (ASC)
Less than 9 th Grade	2,592 (25.1%)	1,524 (15.6%)	879 (9.7%)	894 (9.5%)	48,247 (8.9%)	41,209 (6.3%)	41,965 (5.4%)	43,309 (4.9%)
9 th to 12 th Grade, No Diploma	2,842 (26.4%)	2,438 (25.0%)	1,491 (16.4%)	1,183 (12.5%)	84,751 (15.6%)	84,574 (12.9%)	69,127 (8.8%)	65,107 (7.3%)
High School Graduate or Higher	5,336 (49.6%)	5,805 (59.4%)	6,729 (74.0%)	7,381 (78.1%)	412,022 (75.6%)	528,058 (80.8%)	672,988 (85.8%)	780,514 (87.8%)
Bachelor’s Degree or Higher	868 (8.1%)	1,098 (11.2%)	1,494 (16.4%)	2,218 (23.5%)	110,070 (20.2%)	164,109 (25.1%)	226,113 (28.8%)	279,420 (31.4%)

Sources: US Decennial Census (1990, 2000) and ACS 5-Year estimates (2006-2010, 2012-2016)

5.1.8 Transportation

Table 5-9 includes work commute data for Hillsborough County. The vast majority of individuals (89.1 percent) commute to work using a car, truck or van. The remaining population does not commute (5.8 percent), travels by bike, walks, or uses public transit (3.9%), or travels by taxi, motorcycle or “other” mode of transportation (1.2 percent).

Table 5-9 Commute to Work by Transportation Mode

Transportation	Hillsborough County		
	2000	2010	2016
Population that commute to/from work via a car, truck or van	92.5%	89.8%	89.1%
Population that bikes, walks, or take public transit to/from work	3.5%	3.9%	3.9%
Population that travels to/from work via taxi, motorcycle, or “other”	1.1%	1.3%	1.2%
Population that does not commute to/from work	2.9%	5.0%	5.8%
Population % by commuting mode	100%	100%	100%
Occupied Housing Units with No Vehicle	8.1%	6.6%	7.1%

Sources: US Decennial Census (1990, 2000) and ACS 5-Year estimates (2006-2010, 2012-2016)

5.1.9 Safety

As reported in the *Draft Project Traffic Analysis Report* (FDOT 2019), **Figure 5-8** and **Figure 5-9** show heat maps indicating concentration of crashes (2012-2016) for the northbound I-274/eastbound I-4 and southbound I-275/westbound I-4 directions, respectively. In the northbound/eastbound directions, areas of high crashes are concentrated around interchange areas, specifically at SR 60, West Shore Boulevard, Dale Mabry Highway, downtown, and I-4. This high number of crashes is most likely due to the effects of on and off ramps that result in lane changes, high speed differentials between the ramp and the freeway, and potential queuing requiring sudden, unexpected breaking. In the southbound/westbound directions, high crash locations occur as vehicles enter the I-275/I-4 interchange area. This area experiences high congestion, excessive queuing, and sudden stops, which all contribute to the high number of rear end crashes in Segments 2B, 3A, and 3B.

Over the five-year period a total of 7,440 crashes were reported within the SEIS limits of Segments 1A, 2A, 2B, 3A, and 3B. Of these, the majority were rear-end crashes, which comprised 64 percent of the total crashes, followed by sideswipes at 18 percent. Additional crash types include hitting a fixed object (6 percent) and run off the road (5 percent). Segments 2B, 3A, and 3B, which include the downtown interchange area, experienced the most crashes, but also cover over twice the distance as either Segment 1A or Segment 2A.

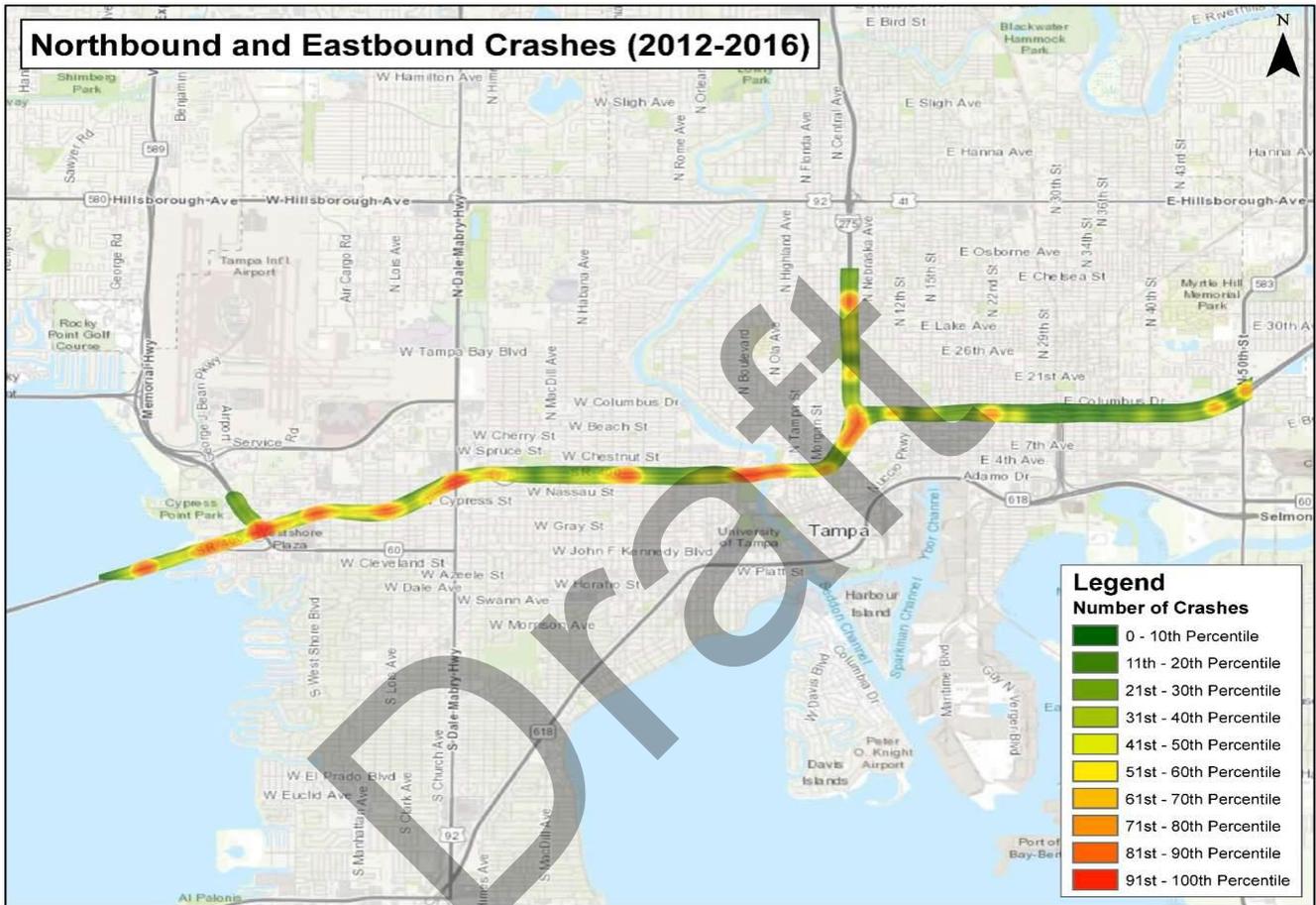


Figure 5-8 Northbound (I-275) and Eastbound (I-4) Heat Map

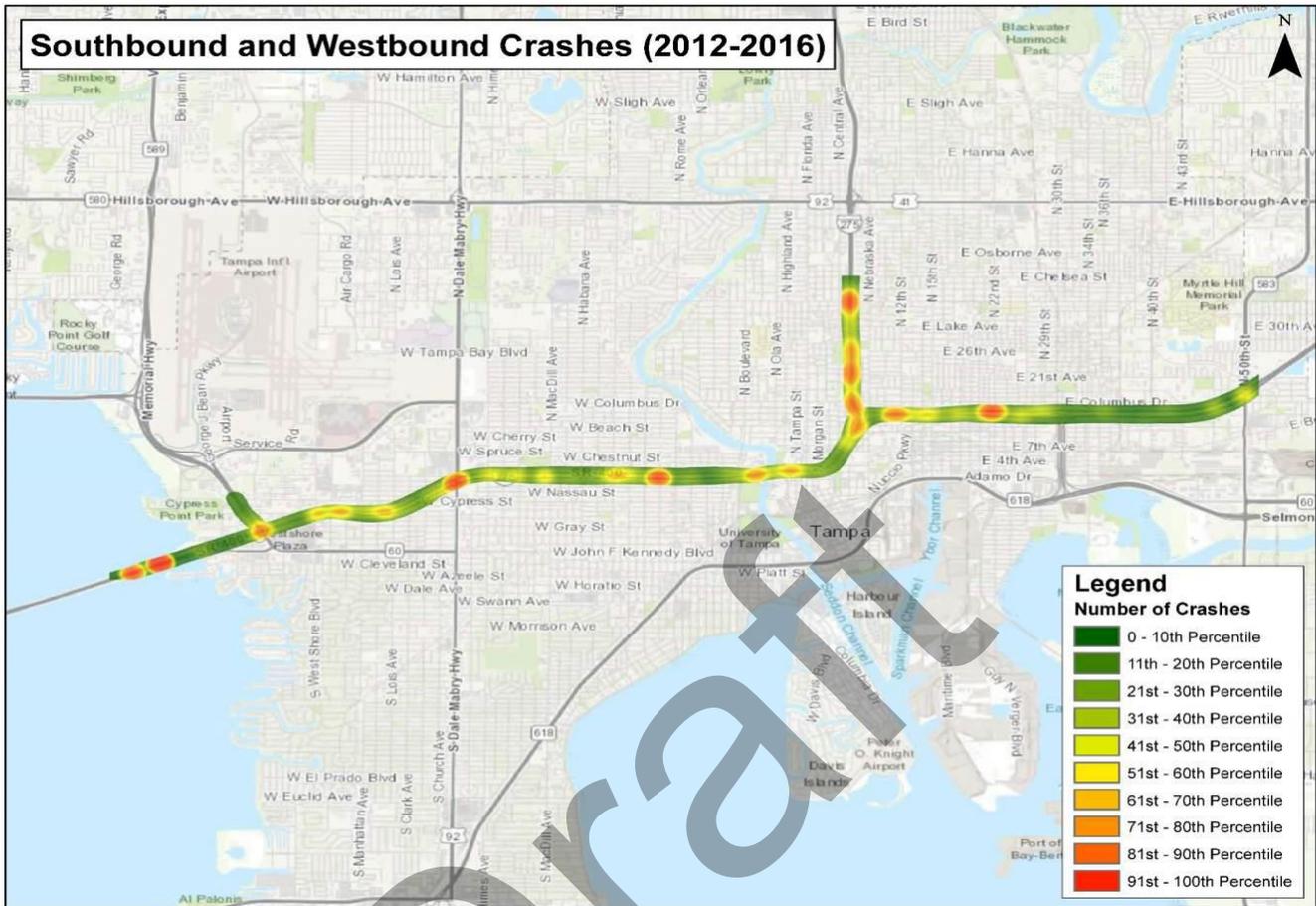


Figure 5-9 Southbound (I-275) and Westbound (I-4) Heat Map

In total, there were 9 crashes involving a fatality and 2,145 crashes resulting in an injury. Six of the nine fatality crashes occurred within Segments 2B, 3A, and 3B; all six occurred on I-275. No fatal crashes were recorded in 2014. The majority of fatal crashes are concentrated in the downtown interchange area, three of which were caused by vehicles hitting a concrete barrier. The curvature of the roadway in this area, along with speeding, may be contributing factors to the fatalities in this area. Other fatal crashes throughout the study area involved pedestrians being struck at night. Additional fatal crashes involved rear end collisions and one head on collision that resulted from a wrong way driver on an off ramp.

Segment 1A

There were 1,857 crashes throughout the 3.20-mile segment of Segment 1A. Of these crashes, 1,607 occurred on I-275 and 250 occurred on SR 60. The primary crash type experienced on both roadways was rear-end crashes, followed by sideswipes. Run off the road and hitting a fixed object also account for a higher percentage of crashes. Two fatal crashes occurred within Segment 1A, one of which was the result of a vehicle running off the road during the day under dry roadway conditions.

Segment 2A

There were 1,890 crashes in total throughout the 2.90-mile extent of Segment 2A. The primary crash type experienced on I-275 is rear-end crashes, followed by sideswipes. Hitting a fixed object and run off the road also accounted for a higher percentage of crashes. Portions of this segment were under construction during the years defined by the historic crash analysis, which may have caused detours and new traffic patterns to emerge. This

construction may have led to an increase in crashes within this segment in order for traffic to navigate new traffic patterns or comply with roadwork signage and avoid construction vehicles. One fatal crash occurred within Segment 2A, which involved a motorcycle that changed lanes and was rear ended by a motor vehicle.

Segments 2B, 3A, and 3B

There were 3,693 crashes in total throughout the 7.55-mile extent of Segments 2B, 3A, and 3B. Of these crashes, 2,308 occurred on I-275 and 1,385 occurred on I-4. The primary crash type experienced on both roadways was rear-end crashes, followed by sideswipes. Hitting a fixed object and run off the road crash types also accounted for a higher percentage of crashes. Six fatal crashes occurred within Segments 2B, 3A, and 3B; all six crashes occurred on I-275. One of these crashes involved a pedestrian, three involved running off the road and hitting a concrete barrier, another was the result of a rear-end collision, and lastly one involved a wrong way driver that resulted in a head on collision.

The *Enhanced Interchange Safety Analysis Tool (ISATe)* was utilized to apply the predictive method including Part C of the *Highway Safety Manual (HSM)* to predict future crashes in the corridor.

As stated in the 1996 TIS FEIS, substandard vertical curves in the TIS SEIS project limits have less than desirable design speeds and provide limited sight distance for motorists, which increase the potential for accidents. The combination of substandard horizontal and vertical alignments, poor sight distance, and multiple weaving sections prohibit any localized treatments on the interstate to provide permanent safety solutions. While the operational improvements under the No Further Action Alternative would provide some safety and traffic operational benefits, these issues would remain, affecting both drivers and public services. Under the No Further Action Alternative, response times for public services would not be improved over existing conditions.

5.2 Community Focal Points

Community focal points are public or private locations, organizations or facilities that are important to local residents and communities. According to the FDOT *PD&E Manual* (2019), they include the following:

- Schools
- Religious centers
- Community centers
- Parks
- Fire stations
- Law enforcement facilities
- Government buildings
- Healthcare facilities
- Cultural facilities
- Civic centers
- Social service facilities
- Intermodal facilities
- Business districts
- Theme parks
- Major attractors/ multi-use facilities
- Bridges
- Cemeteries
- Historic places
- Other significant quality-of-life features

Due to the urban nature of the area surrounding the TIS SEIS study area, there are numerous community focal points within the study limits of the TIS SEIS project. In addition, I-275 and I-4 serve as evacuation and emergency routes for several of the community services located in the TIS SEIS study area such as police, fire, and emergency services.

The construction of I-4 in the 1960s and I-275 in the 1970s bisected the neighborhoods within the project study area, having a permanent direct impact on the nature of the community. The *Sociocultural Effects Evaluation Technical Report* (FDOT, 2019, b) provides a description of the neighborhoods in the TIS SEIS study area.

5.2.1 Schools

Twenty-one educational facilities are located within the TIS SEIS study area and range from elementary schools to post graduate education facilities. **Figures 5-1a thru 5-1h in APPENDIX A** depicts the schools in the TIS SEIS study area. There are eleven school facilities in the TIS SEIS study area, including a branch of Hillsborough Community College (Ybor City Campus), Hillsborough County School District headquarters, Troy University and eight additional privately-owned school facilities. The numbers in the dots in **Figures 5-1a to 5-1h in Appendix A** correspond to the ID numbers in the **Table 5-10**.

Draft

Table 5-10 Educational Facilities in the TIS SEIS Study Area

MAP ID#	SEGMENT #	FACILITY	ADDRESS
1	1A	TROY UNIVERSITY	5201 W KENNEDY BLVD
2	1A	JEFFERSON HIGH SCHOOL	4401 CYPRESS ST
3	1A	JEFFERSON ADULT/COMMUNITY CENTER	4401 W CYPRESS ST
4	2A	MACFARLANE PARK ELEMENTARY MAGNET SCHOOL	1721 N MACDILL ST
5	2A	LEGACY PREPARATORY ACADEMY	2002 N ROME AVE
6	2A	DUNBAR ELEMENTARY MAGNET SCHOOL	1730 UNION ST
7	2A	ARGOSY UNIVERSITY - TAMPA	1403 N HOWARD AVE
8	2A	JUST ELEMENTARY SCHOOL	1315 W SPRUCE ST
9	2A	TAMPA HOUSING AUTHORITY BRIDGES COLLABORATIVE	1800 N ROME ST
10	2A	MT PLEASANT STANDARD BASED MIDDLE SCHOOL (PRIVATE)	1906 N ROME AVE
11	2B	ACADEMY PREP CENTER OF TAMPA INC.	1407 E COLUMBUS DR
12	2B	SAINT PETER CLAVER CATHOLIC SCHOOL	1401 N GOVERNOR ST
13	2B	BLAKE HIGH SCHOOL	1701 N BOULEVARD
14	2B	MEMORIAL MIDDLE SCHOOL	4702 N CENTRAL AVE
15	2B	LEE ELEMENTARY MAGNET SCHOOL	305 E COLUMBUS DR
16	2B	ESE BIRTH THRU AGE 5	1202 E PALM AVE
17	2B	HILLSBOROUGH HIGH SCHOOL	5000 CENTRAL AVE
18	2B	HILLSBOROUGH COMMUNITY COLLEGE - YBOR CITY CAMPUS	2112 N 15 TH ST
19	2B	STEWART MIDDLE SCHOOL	1125 W SPRUCE ST
20	3B	OAK PARK ELEMENTARY SCHOOL	2716 N 46 TH ST
21	3B	HILLSBOROUGH COUNTY SCHOOL DISTRICT	3702 E 10 TH AVE
22	3B	FRANKLIN MIDDLE MAGNET SCHOOL	3915 E 21 ST AVE
23	2A	FREDDIE JEAN LEARNING ACADEMY/BLUE ANGELS CORNER LEARNING CENTER	2334 W MAIN ST
24*		CARVER EXCEPTIONAL CENTER	2934 E HILLSBOROUGH AVE

Source: University of Florida GeoPlan Center. FGDL. <https://www.fgdl.org>. Accessed May, 2018 School. GC_SCHOOLS_SEP17. 2017-10-15

*Outside TIS SEIS limits, but shown as it was in the 1996 TIS FEIS. Are not shown in map.



1 – Hillsborough High School Clock Tower 2 – Lee Elementary School of Technology

Blake High School, Dunbar Elementary Magnet School, Academy Prep Center of Tampa Inc., Argosy University-Tampa, Sanford Brown Institute-Tampa, Oak Park Elementary School, and Memorial Middle School are the closest schools to the interstate. Close coordination with these schools before and during the construction phase would be necessary to ensure appropriate access and to minimize operational disruptions.

5.2.2 Religious Centers

Seventy-two religious facilities are located within the TIS SEIS study area. Trumpet in Zion, Mt. Vernon Primitive Baptist Church, St. Paul Pentecostal Church of God, Inc., Community Holiness Church, Campaigning for Jesus Christian Center, Trinity Chapel, and Christ of Calvary Community Church are the closest religious centers to the interstate. The numbers in the dots on the maps correspond to the ID numbers in **Table 5-11. Figures 5-1a thru 5-1h in APPENDIX A** identifies the religious centers in the study area.

Table 5-11 Religious Centers in the TIS SEIS Study Area

MAP ID#	SEGMENT #	FACILITY	ADDRESS
1	1A	PILGRIM REST MISSIONARY BAPT	4202 W NASSAU ST
2	1A	FLORIDA BAHAMAS SYNOD	3838 W CYPRESS ST
3	1A	ABUNDANT LIFE CHURCH OF GOD	4125 W NASSAU ST
4	1A	NEW BEGINNINGS TABERNACLE	1312 N CLARK AVE
5	1A	BIBLE CHURCH OF GOD	3924 W LAUREL ST
6	1A	ST MARY MISSIONARY BAPTIST CHURCH	3910 W LAUREL ST
7	2A	MT TABOR M B CHURCH	2606 WEST GRACE ST
8	2A	THE HOLINESS CHURCH OF JESUS IN UNITY, INC.	1522 W NASSAU ST
9	2A	CHRIST OF CALVARY COMMUNITY CHURCH	1934 WEST MAIN ST
10	2A	TAMPA UNITED METHODIST CENTERS ROSA VALDEZ DAY CA	1802 N ALBANY AVE
11	2A	THE GENERAL ASSEMBLY CHURCH OF THE FIRST BORN	2123 W MAIN ST
12	2A	FRIENDSHIP MISSIONARY BAPTIST	4301 W CYPRESS ST
13	2A	WEST SHORE BAPTIST CHURCH	305 MANHATTAN AVE N
14	2A	MAC FARLANE PARK BAPTIST CHURCH	1606 N LINCOLN AVE
15	2A	ALIANZA CRISTIANA Y MISIONERA	1908 N LINCOLN AVE
16	2A	MT PLEASANT BAPTIST CHURCH	2002 NORTH ROME AVE
17	2A	NEW BRIGHT & MORNING STAR	1805 N ALBANY AVE
18	2A	FIRST BAPTIST CHURCH OF WEST TAMPA	1302 W LA SALLE ST
19	2A	SOLDIERS OF THE CROSS OF CHRIST EVANGELICAL INTERNATIONAL CHURCH	1711 NORTH ARMENIA AVE
20	2A	MT OLIVE AME CHURCH	1747 W LA SALLE ST
21	2A	SPANISH SEVENTH DAY ADVENTIST	3405 W GRACE ST
22	2A	TRUMPET IN ZION	2701 W GREEN ST
23	2A	MT VERNON PRIMITIVE BAPTIST CHURCH	1719 W GREEN ST
24	2A	PREMIERE EGILISE DEDIEV	1814 N FREMONT AVE
25	2A	CHRIST OF CALVARY COMMUNITY CHURCH - FELLOWSHIP HALL	1935 WEST MAIN ST
26	2A	BEULAH BAPTIST INSTITUTIONAL CHURCH	1000 W CYPRESS
27	2A	NEW MIRACLE INSTITUTION/HISTORIC SITE	2001 N ALBANY ST
28	2B	SADLER GEORGE W CHURCH	505 1/2 E PALM AVE
29	2B	EBEN-EZER BAPTIST HAITIAN CHURCH, CORP.	2706 NORTH 9TH ST
30	2B	DEEPER LIFE MINISTRIES	3300 N NEBRASKA AVE
31	2B	CAMPAIGNING FOR JESUS CHRISTIAN CENTER	701 E LAKE AVE
32	2B	MT SINAI AME ZION CHURCH	2909 N NEBRASKA AVE
33	2B	IGLESIA MERC	910 E DR MARTIN LUTHER KING JR BLVD
34	2B	GREATER BETHEL BAPTIST CHURCH	1206 N JEFFERSON ST
35	2B	GREATER NEW SALEM PRIMITIVE BAPTIST	1605 N NEBRASKA AVE
36	2B	EBENEZER MISSIONARY BAPTIST	1212 E SCOTT ST
37	2B	GOOD NEWS BAPTIST CHURCH	2314 N JEFFERSON ST
38	2B	SANATAN MANDIR	311 E PALM AVE
39	2B	GRACE EVANGELICAL CHURCH	1420 N FLORIDA AVE

MAP ID#	SEGMENT #	FACILITY	ADDRESS
40	2B	TRUE HOLINESS CHURCH DELIVERANCE CENTER	3800 N NEBRASKA AVE
41	2B	METROPOLITAN COMMUNITY CHURCH	408 E CAYUGA ST
42	2B	CHURCH OF CHRIST NEBRASKA AVENUE	4608 N NEBRASKA AVE
43	2B	ALLEN TEMPLE AFRICAN METHODIST EPISCOPAL CHURCH	2101 NORTH LOWE ST
44	2B	ST PAUL PENTECOSTAL CHURCH OF GOD, INC.	509 E COLUMBUS DR
45	2B	SAINT JAMES HOUSE OF PRAYER EPISCOPAL CHURCH	2708 NORTH CENTRAL AVE
46	2B	TABERNACULO LA FE DE TAMPA	2816 N NEBRASKA AVE
47	2B	IGLESIA MIEL DE LA PENNA / HONEY FROM THE ROCK	4912 N NEBRASKA AVE
48	2B	UNIVERSITY HAITIAN BAPTIST CHURCH	953 E 11TH AVE
49	2B	TEMPLE OF THE APOSTLES	3505 N CENTRAL AVE
50	2B	GLORIOUS CHURCH OF GOD WITH DELIVERANCE	504 JAMES ST
51	2B	BLESSED HOPE BIBLE COLLEGE	816 E GENESEE ST
52	2B	CHURCH WOMEN UNITED OF TAMPA	1551 N FRANKLIN ST
53	2B	PARADISE MISSIONARY BAPTIST CHURCH	1112 E SCOTT ST
54	2B	4000 MINISTRY'S INC.	1122 ARCH ST
55	3A	NEW BEGINNING TABERNACLE MISSIONARY BAPTIST CHURCH	2208 E COLUMBUS DR
56	3A	CURSILLO CATHOLIC CENTER	1706 E 11TH AVE
57	3A	OPEN ARMS URBAN MINISTRIES	1314 E 18TH AVE
58	3A	NEW MT ZION MISSIONARY BAPTIST	2511 E COLUMBUS DR
59	3A	NEW HARMONY MISSIONARY BAPTIST CHURCH	2811 NORTH 17TH ST
60	3A	CORNERSTONE FAMILY MINISTRIES	2801 N 17TH ST
61	3A	ST LUKE AME CHURCH	2709 N 25TH ST
62	3A	CHRIST UNITED METHODIST CHURCH	3304 E COLUMBUS DR
63	3A	OUR LADY OF PERPETUAL HELP CHURCH	1711 EAST 11TH AVE
64	3A	GREATER GRACE APOSTOLIC CHURCH	2102 EAST COLUMBUS DR
65	3A	REVIVAL POWER JESUS	2726 E 15TH AVE
66	3A	COMMUNITY HOLINESS CHURCH	2002 E 15TH AVE
67	3A	CHRISTIAN PRAISE AND WORSHIP	2605 N 15TH ST
68	3A	3MGM CHRISTIAN CHURCH	1512 E COLUMBUS DR
69	3B	TRINITY CHAPEL	3411 N 55TH ST
70	3B	JOY TABERNACLE CATHEDRAL	2716 NORTH 34TH ST
71	3B	FREEDOM MISSIONARY BAPTIST CHURCH	5118 E 17TH AV
72	3B	FIRST MISSIONARY BAPTIST CHURCH OF HIGHLAND PINES	4711 E 21ST AVE

Source: University of Florida GeoPlan Center. FGDL. <https://www.fgdl.org>. Accessed May, 2018 Religious Center. GC_RELIGION_OCT15. 2015-10-25



3 – Mt. Sinai A.M.E. Zion Church



4 – Deeper Life Ministries



5 – First Baptist Church of West Tampa

5.2.3 Community Centers, Parks and Recreational Facilities and Cemeteries

Fifteen community centers, seventeen parks and recreational facilities, and one cemetery are located within the TIS SEIS study area as shown in **Tables 5-12, 5-13, and 5-14**. The Tampa Heights Junior Civic Association (THJrCA) and the Alpha Kappa Alpha sorority house are the closest community centers to the interstate.

Table 5-12 Community Centers in the TIS SEIS Study Area

MAP ID#	SEGMENT #	FACILITY	ADDRESS
1	2A	DAVID BARKSDALE ACTIVE ADULT CENTER	1801 N LINCOLN AVE
2	2A	BOYS & GIRLS CLUB - TAMPA BAY	1307 N MACDILL AVE
3	2A	TAMPA HEIGHTS JUNIOR CIVIC ASSOCIATION COMMUNITY CENTER (Owned by FDOT)	2005 N LAMAR AVE
4	2B	INTERNATIONAL LONGSHOREMEN'S ASSOCIATION LOCAL 1402 AF OF L-CIO	707 E HARRISON ST
5	2B	KID MASON COMMUNITY CENTER	1101 N JEFFERSON ST
6	2B	BOYS & GIRLS CLUB - TAMPA BAY	1301 N BLVD
7	2B	ALPHA KAPPA ALPHA SORORITY	412 E 7TH AVE
8	2B	CUBAN CLUB	2010he DE CUBA
9	2B	BOYS & GIRLS CLUB - TAMPA BAY	1218 E KAY ST
10	2B	ROBLES PARK ACTIVITY CENTER	3305 N AVON AVE
11	2B	NAACP HILLSBOROUGH COUNTY BRANCH	308 E MLK BLVD
12	2B	MASONIC LODGE - A W WINDHORST 185 F & AM	5011 NEBRASKA AVE N
13	2B	BOYS & GIRLS CLUB - TAMPA BAY	3305 AVON AVE
14	2B	AMERICAN LEGION POST 167	2504 N 29TH ST
15	3A	BOYS & GIRLS CLUB - TAMPA BAY	2806 N 15TH ST
16*		BOYS & GIRLS CLUB - YBOR CITY	2806 N 15TH ST
17*		BOYS & GIRLS CLUB - CENTRAL PARK	
18*		BOYS & GIRLS CLUB - C & S ROBLES	

Source: University of Florida GeoPlan Center. FGDL. <https://www.fgdl.org>. Accessed May, 2018 Community Center. GC_COMMUNITYCENTERBND_FEB15. 20150209

*Outside TIS SEIS limits, but shown as it was in the 1996 TIS FEIS.



6 – Tampa Heights Jr. Civic Association Community Center



7 – Masonic Lodge – A. W. Windhorst 185 F & AM

Table 5-13 Parks and Recreation Facilities in the TIS SEIS Study Area

MAP ID#	SEGMENT #	FACILITY	ADDRESS
1	1A	CHARLES B WILLIAMS PARK AND PLAYGROUND	309 N HUBERT AVE
2	1A	JIM WALTER PARK	1526 N CLARK AVE
3	1A	CYPRESS POINT PARK	5620 W CYPRESS ST
4	1A	TAMPA BAY PADDLING TRAIL HOWARD FRANKLAND ROUTE	NO ADDRESS (OVER WATER)
5	1A/2A	DIAMONDBACK NATURE PRESERVE (NEW)	402 N REO ST
6	1A/2A	WEST TAMPA GREENWAY (NEW)	5620 W CYPRESS ST
7	2A	SALCINES MINIPARK	1705 N HOWARD AVE
8	2A	MACFARLANE PARK	1801 N LINCOLN AVE
9	2B	TAMPA WATER WORKS PARK	1810 N HIGHLAND AVE
10	2B	DOYLE CARLTON DRIVE PARK	DOYLE CARLTON AVE & W HENDERSON AVE
11	2B	PERRY HARVEY SR. PARK	1201 N ORANGE AVE
12	2B	BORRELL PARK (NEBRASKA AVENUE PARK)	811 E EMILY ST
13	2B	ROBLES PARK AND PLAYGROUND	3305 N AVON AVE
14	2B	JULIAN B LANE RIVERFRONT PARK	1301 N BOULEVARD
15	2B	HILLSBOROUGH RIVER PADDLING TRAIL	NO ADDRESS (OVER WATER)
16	2B	HILLSBOROUGH RIVER TRAIL	NO ADDRESS
17	2B	TAMPA RIVERWALK TRAIL	600 N ASHLEY DR
18	2B	TAMPA PARK PLAZA	1314 SCOTT ST
20	3A	EAST YBOR PARK	2510 E 11TH AVE
21	3A	YBOR CITY MUSEUM STATE PARK (MAIN ENTRANCE)	2009 ANGEL OLIVA SENIOR ST
22	3A	ALFRED "AL" BARNES PARK	2902 N 32nd St
23	3B	HIGHLAND PINES PARK	4505 EAST 21ST AVE
24	2B-Pool Closed	ANGUS GOSS MEMORIAL POOL	4601 N CENTRAL AVE
25	2B-Park Closed	PHIL BOURQUARDEZ PARK	1801 N HIGHLAND AVE
26*		CUSCADEN PARK PLAYGROUND	2900 15TH ST
27*		OAK PARK CENTER PLAYGROUND	5300 E 15TH AVE
28*		YBOR CENTENNIAL PARK	1800 E 8TH AVE
29*		HERMAN MASSEY PARK	1002 N FRANKLIN ST
30*		FERNANDO MESA PARK (Formerly Morgan St Mini-Park)	2105 N MORGAN ST
31*		RAGAN PARK	1200 E LAKE AVE
32	3B	SKATE PARK OF TAMPA	4215 E COLUMBUS DR

Source: University of Florida GeoPlan Center. FGDL. <https://www.fgdl.org>. Accessed May, 2018 Park and Recreation Facility. GC_PARKS_SEP17. 2017-10-15

*Outside TIS SEIS limits, but shown as it was in the 1996 TIS FEIS.



8 – Riverwalk on the Northside



9 – Perry Harvey Skate Park

The MacFarlane Park, Julian B. Lane Park and Perry Harvey Sr. Park are the closest parks located right next to the interstate. MacFarlane Park is in Segment A on the west of the TIS SEIS study area and north on I-275 at 1801 North Lincoln Avenue. Julian B. Lane Park is in Segment 2B between North Boulevard and the Hillsborough River on the south side of I-275. Perry Harvey Sr. Park is in Segment 2B at 1201 N Orange Avenue (see **Figures 5-1a thru 5-1h in APPENDIX A**).

Alpha Kappa Alpha Sorority, Boys & Girls Club - Tampa Bay at 1307 North MacDill Avenue, Robles Park Activity Center, Angus Goss Memorial Pool, and American Legion Post 167 are the closest community centers to the interstate (see **Figures 5-1a thru 5-1h in APPENDIX A**).

Cemeteries

The Oaklawn and St. Louis Catholic Cemetery was the first public burial ground in Tampa, Florida. The location was deeded in the mid-19th century and was described as the final resting place for “White and Slave, Rich and Poor”. This historic cemetery is located at the intersection of Morgan Street and Harrison Street in downtown Tampa, about two blocks South of I-275 at 606 E Harrison Street (see **Figures 5-1a thru 5-1h in APPENDIX A**). It has approximately 1,700 graves. Oaklawn Cemetery includes a section for Catholic burials called St. Louis Catholic Cemetery. The two graveyards were added as a Historic District to the U.S. National Register of Historic Places on September 19, 2017. The First Mayor of the City of Tampa, Judge Joseph B. Lancaster, is buried at Oaklawn, as is the 6th Mayor James McKay Sr. Others include pirates, slaves, yellow-fever epidemic victims and confederate soldiers. Oaklawn Cemetery is owned by the City of Tampa, and St. Louis Cemetery is owned by the Catholic Diocese of St. Petersburg.

Table 5-14 Cemeteries in the TIS SEIS Study Area

MAP ID #	SEGMENT #	FACILITY	ADDRESS
1	2B	OAKLAWN AND ST LOUIS CATHOLIC CEMETERY	606 E HARRISON ST

Source: University of Florida GeoPlan Center. FGDL. <https://www.fgdl.org>. Accessed May, 2018 Cemetery. GC_CEMETERY_NOV15. 2015-12-01



10 – Oaklawn Cemetery

5.2.4 Law Enforcement Facilities, Fire Stations, and Government Buildings

Law Enforcement Facilities

As shown in **Table 5-15**, there are two law enforcement facilities located within the TIS SEIS study area at the boundary. The Hillsborough County Sheriff’s Office is located on the boundary of the TIS SEIS study area on the east (see **Figures 5-1a thru 5-1h in APPENDIX A**).

Table 5-15 Law Enforcement Facilities in the TIS SEIS Study Area

MAP ID #	SEGMENT #	FACILITY	ADDRESS
1	3A	HILLSBOROUGH COUNTY SHERIFF'S OFFICE	2008 E 8TH AVE
2	3A	HILLSBOROUGH COUNTY SHERIFF'S OFFICE - RECORDS SECTION	1900 E 9TH AVE

Source: University of Florida GeoPlan Center. FGDL. <https://www.fgdl.org>. Accessed May, 2018 Law Enforcement Facility. GC_LAWENFORCE_DEC12. 2013-01-22

Fire Stations

As shown in **Table 5-16**, there are three fire stations located within the TIS SEIS study area; the Tampa Fire Department and Rescue Station No 4 are the closest to the interstate, which is southeast of I-275 on 2100 East 11th Avenue, between North 21st Street and North 22nd Street (see **Figures 5-1a thru 5-1h in APPENDIX A**). Four fire stations shown in **Table 5-16** are no longer in the TIS SEIS study area.

Table 5-16 Fire Stations in the TIS SEIS Study Area

MAP ID#	SEGMENT #	FACILITY	ADDRESS
1	2A	TAMPA FIRE DEPARTMENT STATION NO 9	2525 W CHESTNUT ST
2	2B	TAMPA FIRE DEPARTMENT AND RESCUE STATION NO 5	3900 N CENTRAL AVE
3	3A	TAMPA FIRE DEPARTMENT AND RESCUE STATION NO 4	2100 E 11TH AVE
4*		TAMPA FIRE DEPARTMENT AND RESCUE STATION NO 1	808 E ZACK ST
5*		TAMPA FIRE DEPARTMENT AND RESCUE STATION NO 8	2015 N MANHATTAN AVE
6*		TAMPA FIRE DEPARTMENT FACILITIES STORAGE BLDG.	808 E ZACK ST
7*		COMMUNICATIONS FACILITY FOR TAMPA FIRE & RESCUE - 911 DISPATCH CENTER	

Source: University of Florida GeoPlan Center. FGDL. <https://www.fgdl.org>. Accessed May, 2018 Fire Station. GC_FIRESTAT_MAY18. 2018-07-02

*Outside SEIS limits, but shown as it was in the 1996 TIS FEIS



11 – Fire Station No. 9

Government Buildings

As shown in **Table 5-17**, there are five government buildings located within the TIS SEIS study area. The US Post Office –Ybor City, City of Tampa Construction Services Center and Tampa Utility Department locations are the closest to the interstate (see **Figures 5-1a thru 5-1h in APPENDIX A**). Four of the facilities listed are no longer within the TIS SEIS study area.

Table 5-17 Government Buildings in the TIS SEIS Study Area

MAP ID#	SEGMENT #	FACILITY	ADDRESS
1	2A	U S POST OFFICE - WEST TAMPA	1802 N HOWARD AVE
3	2B	CITY OF TAMPA DEVELOPMENT SERVICES CENTER	1400 N BLVD
4	2B	MARION TRANSIT CENTER (HART)	1211 N MARION ST
5	3A	U S POST OFFICE - YBOR CITY	2000 E 12TH AVE
6*		U S POST OFFICE - DOWNTOWN TAMPA	401 N ASHLEY DR
7*		U S POST OFFICE - ANNEX	4009 W SPRUCE ST
8*		U S POST OFFICE - CHANNELSIDE	401 W KENNEDY BLVD
9*		U S POST OFFICE - SEMINOLE HEIGHTS	6706 N NEBRASKA AVE

Source: University of Florida GeoPlan Center. FGDL. <https://www.fgdl.org>. Accessed May, 2018 Government Building. GC_GOVBUILD_FEB13. 2013-02-18

*Outside TIS SEIS limits, but shown as it was in the 1996 TIS FEIS.

5.2.5 Health Care Facilities

As shown in **Table 5-18**, there are 11 health care facilities located within the TIS SEIS study area (see **Figures 5-1a thru 5-1h in APPENDIX A**). Children’s Medical Clinic is the closest health care facility to the interstate, which is located north and immediately west of I-275.

Table 5-18 Health Care Facilities in the TIS SEIS Study Area

MAP ID#	SEGMENT #	FACILITY	ADDRESS
1	1A	FLORIDA ORTHOPAEDIC INSTITUTE	909 N DALE MABRY HIGHWAY
2	1A	CELPA CLINIC PAIN RELIEF	3306 W SPRUCE ST
3	1A	CHILDREN’S CANCER CENTER	4901 W CYPRESS ST
4	1A	WOMEN’S CARE FLORIDA	5002 W LEMON ST
5	1A	UNDERSEA OXYGEN CLINIC	701 N WEST SHORE BLVD
6	1A	NUMALE MEDICAL CENTER	500 N WEST SHORE BLVD
7	2B	CHILDREN’S MEDICAL CLINIC	507 E MARTIN LUTHER KING BLVD
8	2B	PATEL, MAHESH R MD PA	403 E MARTIN LUTHER KING BLVD
9	2B	YBOR CITY HEALTH CARE & REHABILITATION CENTER	1709 N TALIAFERRO AVE
10	2B	SYNERGY HEALTH CENTERS	318 E MARTIN LUTHER KING BLVD
11	2B	TAMPA FAMILY HEALTH CENTERS	1514 N FLORIDA AVE 300
12*		TAMPA GENERAL HOSPITAL	1 TAMPA GENERAL CIRCLE
13*		ST. JOSEPH’S HOSPITAL AND HEALTH CARE CENTER	3001 W MLK BLVD
14*		MEMORIAL HOSPITAL OF TAMPA	2901 W SWANN AVE

Source: University of Florida GeoPlan Center. FGDL. <https://www.fgdl.org>. Accessed May, 2018 Health Care Facility. GC_HEALTH_AUG14. 2016-04-02

*Outside TIS SEIS limits, but shown as it was in the 1996 TIS FEIS.



12 – Florida Orthopaedic Institute



13 – Tampa General Hospital

5.2.6 Cultural Centers and Multi-Use Facilities

As shown in **Tables 5-19 and 5-20**, there are eight cultural centers and seven multi-use facilities, i.e. facilities with that accommodate large conventions, located within the TIS SEIS study area (see **Figures 5-1a thru 5-1h in APPENDIX A**). Two of the cultural centers listed are no longer located within the TIS SEIS study area. Seminole Heights Branch Library is the closest cultural center to the interstate, which is just west of I-275. Embassy Suites Tampa – Airport/Westshore is the closest multi-use facility to interstate, just west of I-275 (see **Figures 5-1a thru 5-1h in APPENDIX A**).

Table 5-19 Cultural Centers and Multi-Use Facilities in the TIS SEIS Study Area

MAP ID#	SEGMENT #	FACILITY	ADDRESS
3	2A	WEST TAMPA BRANCH LIBRARY	2312 W UNION ST
4	2B	ROBERT W SAUNDERS SR BRANCH LIBRARY - YBOR CITY LIBRARY	1505 N NEBRASKA AVE
5	2B	YBOR CITY CAMPUS LIBRARY - HILLSBOROUGH COMMUNITY COLLEGE	2112 N 15TH ST
6	2B	CHILDREN'S BOARD OF HILLSBOROUGH COUNTY LIBRARY	1002 E PALM AVE
7	2B	SEMINOLE HEIGHTS BRANCH LIBRARY	4711 CENTRAL AVE
8	3A	YBOR CITY MUSEUM SOCIETY & YBOR CITY STATE MUSEUM	1818 E 9TH AVE
9*		COLLEGE HILL LIBRARY (C. BLYTHE ANDREWS, JR. PUBLIC LIBRARY)	2607 E MLK BLVD
10*		TAMPA-HILLSBOROUGH COUNTY PUBLIC LIBRARY - MAIN LIBRARY	900 N ASHLEY DR

Source: University of Florida GeoPlan Center. FGDL. <https://www.fgdl.org>. Accessed May, 2018 Cultural Center. GC_CULTURECENTER_OCT15. 20151012
 *Outside TIS SEIS limits, but shown as it was in the 1996 TIS FEIS.



14 – Robert W. Saunders Branch Library



15 – Hillsborough Community Center

Table 5-20 Multi-Use Facilities in the TIS SEIS Study Area

MAP ID #	SEGMENT #	FACILITY	ADDRESS
1	1A	CROWNE PLAZA TAMPA WESTSHORE	5303 W KENNEDY BLVD
2	1A	EMBASSY SUITES TAMPA - AIRPORT/WESTSHORE	555 N WEST SHORE BLVD
3	1A	MARRIOTT HOTELS RESORTS SUITES	1001 N WEST SHORE BLVD
4	1A	DOUBLETREE HOTEL WESTSHORE	4500 W CYPRESS ST
5	1A	SHERATON SUITES TAMPA AIRPORT	4400 W CYPRESS ST
6	1A	RAMADA WESTSHORE HOTEL	1200 N WEST SHORE BLVD
7	2B	DON VICENTE DE YBOR HISTORIC INN	1915 N REPUBLICA DE CUBA

Source: University of Florida GeoPlan Center. FGDL. <https://www.fgdl.org>. Accessed May, 2018 Civic Center. GC_CIVICCENTER_DEC11. 2012-02-20

5.2.7 Social Service Facilities

Table 5-21 lists the 14 social services facilities that are located within the TIS SEIS study area (see Figures 5-1a thru 5-1h in APPENDIX A). The four that are closest to the interstate are Helping Homeless, Tampa Units 15B and 15F, APD Suncoast Region Office, and Suncoast Field Office.

Table 5-21 Social Service Facilities in the TIS SEIS Study Area

MAP ID#	SEGMENT #	FACILITY	ADDRESS
1	1A	TAMPA BOTH HOUSING AUTHORITY CODE: FL003	5301 WEST CYPRESS ST
2	1A	TAMPA HOUSING AUTHORITY YOUTH BUILD PROGRAM	5301 WEST CYPRESS ST
3	1A	UNITED WAY SUNCOAST	5201 W. KENNEDY BLVD
4	1A	MACDONALD TRAINING CENTER	5420 W CYPRESS ST
5	1A	SPECIAL OLYMPICS OFFICE	5420 W CYPRESS ST
6	2A	AMERICAN RED CROSS	3310 W MAIN ST
7	2A	HOME CHILD CARE	2708 W MAIN ST
8	2B	TAMPA UNITS 15B AND 15D (Florida Division of Vocational Rehabilitation)	1313 NORTH TAMPA STREET, SUITE 801
9	2B	AGENCY FOR PERSONS WITH DISABILITIES (APD) SUNCOAST REGION OFFICE	1313 NORTH TAMPA ST
10	2B	AGENCY FOR PERSONS WITH DISABILITIES SUNCOAST FIELD OFFICE	1313 NORTH TAMPA ST
11	2B	TAMPA SALVATION ARMY	1603 N FLORIDA AVE
12	2B	THE SALVATION ARMY CORRECTIONAL SERVICES	1603 N FLORIDA AVE

Source: University of Florida GeoPlan Center. FGDL. <https://www.fgdl.org>. Accessed May, 2018 Social Service Center. PAR_SOCIALSERVICE_10. 2011-05-18



16 – MacDonald Training Center



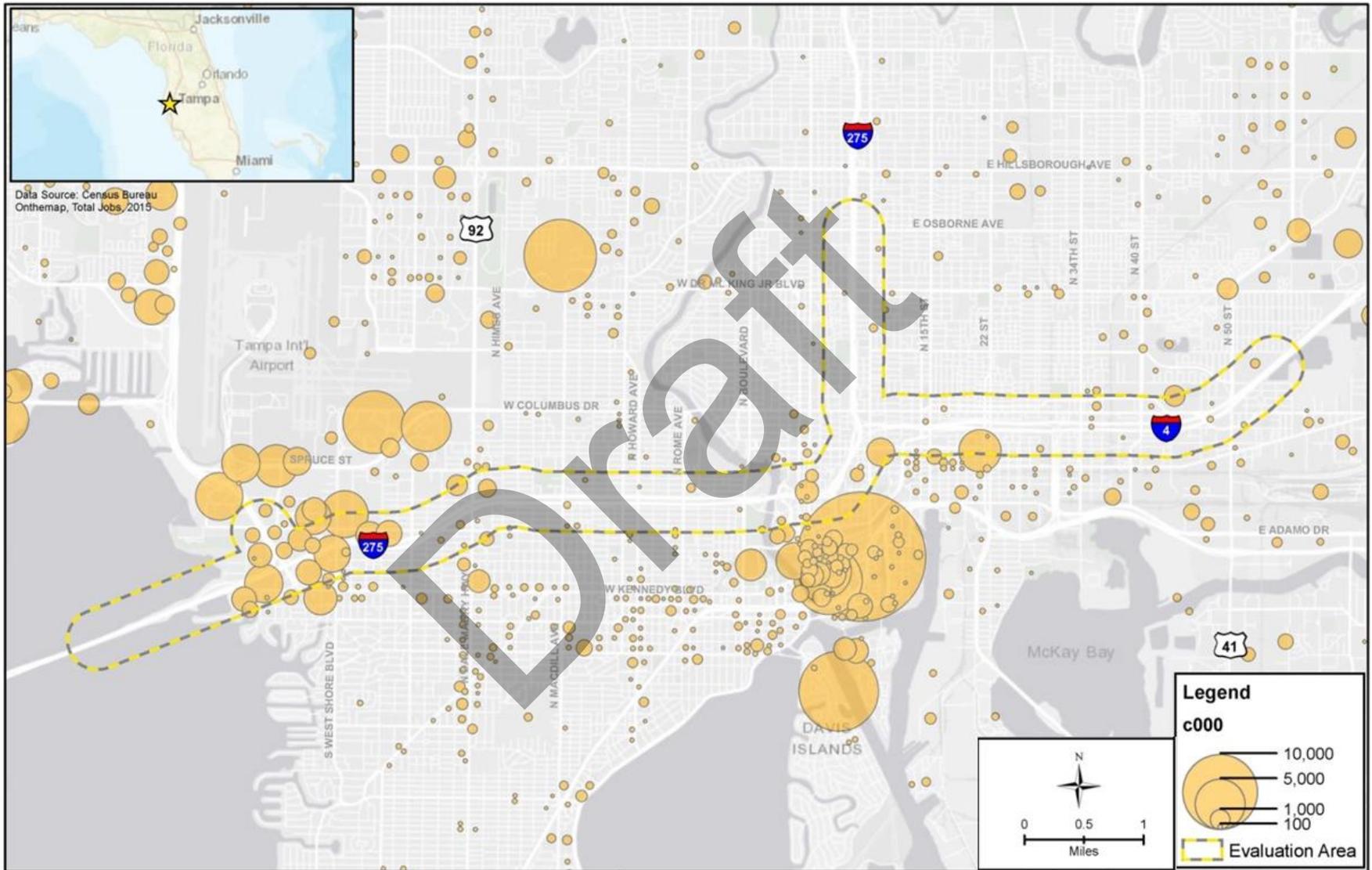
17 – Tampa Housing Authority



18 – American Red Cross

5.2.8 Employment Centers

There are two major employment centers in the immediate area of the TIS SEIS study area. The largest employment center is the Westshore District with over 4,000 businesses and nearly 97,000 employees. The Westshore District is located on both the north and south sides of I-275 on the western end of the TIS SEIS study area and includes TIA, Westshore Plaza, International Plaza, Raymond James Stadium, and George Steinbrenner Field. The District’s boundary is Hillsborough Avenue on the north, Kennedy Boulevard on the south, Tampa Bay on the west, and Himes Avenue on the east. The second major employment center is downtown Tampa which includes Ybor City, Uptown Tampa (sub district located at the western end of downtown Tampa), Channelside District, Harbour Island, and Davis Islands. Downtown Tampa employment center is located on the south side of I-275 and has over 2,800 businesses with 67,000 employees. Figure 5-10 shows the major employment centers.



Source: City of Tampa. City of Tampa Neighborhood Association Boundaries. NEIGHBORHOODS. 2018-05-02. <https://city-tampa.opendata.arcgis.com>. Accessed May, 2018

Figure 5-10 Employment Centers in the TIS SEIS Study Area

An Enterprise Zone is present throughout most of the TIS SEIS study area as shown in **Figure 5-11**. An Enterprise Zone is a specific geographic area targeted for economic revitalization. These zones can encourage economic growth and investment in distressed areas by offering tax advantages and incentives to businesses located within the zone boundaries.

5.2.9 Historic Resources

The *Cultural Resource Assessment Survey (CRAS) Update* document was completed in September 2018. This CRAS Update was divided between the five segments as was presented in the original TIS. A summary of previously recorded and newly recorded historic sites is shown in **Table 5-22**.

Table 5-22 Number of Identified Historic Resources in the TIS SEIS Study Area

TIS Segment	Previously Recorded	Newly Recorded	Total Identified Historic Resources	NRHP Eligible or NRHP listed
1A	3	38	41	0
2A	9	74	83	2
2B	392	357	749	29
3A	53	22	75	4
3B	7	0	7	0
Total	464*	491	955*	35

Source: SEIS CRAS 2018

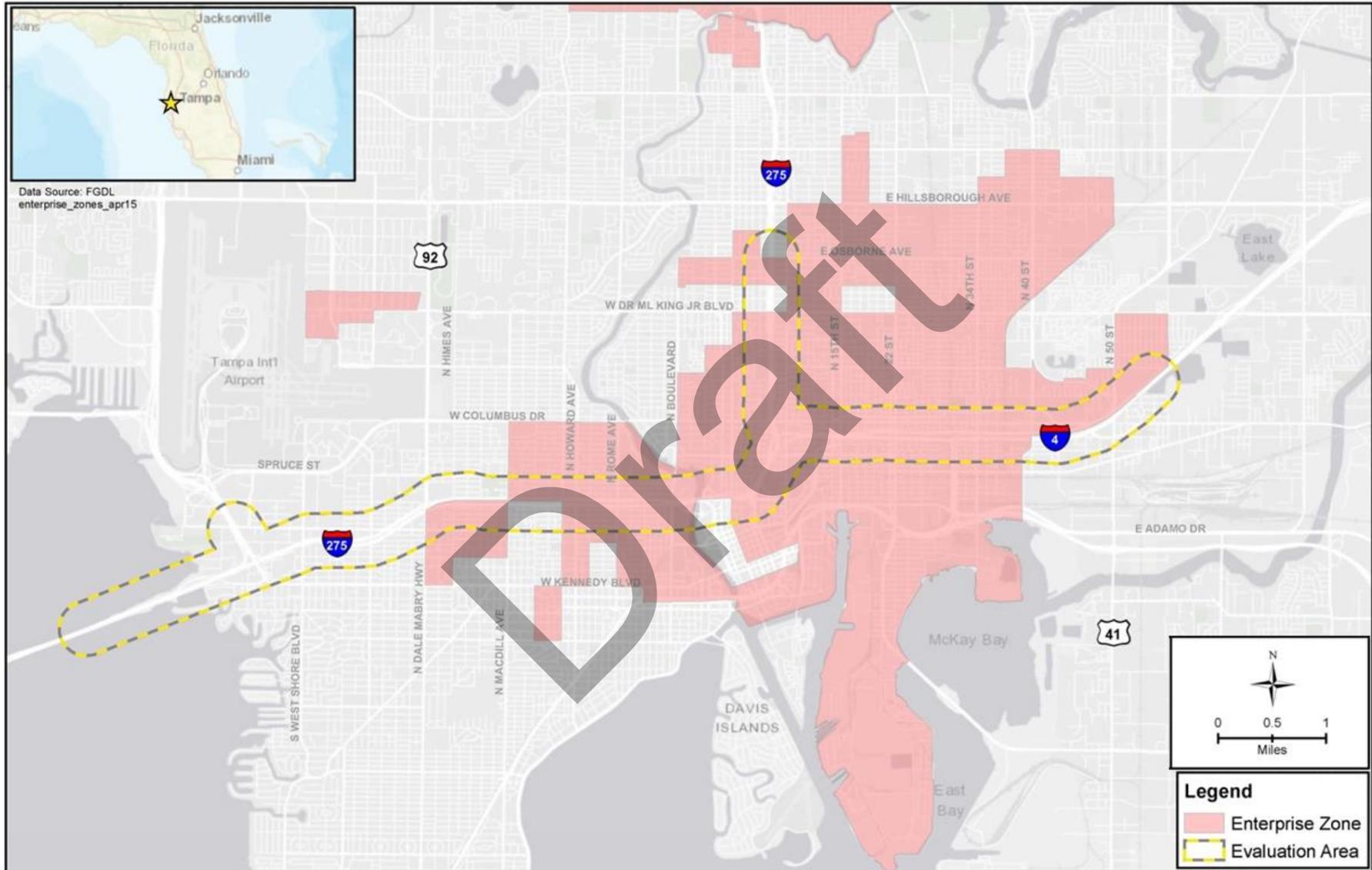
NOTES: (1) One historic resource, Ybor City Historic District (8HI313) was identified in both TIS Segments 2B and 3A and is, therefore, counted in each, which will skew the count totals indicated with an asterisk (*) in the table by one.

5.3 Community/Neighborhood Boundaries

5.3.1 Neighborhoods and Special Designations

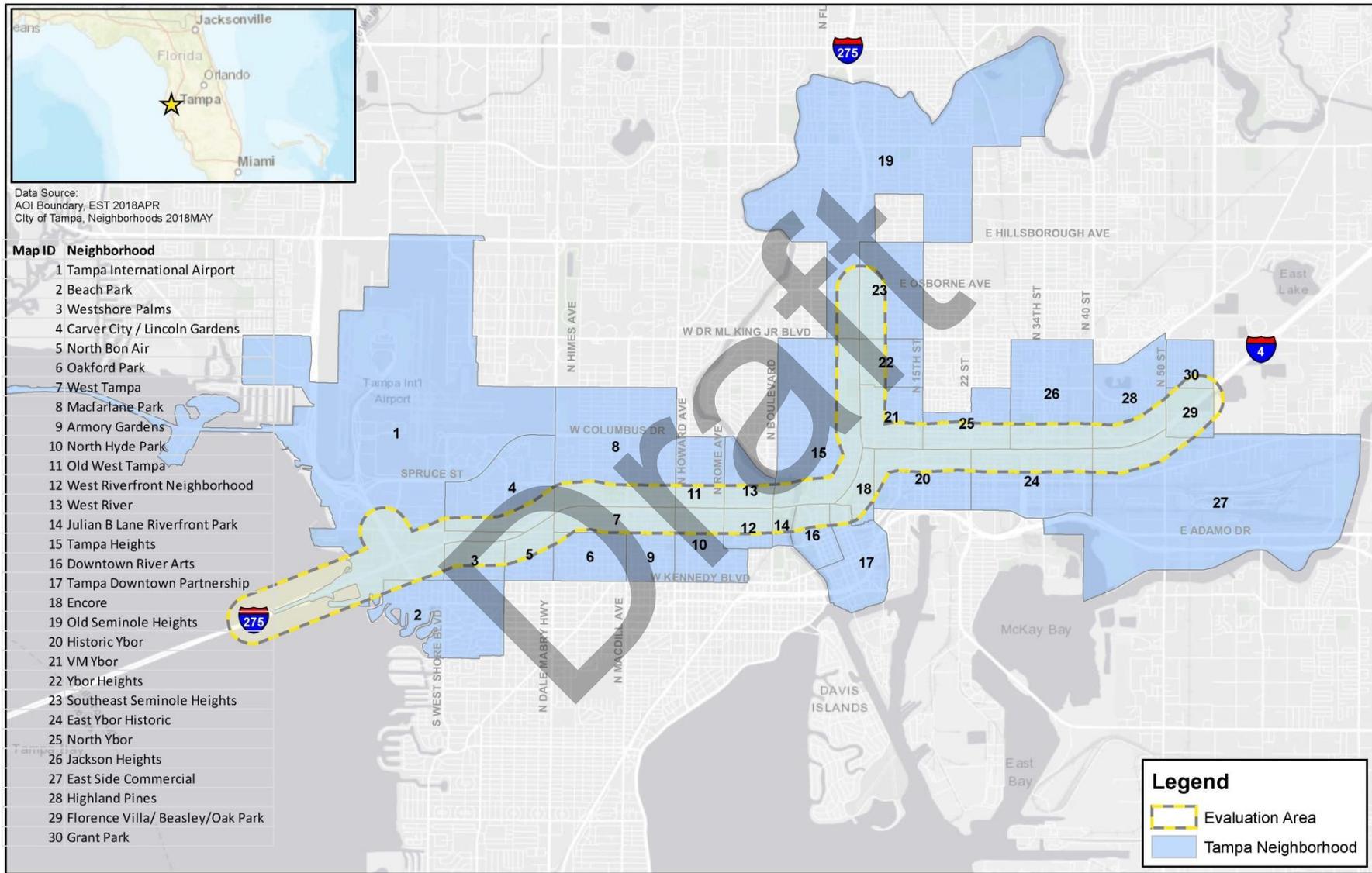
The character of the communities within the TIS SEIS study area varies. The study area contains both old and relatively new neighborhoods, with a housing stock that ranges from dilapidated and substandard to luxurious. **Figure 5-12** shows and lists the 30 communities and neighborhoods in the TIS SEIS study area.

FDOT’s *PD&E Manual* (2019) defines Special Designations as community redevelopment areas, or CRAs. As shown in **Figure 5-13** there are eight CRAs in the TIS SEIS study area, all of which are located east of North Armenia Avenue. CRAs are commonly used as redevelopment tool in the State of Florida. They are areas that have been identified to have substandard structures, a shortage of affordable housing, and inadequate infrastructure, such as streets, pedestrian access, and public transportation. The activities and programs offered within a CRA are administered by the City of Tampa’s Community Redevelopment Agency, which is responsible for developing and implementing a Community Redevelopment Plan that addresses the unique needs of each CRA (City of Tampa 2015). The plan includes the overall goals for redevelopment in the area, as well as identifies the types of programs and projects planned for the area. The CRAs located in the TIS SEIS study area are described in the following subsections. A summary of each CRA redevelopment plan is provided in **Section 5.3.4**. Other important neighborhoods to identify are the seven designated historic districts, which are discussed in the *TIS SEIS CRAS*. All of the CRAs are managed by the City of Tampa.



Source: City of Tampa. City of Tampa CRA. REDEVELOPMENT AREAS. 2018-05-03. <https://city-tampa.opendata.arcgis.com>. Accessed May, 2018

Figure 5-11 Tampa Enterprise Zone in the TIS SEIS Study Area



Source: City of Tampa. City of Tampa Neighborhood Association Boundaries. NEIGHBORHOODS. 2018-05-02. <https://city-tampa.opendata.arcgis.com>. Accessed May 2018

Figure 5-12 Neighborhoods in the TIS SEIS Study Area



Source: City of Tampa. City of Tampa CRA. REDEVELOPMENT AREAS. 2018-05-03. <https://city-tampa.opendata.arcgis.com>. Accessed May 2018

Figure 5-13 Tampa CRA Boundaries in the TIS SEIS Study Area

West Tampa CRA (TIS SEIS Segments 2A and 2B): The West Tampa CRA boundaries generally are North Armenia Avenue on the west, Columbus Avenue on the north, the Hillsborough River on the east, and West Kennedy Boulevard on the south. It includes the North Hyde Park, West Riverfront, and Old West Tampa, neighborhoods,



West Tampa Community Library
Source: City of Tampa 2018

as well as the West Tampa Historic District. The CRA is in close proximity to three major employment centers, including the Downtown CBD and Channelside District, which is less than 1 mile away, and the Westshore District, which is approximately 2.5 miles away. “West Tampa has a rich and diverse historical environment. A significant portion of the western edge of the CRA is designated as a National Historic District, with many contributing structures including cigar factories, African-American churches, city parks and ethnic clubs as well as a stock of historic homes dating from the late 1900s and early 20th century. The built form and housing stock exhibit a unique and characteristic development pattern that is slowly eroding from the urban fabric.” (City of Tampa and Kimley

Horn 2018) Significant economic developments identified in the *West Tampa CRA Strategic Action Plan (SAP)* all benefit from direct access to the TIS SEIS study area. They include the University of Tampa, the West River development, multifamily housing developments in North Hyde Park, the Brian J Glazer Jewish Community Center, and Tampa General Hospital. However, in a survey conducted as part of the *West Tampa CRA SAP*, area residents and businesses identified the following challenges and needs, as they relate to transportation and access:

- Location between two one-way streets (N. Armenia Avenue and N. Howard Avenue)
- Lack of more pedestrian and vehicular traffic, parking, and access to public transportation
- Outdated infrastructure; need for Main Street revitalization
- Need easier access for motorists from I-275 and other major streets leading to the business section of Main Street
- Need better access to suppliers and supporting businesses
- Nearby quality housing for people who work in West Tampa
- Need for improvements to sidewalks and bike lanes
- High speed traffic on local streets

Downtown CRA, Downtown Core CRA, and Channel District CRA (TIS SEIS Segment 2B):

The Downtown Core CRA includes the CBD, which includes the Core Business and Government District, the Arts District, Convention District, and the neighborhoods of Channel District CRA, Ybor City, the southern tip of Tampa Heights, and large area on the western shore of the Hillsborough River, as well as the northern tips of Davis and Harbour Islands. In 1824, four companies of the U.S. Army established Fort Brooke to protect the strategic harbor at Tampa Bay. Development of the Tampa Bay region began after the territory became part of the United States in 1845. Henry B. Plant’s 1884 railroad extension to the Hillsborough River provided access to new areas, and he built lavish hotels along his rail line to attract visitors. Tampa owes its commercial success to Tampa Bay and the Hillsborough River. When phosphates were discovered nearby in the late 1880s, the resulting mining and shipping industries prompted a boom of growth and wealth that lasted through the 1890s. Tampa’s port is now the seventh largest in the nation. Notable attractions in these CRAs include the Tampa Theatre, Curtis Hixon Waterfront Park, The Tampa Riverwalk, Tampa Bay Performing Arts Center, Tampa Convention Center, Amalie Arena, the John F. Germany Library, and Peter



Downtown Tampa
Source: City of Tampa 2018

O' Knight Airport. The *Tampa Downtown Vision and Action Program* (Hunter Interests Inc. et al 2005) recognizes that, while reconstruction of the I-275/I-4 intersection will present certain periodic functional problems in transiting the area on the street grid, the improvements will present opportunities for redevelopment on adjacent and nearby properties.



Tampa Heights Riverfront
Source: City of Tampa 2018

Tampa Heights Riverfront CRA (TIS SEIS Segment 2B): The Tampa Heights Riverfront CRA is the Hillsborough River and North Boulevard on the west, Ross Avenue on the north, Tampa Street on the east and I-275 on the south. It is located between Downtown Tampa and Tampa Heights. The Tampa Heights neighborhood is a National Historic District. It was developed in the early 1880s and is considered the First Suburb of Tampa, even though it is only 1 mile from the heart of downtown. Tampa Heights was, and continues to be, a diverse neighborhood. The population consists of African American with Hispanics, White, and Asian Americans also represented. While I-275 provides direct access to the area, it bisects the CRA from the main focus of activity of the downtown area. This has caused a decline along

Tampa Street and Florida Avenue. The older housing stock has fallen into disrepair and the commercial buildings within the district have not upgraded. Adequate physical development and infrastructure, including housing, transportation, and public amenities and services is cited as a need for improvement in the *Tampa Heights Plan: Rebuilding Community* (Tampa Heights Citizen Advisory Committee 2002). Several major developments and attractions are located in this CRA including, The Heights, Armature Works, Ulele, Water Works Park, The Tampa Riverwalk, and Tampa Heights Historic District.

Central Park CRA (TIS SEIS Segment 2B): The Central Park CRA is an urban neighborhood located in between the Downtown Core CRA to the south, the Ybor City CRA to the east, the Tampa Heights Riverfront CRA to the northwest, and East Tampa CRA to the northeast. The approximate boundaries of the Central Park CRA begin at I-4 and Nebraska Avenue, run south to Seventh Avenue, then east to Nuccio Parkway, then south to Central Avenue, then north to I-275, then northeast along I-275 back to Nebraska Avenue. The Encore community and Perry Harvey Sr. Park are located in this CRA. The Central Park area is one of Tampa's most culturally and historically rich neighborhoods. Desegregation efforts in the 1960s resulted in the decline and displacement of much of the traditional African-American business community, and the eventual decline of the area. The Federal Urban Renewal program resulted in further displacement of the middle-class population that once lived in the area. The construction of I-275 and I-4 also fragmented much of the Central Park neighborhood and helped seal the demise of the Central Avenue business corridor. Since then, neglect and disenfranchisement have largely characterized the area. In an effort to stimulate growth, Tampa City Council adopted the *Central Park Community Redevelopment Plan* in June 2006. The plan identifies measures to foster public/private partnerships that will help maximize redevelopment investment in a manner that respects the unique history and is inclusive of the community's vision for the neighborhood. As documented in the Plan, "the Central Park CRA is a transit dependent neighborhood, over 49 percent of the current residents use public transportation. As the Central Park CRA transforms into a dense, mixed income neighborhood, transit will become an integral part of the area's success. Mass transit will be required to support the higher densities and intensities called for in the Comprehensive Plan. Other transportation improvements in the area may include the provision of sidewalks, bike lanes, and increased road linkages to adjacent areas. These changes will create an improved transportation network, which will allow for easy movement for residents, and improved access for future businesses" (Hillsborough County City-County Planning Commission and WilsonMiller, Inc. 2006).



Central Park
Source: City of Tampa 2018

East Tampa CRA (TIS SEIS Segments 2B, 3A, and 3B): The East Tampa CRA is one of the largest CRAs in the nation covering approximately seven square miles. It is strategically located north of the Ybor Historic District, Downtown Tampa, and Port Tampa Bay; south of the University of South Florida (USF), and east of the Florida State Fairgrounds. It features quick access to I-4, I-275, and TIA. East Tampa has the following neighborhoods/organizations: Old Seminole Heights, Northeast Association, Live Oaks Square Association, Highland Pines Association, Grant Park Association, Florence Villa Association, East Business Association, WM Ybor Association, Northview Hills Association, Southeast Seminole Heights, Palmetto Association, and College Hill Association (The Health, Education, and Social Services Committee, et al 2009). Despite its locational advantages, in the past, this culturally rich and predominately African American of over 80 percent (Census Data 5-year estimate, 2012-2016) area has suffered the ill effects of disenfranchisement, deteriorating buildings, poor neighborhood aesthetics, and aging infrastructure (City of Tampa 2009). This includes a high property rate of 40 percent and with 41 percent of adults not working (Distressed Communities Index 2018). However, in recent years, the community has attracted private sector residential and commercial development investment throughout the CRA. The City has been committed to investing in significant public safety, aesthetic and infrastructure improvements, including the on-going construction of the North 22nd Street improvement project and the installation of public art in the East Court Plaza.



Chloe Coney Urban Enterprise Center
Source: City of Tampa 2018



7th Avenue, Ybor City
Source: City of Tampa 2018

Ybor City CRA (TIS Segments 2B and 3A): The Ybor City CRA covers the residential neighborhood bounded by Palm Avenue to the south, Nuccio Parkway to the east, Nebraska Avenue to the west, and I-4 to the north; the residential and mixed uses bounded by 6th Avenue to the north, generally by Channelside Drive to the west, Adamo Drive to the south, and 22nd Street to the east. The residential neighborhood to the west of 22nd Street is bounded by Adamo Drive to the south, 26th Street to the east, and I-4 to the north. The area is mixed-use with single- and multi-family uses, as well as commercial and industrial development. In 1886, Vicente Martinez Ybor established a cigar factory in Tampa. Cigar workers took up arms against Spain in the late 1800's. Known as the Latin Quarter, Ybor City is one of the only two National Historic Landmark Districts in Florida and serves as a regional entertainment area in Tampa. It has been strongly influenced by I-4 since it was first constructed in the early 1960's. The new interstate cut through Ybor City, separating the northern area from the body of the neighborhood to the south, which caused both relocation and neighborhood decline. The separation still impacts the areas adjacent to I-4 today. Mobility and access within the area are affected by increased demand during peak visit periods, limited access points to the neighborhood, limited parking supply and location, and illegal unimproved surface parking lots (Hillsborough County City-County Planning Commission 2010).

5.3.2 Existing Land Use

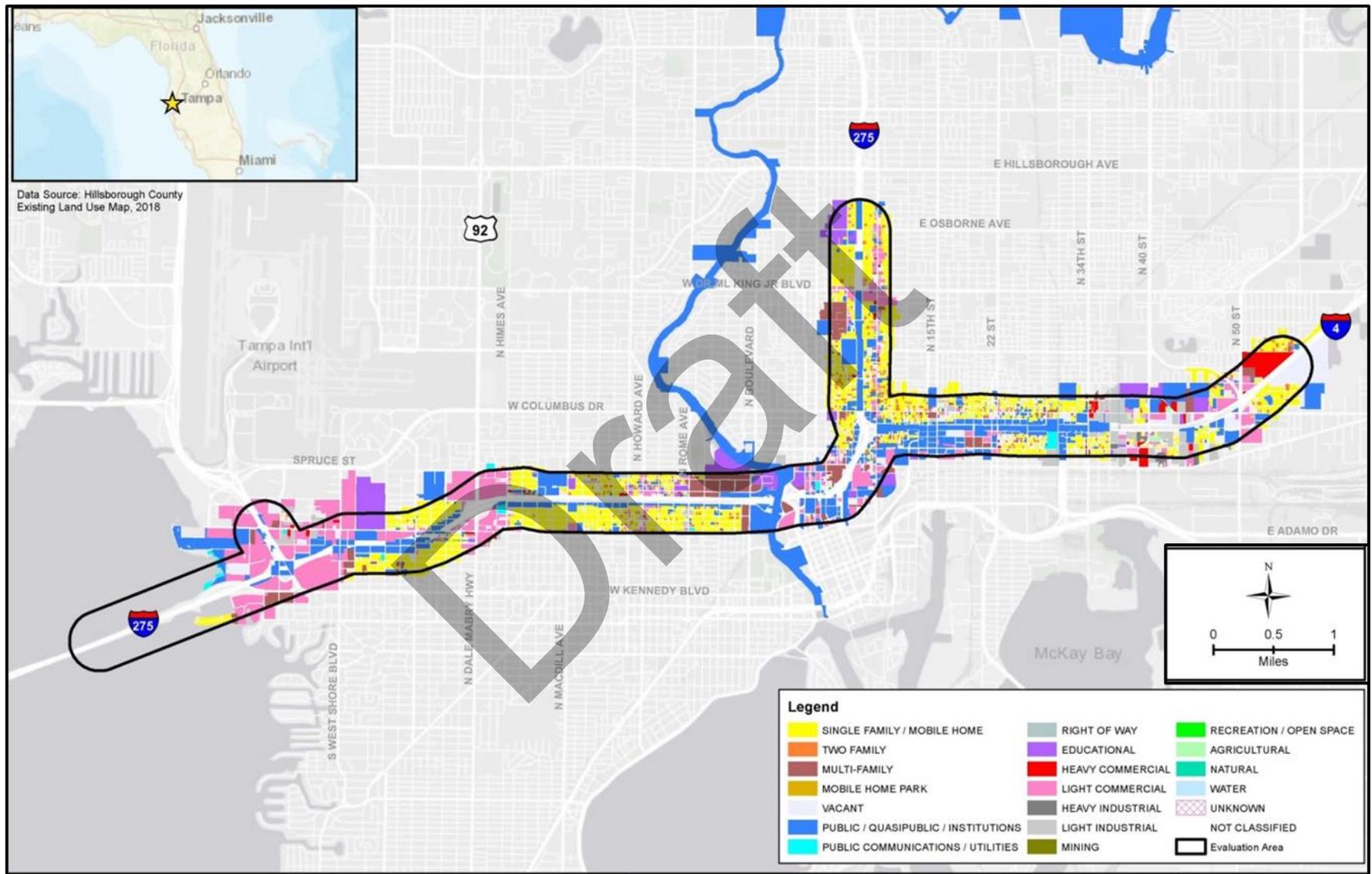
Figure 5-14 shows the existing land uses in the TIS SEIS study area. The far west area of the TIS SEIS study area along I-275 consists mostly of light and heavy commercial land uses and shown in pink, and east of West Shore Boulevard the land use is mostly single family/mobile homes until North Boulevard. There are a number of multi-family homes between Rome Avenue and the Hillsborough River. On the north side of I-275 and east of North Boulevard the land use is mixed, including single family/mobile homes, light commercial and public/quasi-public/institutions. At the north end and on both sides of I-275, from Columbus Drive to north of Osborne Avenue the land use is mostly single family/mobile homes within the TIS SEIS study area, along with multi-family

homes, educational facilities, and institutions mixed within the single-family homes. East of North Boulevard on the south side of I-275, the majority of the land use is public/quasi-public/institutional and light and heavy commercial. On the north side of the I-4 corridor the land use is single family/mobile homes. On the south side of I-4 the land use is public/quasi-public/institutional and light commercial with multifamily and single-family homes mixed in between I-275 and 34th Street. Between 34th Street and 50th Street the land use on the north side of I-4 is mainly light industrial with a few tracks of light commercial, on the south side of I-4 the land use is single-family/mobile homes with light industrial and light commercial more concentrated near 50th Street. On the far east end of the project limits, the land use on the north side of I-4 is heavy industrial and light commercial and on the south side the land use is single-family/mobile homes.

5.3.3 Future Land Use

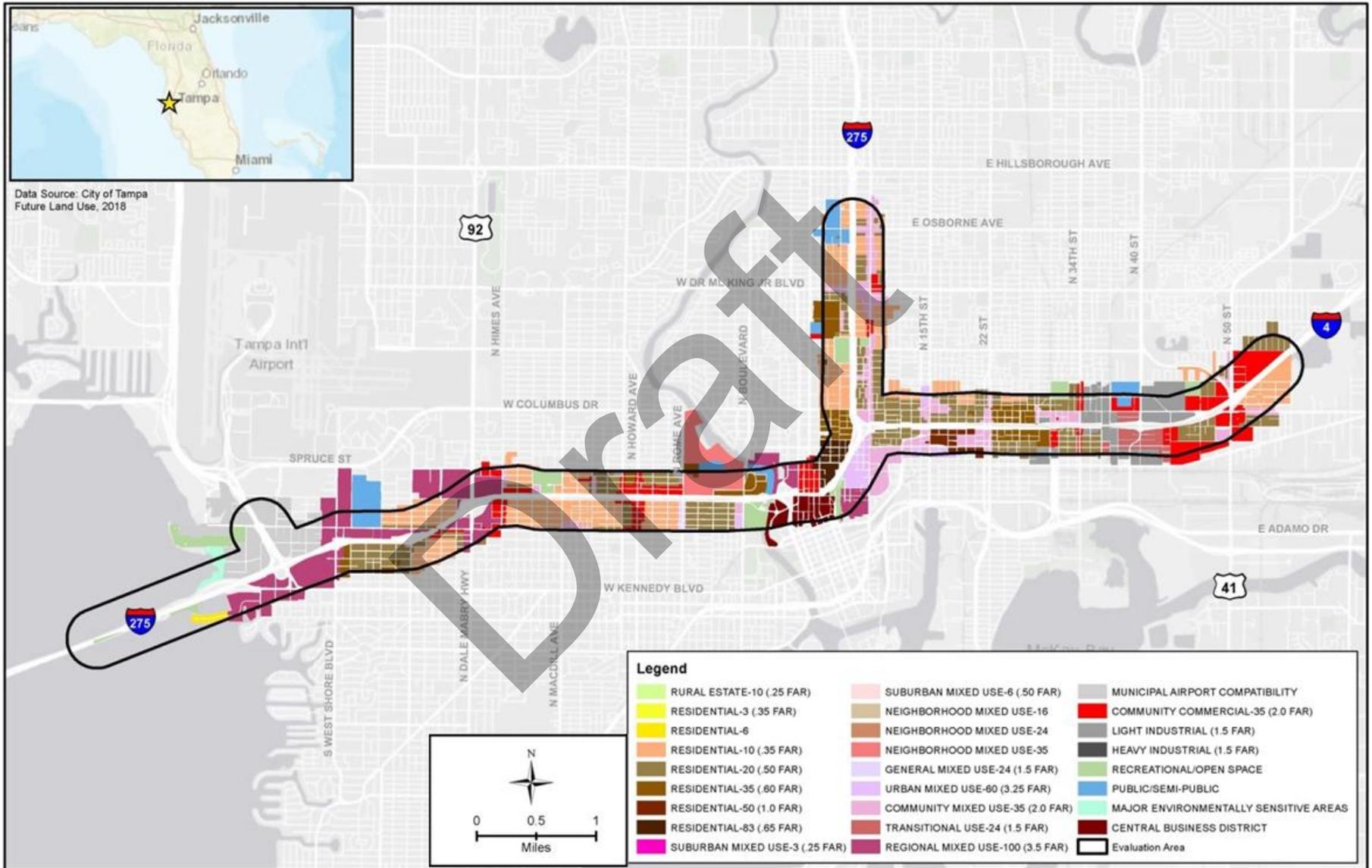
Future land uses in the TIS SEIS study area are illustrated in **Figure 5-15**, which are very similar to the existing land uses map shown on **Figure 5-14**. The I-275 and I-4 corridor has been well-established for many years. There are few, if any, vacant parcels that could be redeveloped with a different land use. In addition, since the Enterprise Zone is shown in most of the TIS SEIS study area as a commercial center it matches the existing and future land use maps.

Draft



Source: Hillsborough County City-County Planning Commission. Existing Land Use Map. 2018

Figure 5-14 Existing Land Uses in the TIS SEIS Study Area 2015



Source: Hillsborough County City-County Planning Commission. Future Land Use, 2018

Figure 5-15 Future Land Uses in the TIS SEIS Study Area - 2040

5.3.4 Land Use and Transportation Plans

Comprehensive planning is a process that determines community goals and aspirations in terms of community development. Within the TIS SEIS study area, land use controls and policies are governed by agencies including Hillsborough MPO and the City of Tampa. Current transportation plans and policies at the county-wide and state government level help to ensure transportation infrastructure in the TIS SEIS study area is consistent with and could support planned residential and non-residential development. The county-wide planning organization is the Hillsborough County City-County Planning Commission, which is responsible for preparing local government comprehensive plans. Local government plans and zoning ordinances regulate land use development. Other institutions and programs also influence land use and development. For example, the Community Redevelopment Plans for the CRAs guides development and future capital improvements in the CRAs. **Table 5-23** lists the land use and transportation plans in the TIS SEIS study area.

Table 5-23 Comprehensive Land Use and Transportation Plans

Plan	TIS SEIS Segment/ Area	Goals/Objectives/Policies
Community Redevelopment Plans		
West Tampa Vision and Strategic Action Plan (City of Tampa and Kimley Horn 2018)	2A and 2B	<ul style="list-style-type: none"> • Coordinate with the FDOT on ongoing projects for the State facilities • Provide multimodal options on major corridors that connect the core to parks, residential areas, and commercial and employment centers • Improve FDOT underpasses and connectivity
Tampa Downtown Vision and Action Program (Hunter Interests, Inc. 2005)	2B	<ul style="list-style-type: none"> • Support improvements to reduce congestion on I-275 and I-4 • Facilitate ingress and egress to Downtown Tampa • Maintain and support downtown as a transit hub and rely on buses, the streetcar, and the circulator streetcar to provide access to downtown and to link the different areas of Downtown Tampa. • Encourage better east-west connectivity between the Channel District and the CBD • Support a trip reduction ordinance to manage demand, relieve congestion, and reduce reliance on the automobile • Maintain and improve the street network by reconnecting streets where possible and avoiding street abandonment.
Tampa Heights Riverfront CRA Plan (Author unknown 1999 updated 2007) and Tampa Heights Plan: Rebuilding Community (Tampa Heights Citizen Advisory Committee 2002)	2B	<ul style="list-style-type: none"> • Improve north-south corridors and east-west corridors • Connect into City’s Greenway System • Adequate physical development and infrastructure, including housing, transportation, and public amenities and services • Explore the return of two ways streets along Florida Avenue and Tampa Streets

Plan	TIS SEIS Segment/ Area	Goals/Objectives/Policies
The Greater Seminole Heights Vision Plan (City of Tampa 2009)	2B	<ul style="list-style-type: none"> Strengthen and maintain existing street grid (strong community asset) Establish a multi-modal transportation system Improve bus service, including route locations and frequency of service
Central Park CRA Plan (Hillsborough County City-County Planning Commission and WilsonMiller, Inc. 2006)	2B	<ul style="list-style-type: none"> Re-establish the urban pattern by re-connecting the street network
East Tampa Strategic Action Plan (URS Corporation et. al. 2009)	2B, 3A, and 3B	<ul style="list-style-type: none"> Enhance linkage systems, including North 22nd St, Nebraska Ave, Hillsborough Ave, Lake Ave, 34th St, 29th St, Columbus Ave, Melbourne Blvd.
Second Amendment to the Ybor City CRA1 Plan (Ybor City Development Corporation 2004); Ybor CRA 2 Amendment to the Ybor City Vision Plan (HCC-CPC 2010)	2B and 3A	<ul style="list-style-type: none"> Improve trail/greenway connections from Ybor throughout City and region. Advocate for Streetcar extension/loop Improve space along the south side of I-4 between 12th and 13th Streets to serve as park space Ensure redesign of 21st/22nd Streets supports objectives to slow traffic, improve east-west crossings, and enhance aesthetics.
Comprehensive Land Use Plan		
2040 City of Tampa Comprehensive Plan (HCC-CPC 2016)	City of Tampa	<ul style="list-style-type: none"> Preserve opportunity for future multi-modal / high-speed rail site. Provide a multimodal transportation system to support the city's growth strategy Provide a safe, convenient, and efficient roadway system which supports intra-city travel Support FDOT in the planning and implementation of HOV lanes or express toll lanes within Hillsborough County Maximize connections between transportation modes By 2025, expand the greenways corridor to include a coordinated system of greenways throughout the City and along the City's waterfront areas Maintain and reduce hurricane clearance times within the City
Transportation Plans		
Westshore Mobility Strategy (Hillsborough MPO 2007)	1A	<ul style="list-style-type: none"> Provide a series of linked on-road and off-road pedestrian and bicycle facilities Provide multimodal centers that will provide efficient transit access to Westshore Implement dedicated regional HOV/BRT lanes. Seek new funding for reconstruction of the I-275/SR60/Memorial interchange
TBX Master Plan (FDOT 2015a)	Region	<ul style="list-style-type: none"> Establish a system-wide framework for implementation of dynamically-tolled express lanes within the Tampa Bay Region

Plan	TIS SEIS Segment/ Area	Goals/Objectives/Policies
2015 Regional Transportation Master Plan Update (TBARTA 2015)	Region	Priority Projects: <ul style="list-style-type: none"> • Improve I-275/SR 60/Memorial Interchange • Tolloed express lanes on the interstate, including I-275, I-75, and I-4.
Imagine Hillsborough 2040: Long Range Transportation Plan (LRTP)	Hillsborough County	<ul style="list-style-type: none"> • Enhance the safety and security of the transportation system • Support economic vitality to foster the global competitiveness, productivity and efficiency of local and regional businesses. • Reduce vehicle miles traveled, including bus service, rapid transit, bicycle/pedestrian facilities and managed lanes (e.g., HOV or HOT lanes). • Improve the quality of life, promote energy conservation and enhance the environment, while minimizing transportation-related fuel consumption and air pollution • Improve multi-modal transportation choices and the connectivity across and between modes • Assure that transportation improvements coordinate closely with comprehensive land use plans and support anticipated growth and development patterns.
Florida Transportation Plan (FTP) Policy Element (FDOT 2015)	State	<ul style="list-style-type: none"> • Safety and security for residents, visitors, and businesses, including response to and recovery from extreme weather events or pandemics • Agile, resilient, and quality infrastructure • Efficient and reliable mobility for people and freight • More transportation choices for people and freight • Transportation solutions that support Florida’s global economic competitiveness • Transportation solutions that support quality places to live, learn, work, and play • Transportation solutions that enhance Florida’s environment and conserve energy
Strategic Intermodal System (SIS) Policy Plan (FDOT 2016)	State	<ul style="list-style-type: none"> • Ensure the efficiency and reliability of multimodal transportation connectivity • Expand transportation choice and integrate modes for interregional trips • Provide transportation systems to support Florida as a global hub for trade, tourism, talent, innovation, business, and investment
		<ul style="list-style-type: none"> •
Westshore Overlay District Development Standards	Westshore District	<ul style="list-style-type: none"> • Create an appealing business, commercial and residential development environment and improve the existing condition by promoting the public health, safety, comfort, amenities, prosperity and general welfare of the city.

Plan	TIS SEIS Segment/ Area	Goals/Objectives/Policies
		<ul style="list-style-type: none"> Enhance pedestrian connections and increase the public awareness of the Westshore District as a significant economic activity area. Protect and preserve the existing lower density residential development in the Westshore District from adverse impacts.
Westshore Transportation Action Plan	Westshore District	<ul style="list-style-type: none"> Offer mobility options through all transportation modes (roadway, transit, pedestrian, and bicycle) Addition of express lanes/widening of I-275 as this project extend the length of the Westshore District from west to east. A roadway expansion project on O'Brien Street will increase mobility within a rapidly growing area of the Westshore District and alleviate peak hour traffic assessing the Veterans Expressway and Tampa International Airport. Widening of Cypress Street will provide relief to a congested segment of roadway and support a major new mixed-use development. Interim operational improvements on I-275 and SR 60/Memorial Highway will relieve some existing congestion on the regional roadway network.
Westshore Public Realm Master Plan	Westshore District	<ul style="list-style-type: none"> Cohesive set of improvements to streets, sidewalks, open space, etc. designed to foster new private-sector investment and create opportunities for economic development throughout Westshore. Pedestrian Realm Amenities and Enhancements Shared roadway conditions for vehicles, bicyclist and transit.

Sources: Sources are cited in the table

5.3.5 Mobility Choices

Existing Transit Services

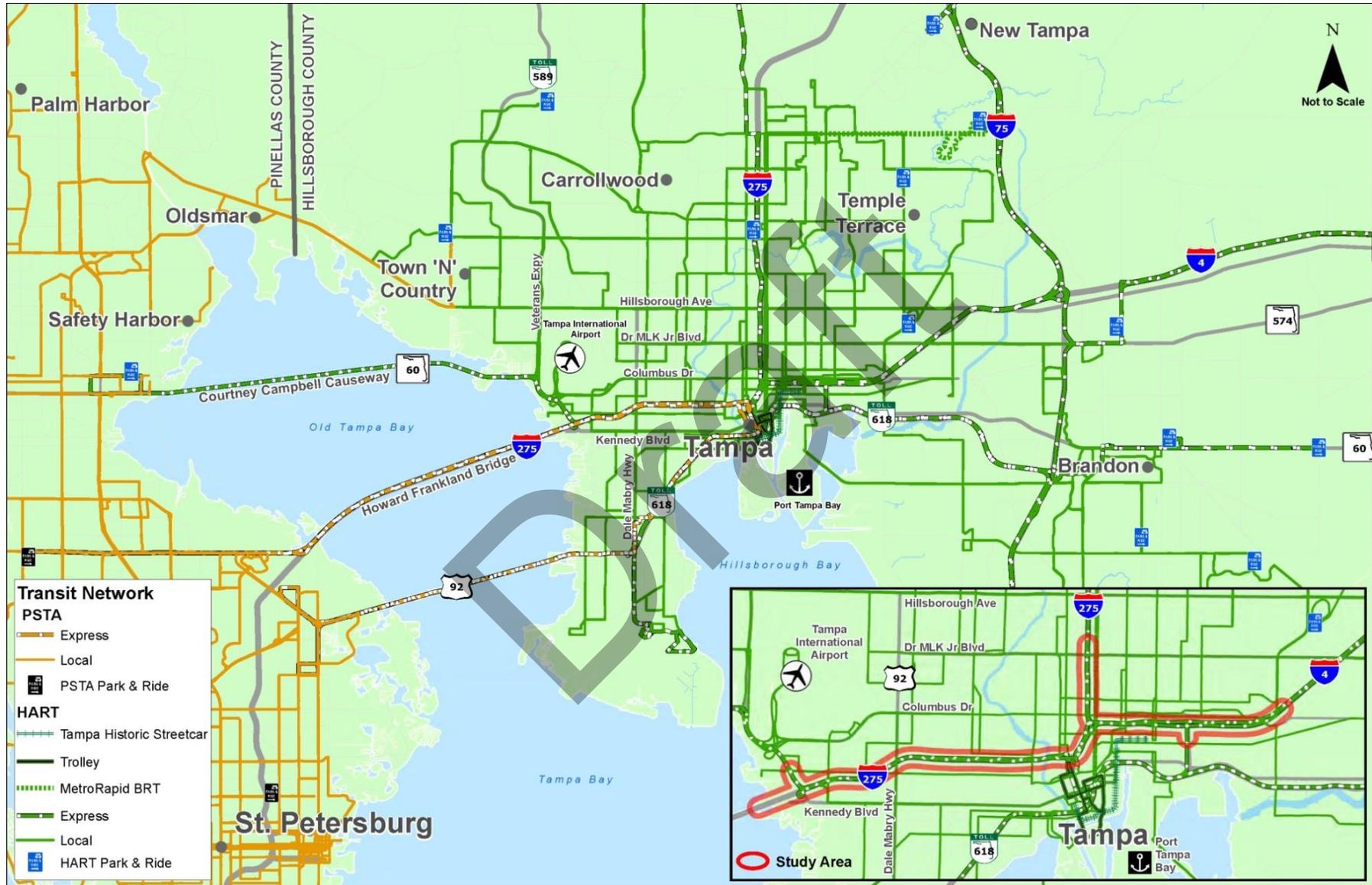
Several mobility choices operate within the limits of the TIS SEIS study area. They are listed in **Table 5-24**. The facilities include streetcar, express buses, local buses, park-and-ride lots, and bike share. Both the Hillsborough Area Regional Transit Authority (HART) and Pinellas Suncoast Transit Authority (PSTA) operate express transit routes that travel along I-275 between SR 60 and MLK Boulevard in the TIS SEIS study area. See **Figure 5-16** for a map of the routes that travel through the TIS SEIS study area and **Figures 6-4a thru 6-4h in APPENDIX B** for detail routes. In addition, the Tampa Bay Area Regional Transit Authority (TBARTA) offers several commuter services in Hillsborough, Pinellas, Pasco, Hernando, and Citrus counties, including carpools, vanpools, bike buddy, telework, and emergency ride home.

I-275 and I-4, as limited access facilities, are statutorily exempt from providing bicycle and/or pedestrian facilities. However, bike share services are provided in downtown Tampa. The Coast Bike Share network of hubs for bike pick-up and drop-off sites for the downtown Tampa area is shown in **Figure 5-17**.

Table 5-24 Existing Mobility Choices in the TIS SEIS Study Area

Service	Agency	Description
TECO Line Streetcar system	HART	Operates daily between Whiting St/Franklin St and Ybor City
Marion Transit Center	HART	Major transfer station located at 1121 North Marion St
Westshore Plaza Transfer Center	HART	Secondary bus transfer station in Westshore Plaza
Marion Transitway	HART	Provides a line of bus shelters along Whiting St to allow patrons to easily board and disembark buses within downtown Tampa; transitway runs from the Marion Transit Center to Whiting Street.
In-Towner Shuttle Service	HART	Free shuttle service that operates in downtown Tampa
MetroRapid North-South	HART	Connects downtown Tampa and USF
Express Bus Route 20X	HART	Operates on I-275 between Lutz and South Tampa
Express Bus Route 300X	HART	Operates on I-275 across HFB to downtown Tampa
Limited Express Bus Route 60LX	HART	Operates on I-275 providing service between downtown Tampa and TIA
Limited Express Bus Route 51LX	HART	Operates on I-4 providing service between downtown Tampa and New Tampa
Local Bus Routes 1, 5, 6, 7, 12, 14, 15, 30, 36, and 45	HART	Either cross or travel within the TIS SEIS study area
300X Airport Express Bus	PSTA	From the Ulmerton Park & Ride lot to TIA and ending at the Marion Transit Center in downtown Tampa
Vanpool	TBARTA	5 or more people can take a TBARTA van to share the ride to and from work; fee is based on the monthly distance travelled; participants share the monthly cost of the vehicle plus gas, tolls and parking expenses
Emergency Ride Home	TBARTA	A service provided to those that travel to work other than using transit, carpool, vanpool, or bicycle two or more times a week, can get four free taxi rides home from work, in case of emergency or unforeseen circumstances.
Coast Bike Share	Coast Bike Share	Service that is available in downtown Tampa and at USF; it makes public bicycles available for shared use to individuals on a short-term basis; there are over 40 hubs with bikes available to rent.

Sources: HART 2018; PSTA 2018; TBARTA 2018; and Coast Bike Share 2018



Source: HART 2017, PSTA 2017

Figure 5-16 Transit Network

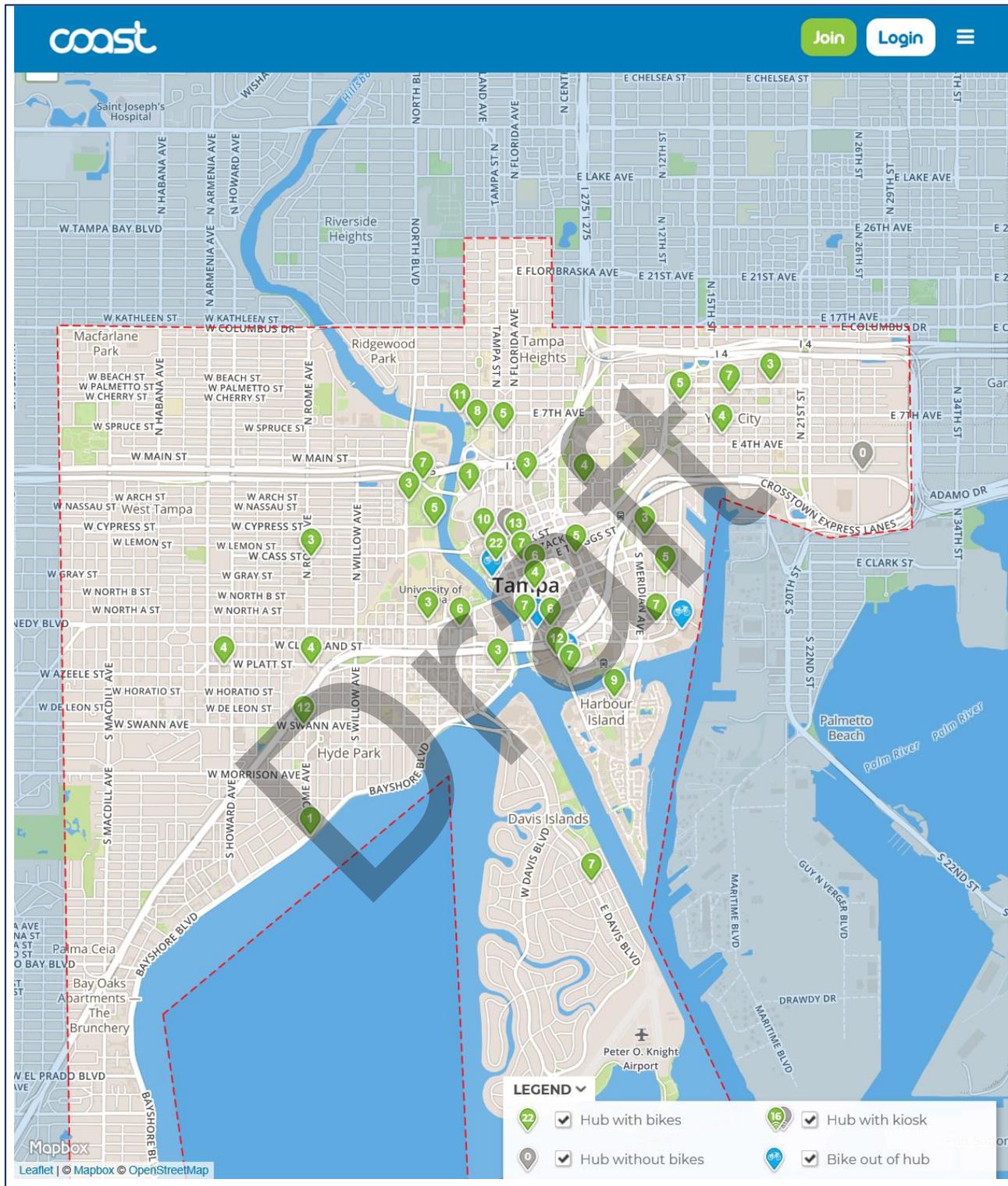


Figure 5-17 Coast Bike Share Hubs

Planned and Proposed Mobility Services

There are several transit and other mobility projects that are currently being planned or proposed in the TIS SEIS study area. They are listed in **Table 5-25**. The largest proposed transit project is the addition of a Brightline fixed guideway route from Orlando to Tampa that may utilize the median of I-4. The identification of the alignment for the proposed service is currently under evaluation. In addition to the proposed fixed guideway project there are several bus projects including the Downtown Circular, which would improve the route between downtown St Petersburg and Downtown Tampa a critical commuter route, as well as expanded services to TIA, MacDill Air Force Base, Pasco County (HART 2018a).

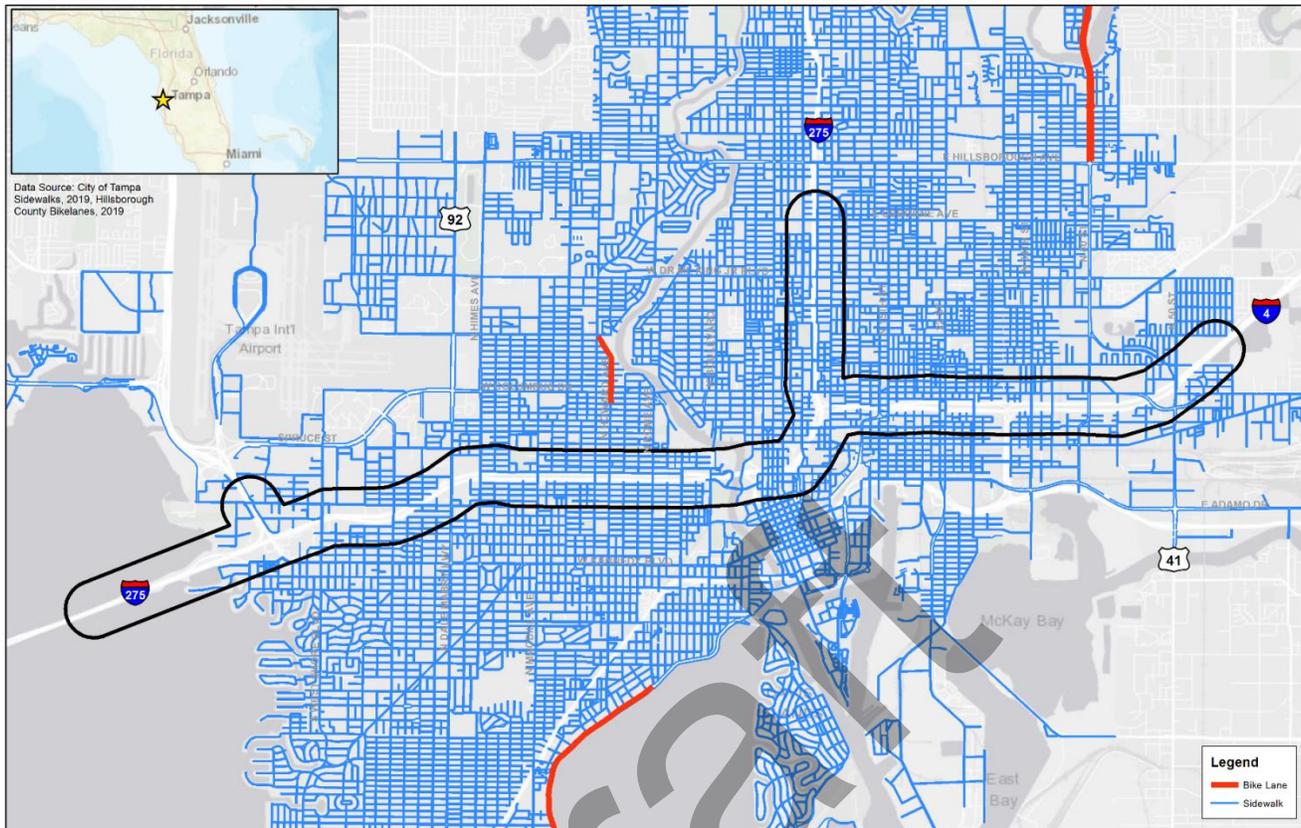
Table 5-25 Planned and Proposed Mobility Services in the TIS SEIS Study Area

Service	Status	Description
Brightline Fixed Guideway Project	Proposed	Rail service from Orlando to Tampa in the I-4 Corridor
Tampa Streetcar Extension Project	Planned	2.6-mile extension that would serve North Franklin St and in Tampa Heights, Water St Tampa, and the Channel District, Harbour Island, and Ybor City
Downtown Autonomous Circulator	Planned On Hold	Service that would connect the Marion Transit Center and downtown Tampa
Bus Rapid Transit	Proposed	HART has 7 proposed BRT projects that would operate in or near the TIS SEIS study area
TPA-FL Arterial BRT	Proposed by HART	The purpose of this upcoming BRT study is to look at a multitude of opportunities for transit improvements, operational improvements, safety and accessibility improvements, improvements on the Florida-Nebraska corridor.
TBARTA Regional Transit Feasibility Plan	Under Study	Study is evaluating regional transit services
Heights Mobility Study	Under Study	Pedestrian/Bicycle safety and mobility improvements in the Greater Seminole Heights/ Tampa Heights area, along the Florida Ave and Tampa St/Highland Ave corridor between downtown Tampa and the Hillsborough River
Westshore Intermodal Center	Under Study	The location has been selected; they are now evaluating what the site should include and configuration of the site plan.
e-scooter Pilot Program	Planned	Dockless rental scooters around downtown Tampa

Sources: FDOT 2018; TBARTA 2018; HART 2018

Existing Bicycle Network

The bicycle facilities have been expanded over the last several years to include the Tampa Riverwalk, Jackson Street Cycle Track and Selmon Greenway to name a few. **Figure 5-18** shows the existing bicycle networks in downtown Tampa.

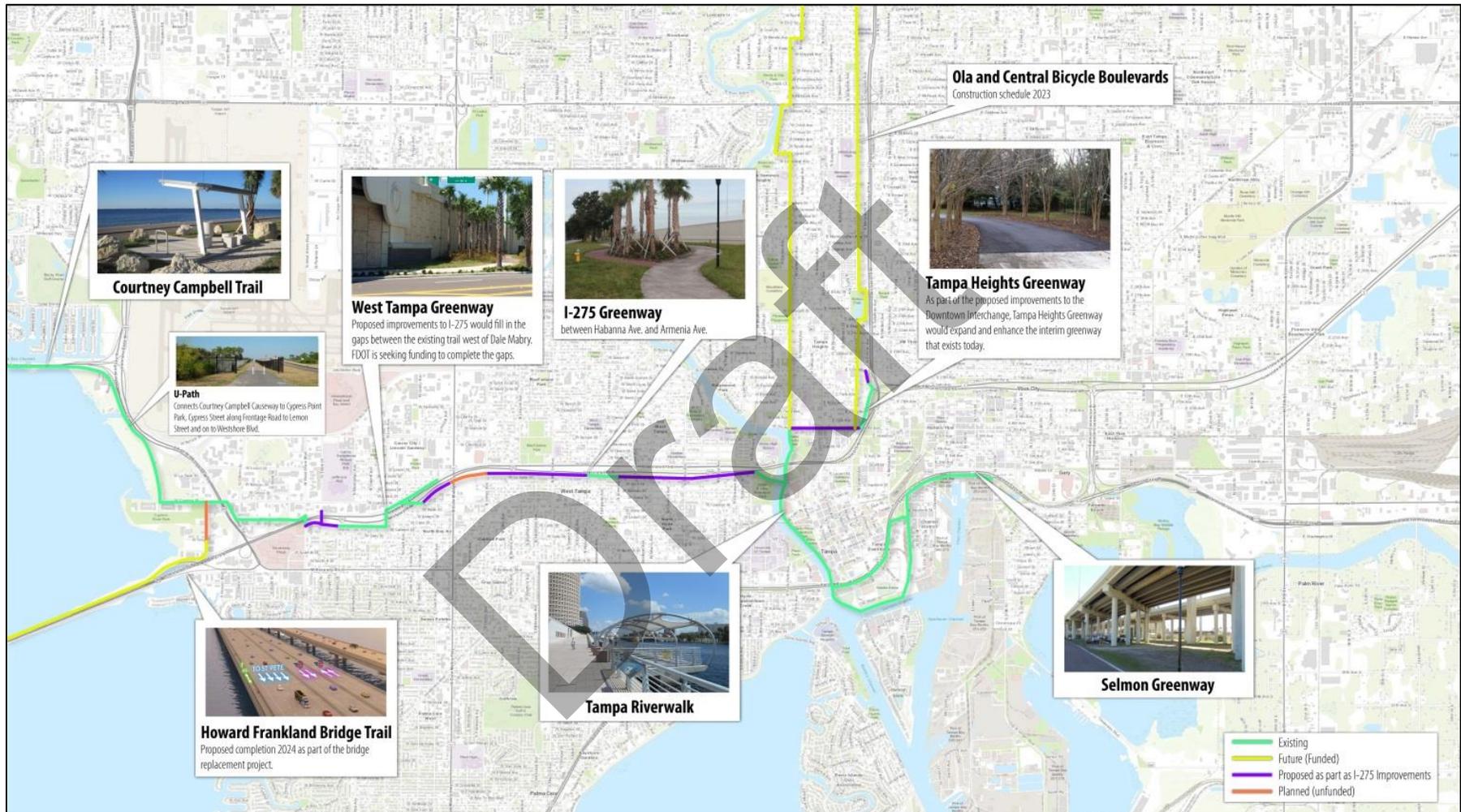


Source: City of Tampa website: <https://www.tampagov.net/sites/default/files/transportation/files/bikelanetrailmap.pdf>

Figure 5-18 Existing Sidewalk and Bicycle Networks

Existing and Future Trails and Greenway

Within the study corridor there are a number of existing trails and greenways including the Courtney Campbell Trail, Tampa Riverwalk, Tampa Heights Greenway and the Selmon Greenway. In the future there are future trails that are funded, proposed as part of the I-275 improvements and Planned trails which are not currently funded. **Figure 5-19** shows the network of trails and greenways in the TIS SEIS study area in the various stages of existing to proposed and planned with associated photos of the facilities.



Source: FDOT, 2019

Figure 5-19 Existing and Future Trails and Greenways

6. POTENTIAL EFFECTS

This section discusses the results of the evaluation of potential effects of the TIS SEIS alternatives described in **Section 2** from a social, economic, land use, mobility, aesthetics, relocation and public outreach perspective. Tables, graphics, and figures are provided to help illustrate the potential effects of each alternative.

6.1 Social

This section presents the potential social impacts of the TIS SEIS project on the neighborhoods within the TIS SEIS study area. Each alternative was evaluated for its potential impact on demographics, community cohesion, safety, community goals and community history.

6.1.1 Demographics

In order to properly evaluate the demographic impact of this project it is important to understand the recent history of the community. Since the 1990 U.S. Census there has been significant positive changes or increases in education, income, and housing value. **Table 6-1** illustrates a snapshot of the TIS SEIS study area demographics.

Table 6-1 Demographic Snapshot of TIS SEIS Study Area

Characteristic	1990 Census	2000 Census	2006-2010 ACS*
Total Population	16,586	15,616	14,613
Median Housing Value	\$39,800	\$62,650	\$155,000
Average Persons per Household	3	3	3
Persons Ages 5-17	18%	21%	16%
Persons Ages 65 and Older	18%	15%	12%
Population 16 to 64 years with a Disability	13%	22%	N/A
Minority Percentage	58%	77%	70%
Persons Living below the Poverty Level	N/A	34%	25%
Median Household Income	\$17,504	\$24,306	\$31,250
Households with Public Assistance Income	19%	8%	6%
Persons 9 th to 12 th Grade, No Diploma	26%	25%	16%
Bachelor's Degree or Higher	8%	11%	16%

*values rounded to nearest hundredth or percent

Source: US Decennial Census (1990, 2000, 2010) and ACS 5- year estimates (2010); data for minority and low-income populations are from the U.S. Decennial Census 2010

No Further Action Alternative

The No Further Action Alternative would not directly affect population and social groups (elderly, handicapped, and non-drivers) located within the TIS SEIS study area. The local population and demographics would remain generally unchanged from current conditions, and current trends would continue and be unaffected by the No Further Action Alternative. Similarly, social groups would continue to function as under current conditions, with no change in general characteristics anticipated to result from the alternative.

1996 TIS FEIS Long-Term Preferred Alternative (Non-Tolled)

As stated in the 1996 TIS FEIS, "it is anticipated that the interstate improvements, combined with the proposed mitigation plans and design amenities, would help stimulate the urban renewal process in some depressed areas along the corridor, facilitating new development and remediation of urban blight. The anticipated new

development would be fueled, in part, by better neighborhood and community access, improved safety and mobility, provisions for maintaining public services, and enhancements of the visual and audible environments.” The proposed improvements in combination with the urban design amenities would attract potential new residences and businesses, may increase property values, and improve the quality of life for area residents.

2018 Express Lane Alternative (Tolled)

Based on the Purpose and Need of this project, a long-term mobility option is needed that would not only serve current traffic volumes but would also accommodate the population and employment growth expected between 2017 and 2045. In comparison to the No Further Action Alternative, the 2018 Express Lane Alternative would provide congestion relief. All of the 2018 Express Lane Alternative Design Options would provide a quality of life improvement in the community over the No Further Action Alternative and the 1996 TIS FEIS Long-Term Preferred Alternative. This would be achieved through improved safety, reduced congestion (supported in **Section 6.4 Mobility**), improved connectivity, and improved transit reliability. All of these factors would improve the overall operation of the interstate, thus relieving heavy overflow onto the local road network, and reducing the air quality and noise impacts on the communities adjacent to the interstate. While it is not anticipated that any of the alternatives would change the demographic makeup of the neighborhoods along the TIS SEIS study area, there would be impacts to the neighborhoods. Design Options A and B would have the largest footprints and would require additional property and relocations. While this proportionately impacts the demographics in the neighborhood and would not change the overall makeup, it would have greater impacts on low-income, minority, and elderly residents because of their presence in the surrounding neighborhoods. See The TBRPC Economic Study for specific economic impact details.

Summary

In comparison to the No Further Action Alternative, the 1996 TIS FEIS Long-Term Preferred Alternative and the 2018 Express Lane Alternative would provide congestion relief by adding additional lanes (capacity) to the interstate system. With the addition of a HOV/Transitway, the 1996 TIS FEIS Long-Term Preferred Alternative would improve operation and add capacity. However, the 1996 TIS FEIS Long-Term Preferred Alternative would not address congestion issues as well as the 2018 Express Lane Alternative. With the exception of TIS SEIS Segment 1A (due to the approved 1997 ROD improvements), the No Further Action Alternative would lead to increased fuel consumption and associated air and noise pollution, all of which negatively impact resident quality of life. With the study area demographic makeup of minority, elderly, and low-income households, negative impacts of the project on the community would affect these groups. It is not anticipated that any of the alternatives would change the demographic composition of the neighborhoods within the TIS SEIS study area, though, the overall population in the neighborhood would be reduced with the proposed relocations under the 1996 TIS FEIS Long-Term Preferred Alternative and the 2018 Express Lane Alternative.

6.1.2 Community Cohesion

A community is a group of people, businesses, and institutions sharing a defined geographic area. Communities are often shaped by the common cultural, ethnic, social, economic, religious, and/or political beliefs that residents share. The construction of I-4 in the 1960’s and I-275 in the 1970’s bisected the neighborhoods within the project corridor, having a permanent impact on the nature of the community. The community’s ability to convene at common spaces such as schools, churches, social clubs, parks, etc. has a direct impact on the cohesion of the community’s values. Inefficient or limited access to these community resources results in a fractured community with little cohesion. A few of the community cohesion factors are shown in **Table 6-2** for the TIS SEIS alternatives. These factors were selected based on feedback from the community throughout our public outreach. For example, a positive impact for a smaller ROW footprint would be if no properties are required. A negative impact would be if additional properties are needed for the proposed Build Alternative Option. A lesser negative would be if less additional properties are needed.

Table 6-2 TIS SEIS Community Cohesion Impacts

	No Further Action	1996 FEIS	Segments 1A & 2A	2018 Express Lane Alternative					
				Segments 2B & 3A - Option					Segment 3B
				A	B	C	D	E	
Improved Connectivity under Interstate	No Change/ Positive ¹	Positive	Positive	Positive	Positive	No Change	No Change	No Change	No Change
Reduce Congestion	Negative/ Positive ¹	Positive	Positive	Positive	Positive	Positive	Positive	Positive	Positive
Improve Traffic Pattern	No Change/ Positive ¹	Positive	Positive	Positive	Positive	Positive	Positive	Positive	Positive
Closing of Floribaska Avenue Ramps at I-275	No Change	Positive	No Change	Positive	Positive	Positive	Positive	No Change. Interchange would remain	No Change
New Local Street Connections (Reo, Occidental, Trask, Adalee, Plymouth, 26 th Ave, Emily, Central)	No Change	Only Sherrill St.	Positive	Positive	Positive	Negative	Negative	Negative	No Change
ROW Footprint	No Change/ Negative ¹	Negative	Negative	Negative	Negative	Less Negative	Less Negative	Less Negative	Negative

Source: Google Earth Pro, 2018; Lane & Interchange configuration from Design Concept Plans Options A, B, C & D; FDOT 2018

¹ Effects pertaining to No Further Action Alternative for TIS SEIS Segment 1A

No Further Action Alternative

The No Further Action Alternative would maintain the current configuration of the interstate and local road networks inside the TIS study area as currently in place today for TIS SEIS Segments 2B, 3A, 3B and 3C. This alternative has the smallest footprint of all the alternatives being discussed in the study. Increased congestion on the local street network would be expected due to spillover from overtaxed and increasingly gridlocked highways. There would not be any new connections made under the interstate, neighborhood connectivity and access to parks and community features would remain the same as they are today. In addition, there would not be any improvements to the traffic patterns throughout the study area. The No Further Action Alternative is different for TIS SEIS Segment 1A as it includes the construction of the outer roadways (general use lanes) approved in the 1997 ROD as well as the transition lanes necessary to incorporate the new express lanes to and from the reconstructed HFB and Westshore Area Interchange. With the construction of the outer roadways, new access will be provided under I-275 at Reo Street, Occident Street, and Trask Street, enhancing community cohesion via increased traffic circulation and transit, bicycle, and pedestrian movements within the Westshore District.

1996 TIS FEIS Long-Term Preferred Alternative (Non-Tolled)

The 1996 TIS FEIS Long-Term Preferred Alternative would reduce congestion on the interstate and local roads, improve travel patterns, and improve transit reliability. With this alignment there would be some negative impacts to community cohesion including a larger footprint that would further separate communities divided by

the construction of the interstate and the closure of the Floribraska Avenue ramps to/from I-275. The ramp closure though could also be seen as a positive by further reducing traffic on the local roads.

2018 Express Lane Alternative (Tolled)

Over the past 30 years, most of the neighborhoods adjacent to the interstate have reestablished themselves as cohesive units. However, any proposed interstate improvement would involve additional impacts to these same neighborhoods. The 2018 Express Lane Alternative would have numerous positive impacts to community cohesion. With Design Options A and B, I-275 would be grade separated allowing for the reconnection of a previously severed access point under the interstate at Robles Park. In TIS SEIS Segments 1A and 2A, connections would be re-established with the proposed new roadway opening under the interstate at Reo Street, Occident Street and Trask Street. All the Design Options would reduce congestion on the interstate system, while also improving travel patterns, and improving transit reliability (see **Section 6.4 Mobility**). Similar to the 1996 TIS FEIS Long-Term Preferred Alternative, for Design Options A through D, there would be some negative impacts to community cohesion, including a larger footprint that would further separate communities divided by the construction of the interstate and the closure of the Floribraska Avenue ramps. These effects would not occur under Design Option E because the Floribraska Avenue ramps would remain open. The ramp closure, though, could also be seen as a positive by further reducing traffic on the local roads. In addition, Design Option E would have the smallest footprint of all the Design Options.

There are various opportunities to enhance community connectivity in the TIS SEIS corridor. A few of the enhancement are illustrated for Westshore Area, downtown Tampa, Robles Park and Julian B. Lane Park and shown in **Figure 6-1**. Refer to the Section 4(f) chapter of the *SEIS* for more information on effects related to parks and to the *CRAS* and *Section 106 Case Study Report* for effects related to historic resources.

Summary

In comparison of the alternatives, the 2018 Express Lane Alternative would provide a positive effect to the community and provide a net benefit to community cohesion. Design Options A and B would provide the greatest positive effect with the connections under the interstate to Robles Park, a request that came out of public meetings with Tampa Heights. With the exception of TIS SEIS Segment 1A, the No Further Action Alternative would not provide the opportunity to improve community cohesion, however it, would not negatively impact community cohesion either.

6.1.3 Safety

The issue of safety along I-275 and I-4, particularly the I-275/I-4 interchange, has become a great concern to the community. Many areas of the existing freeway system are experiencing more accidents than would be anticipated on this type of facility. According to the 1996 TIS FEIS, this is due to several factors that increase the potential for accidents, including increased traffic volumes near or exceeding capacity because of population and employment growth, substandard horizontal and vertical geometrics, and multiple weaving movements.

I-275 and I-4 also serve as evacuation and emergency routes for several of the community services located in the TIS SEIS study area such as police, fire, and emergency services. Within the TIS SEIS study area, there are fourteen health care facilities and five fire stations. All of these providers use I-275 and I-4 to respond to emergencies and/or respond to emergencies on the highway itself. This section describes the potential effects of the TIS SEIS project alternatives on emergency response providers and drivers. These safety concerns are shown in **Table 6-3**.



Figure 6-1 Enhance Community Connectivity

Table 6-3 Public Safety Concerns

	No Further Action	1996 FEIS	Segments 1A & 2A	2018 Express Lane Alternative					
				Segments 2B & 3A - Option					Segment 3B
				A	B	C	D	E	
New Pedestrian Safety Standards	No Change/Positive ¹	Positive	Positive	Positive	Positive	Positive	Positive	Positive	No Change
Improved Emergency Response and Evacuation Times	Negative/Positive ¹	Positive	Positive	Positive	Positive	Positive	Positive	Positive	Positive
Reduction in weave patterns	No Change	Positive	No Change	Positive	Positive	No Change	No Change	No Change	No Change

Sources: Google Earth Pro, 2018; Lane & Interchange configuration from Design Concept Plans Options A, B, C & D and Design Concept Plans for TIS SEIS Segment 1A Alternative for Westshore Area Interchange; HNTB May 2018

¹ Effects pertaining to No Further Action Alternative for TIS SEIS Segment 1A

No Further Action Alternative

Increases in traffic volume would lead to increased congestion in the TIS SEIS study area. Increased congestion would increase the potential for accidents, as well as have an adverse impact to public services. Adverse impacts to public services occur when response times are regularly delayed or if there is a substantial increase in demand. Accidents reduce the flow of traffic and increase traffic delays. Accident history for I-275 and I-4 shows greater frequency and severity than is expected for similar facilities. During the five-year period from 2009-2013, there were 4,843 crashes along I-275 and I-4 within the TIS SEIS study area (FDOT 2017a and UF GeoPlan 2017).

The No Further Action Alternative is different for TIS SEIS Segment 1A as it includes the construction of the outer roadways (general use lanes) approved in the 1997 ROD as well as new interstate access from Kennedy Boulevard/Reo Street and transition lanes necessary to incorporate the new express lanes to and from the reconstructed HFB and Westshore Area Interchange. With the construction of the outer roadways, new access will be provided under I-275 at Reo Street, Occident Street, and Trask Street. These improvements are anticipated to enhance safety conditions and emergency response and evacuation times by dispersing traffic and increasing traffic circulation and access for all modes.

Predicted crashes for the No Further Action Alternative are discussed in more detail in the PTAR. The analysis indicates that most crashes would occur on I-275, 63 percent of which would be on the freeway and 37 percent on a ramp. I-4 would have the second highest number of crashes, 91 percent of which would occur on the freeway.

1996 TIS FEIS Long-Term Preferred Alternative

According to the 1996 TIS FEIS Long-Term Preferred Alternative includes the safety improvements listed below.

- TIS Segment 2B includes adding a fourth northbound through lane at the Ashley Street entrance ramp that would continue to I-4. Merging the Orange Street/Jefferson Street entrance ramp, would allow vehicles to access two through lanes from the Hillsborough River to I-4 without changing lanes.
- The proposed new flyover ramp entering I-4 and adding a new lane would eliminate the weave for I-275 vehicles entering I-4 destined for the 21st/22nd Street exit ramp.
- Creating a third through-lane prior to the 21st/22nd Streets entrance ramp headed for I-275 northbound and merging the I-4 entrance ramp would eliminate the weave for westbound traffic destined for I-275

northbound from I-4 and the weave for traffic entering I-4 from 21st/22nd Streets destined for I-275 southbound.

- The improvement on I-4 from 15th Street to I-275 northbound and southbound would provide a safer condition by allowing the two lanes destined for I-275 southbound to travel through this ramping area without interruption. It would also provide the drop lane at the ramp that would carry the most volume (the local freeway ramp) rather than dropping the lane prior to this exit at the I-275 northbound ramp.
- The proposed braided configuration would minimize the weaving activity between the junction of I-4 and I-275 traffic to the local freeway and the Orange/Jefferson Streets exit.

The 1996 TIS FEIS Long-Term Preferred Alternative would reduce emergency response times for emergency service providers using I-275 and I-4 general-purpose lanes. Travel time from one end of the TIS SEIS study area to the other would be reduced if emergency vehicles used the managed lanes during peak hours. Increasing capacity through improved geometrics, additional laneage, and the addition of HOV lanes to the system would also improve safety for drivers and reduce the number of accidents. However, this alternative does not provide direct access from express lanes to Downtown and Westshore areas. Access to Downtown and Westshore area was provided from the general purpose lanes and to Downtown via the HOV/Transitway.

In addition, lighting would be added under overpasses and viaducts creating a safer environment for pedestrians and vehicular traffic. Based on the TIS UDG all sloped walls would be reconstructed as straight walls eliminating the possibilities for homeless camps under the interstate bridges.

FDOT did not conduct a safety analysis for the 1996 TIS FEIS Long-Term Preferred Alternative.

2018 Express Lane Alternative (Tolled)

The 2018 Express Lane Alternative would reduce emergency response times during peak period traffic in the general-purpose lanes because of an improved level of service. Emergency vehicles would be allowed access to crashes on the managed lanes via the proposed managed-lane interchanges, the managed-lane slip ramp accesses, and special emergency-only access locations. Design Options A, B, C and D provide direct access from the express lanes to Downtown and Westshore areas so traffic does not need to filter through the general purpose lanes to gain entry/exit of the express lanes.

The area indicated as having the highest average crash rate (3.037 per million vehicle miles traveled [MVMT]) is where I-275 crosses the Hillsborough River (FDOT, 2017, Crash Analysis Reporting System). This area is known as having a sight distance issue or “rollercoaster effect”, which would be removed under Options A and B, but would remain under Options C, D and E. The removal of the “rollercoaster effect” is expected to improve the safety of that section of I-275. Options A and B would also include wider shoulders providing a larger refuge area for vehicles, improving the overall safety of the region. All Design Options of the 2018 Express Lane Alternative, Segment 1A, and Segment 2A would have a positive impact on the safety of those in the area by decreasing congestion and thereby shortening emergency services response times and improving access to these facilities.

Just like the 1996 TIS FEIS Long-Term Preferred Alternative lighting would be added under overpasses and viaducts creating a safer environment for pedestrians and vehicular traffic. Based on the TIS UDG all sloped walls would be reconstructed as straight walls eliminating the possibilities for homeless camps under the interstate bridges. With Options A and B the pedestrian and vehicular connection to Robles Park would provide an easier and safer path for residents to access the park.

A safety analysis was done on the Locally Preferred Alternative (2018 Express Lanes Alternative with Option E) only. The results of the predictive analysis. Compared to the No Further Action Alternative, the LPA would have fewer crashes on I-275, SR 60, and I-4, most of which are predicted to occur in the general use lanes.

Summary

All Design Options (A-E) as well as Segment 1A and 2A of the 2018 Express Lane Alternative would have a positive impact on safety in the area by decreasing congestion and thereby improving access and shortening emergency services response times. Options A and B as well as the 1996 TIS FEIS Long-Term Preferred Alternative would remove the sight distance issue or “rollercoaster effect” and include wider shoulders providing a safer refuge for vehicles. For both of these alternatives, the 1996 Long-Term Preferred Alternative and the 2018 Express Lane Alternative, lighting would be added under overpasses and viaducts creating a safer environment for pedestrian and vehicular traffic. Pedestrian and bicycle infrastructure, as well as aesthetic treatments, will also be included with the new access provided under I-275 at Reo Street, Occident Street, and Trask Street as part of Segment 1A as proposed for all of the considered alternatives. The 2018 Express Lane Alternative provides the greatest positive impact on safety with Design Options A and B being the safest.

6.1.4 Community Goals/Quality of Life

Part of the SCE evaluation process is to determine if the project is consistent with the community vision and that the potential effects of the project either assist in or do not inhibit the ability to achieve the desired community vision. As part of their plans for the communities, the CRAs in the TIS SEIS study area developed a set of community goals and objectives to improve the quality of life. For the Westshore area, the community vision for transportation is portrayed through the Westshore Transportation Action Plan (prepared by the Westshore Alliance and adopted by the Hillsborough County MPO in 2018). Community goals and visions that pertain to improving traffic conditions in the TIS SEIS study area are shown in Table 6-4 and are described in Section 5.3.4. The goals compared in Table 6-4 were all discussed through public outreach and were directly impacted by the project.

Table 6-4 Community Redevelopment Area Goals/Vision

	No Further Action	1996 FEIS	2018 Express Lane Alternative Design Options				
			A	B	C	D	E
Improve FDOT underpasses in coordination with major streetscape corridor improvements, i.e., landscaping ¹	No Change	No Change	Positive	Positive	No Change	No Change	No Change
Support improvements to reduce congestion on I-275 and I-4 ²	Negative	Positive	Positive	Positive	Positive	Positive	Positive
Re-Establish the urban pattern by reconnecting the street network ³	No Change	Positive	Positive	Positive	No Change	No Change	No Change
Improve connections to the City and Region – Access ramps at 21st and 22nd ⁴	No Change	Positive	Positive	Positive	No Change	No Change	No Change

1-West Tampa Vision and Strategic Action Plan (2018); 2-Tampa Downtown Vision and Action Program (2005); 3-The Greater Seminole Heights Vision Plan (2009); 4-Second Amendment to the Ybor City CRA1 Plan (2004); Ybor CRA 2 Amendment to the Ybor City Vision Plan (2010)

No Further Action Alternative

This alternative is reflected by the current configuration and layout of the interstate and local roads within the study area. There would not be any new connectivity under the interstate or modifications to the current travel patterns. In addition, the street network that was previously severed would remain severed.

The No Further Action Alternative is different for TIS SEIS Segment 1A as it includes the construction of the outer roadways (general use lanes) approved in the 1997 ROD as well as new interstate access from Kennedy Boulevard/Reo Street and transition lanes necessary to incorporate the new express lanes to and from the reconstructed HFB and Westshore Area Interchange. With the construction of the outer roadways, new access will be provided under I-275 at Reo Street, Occident Street, and Trask Street. These improvements are anticipated to enhance traffic circulation and access for all modes thereby achieving the desired vision for the Westshore area.

1996 TIS FEIS Long-Term Preferred Alternative (Non-Tolled)

The 1996 TIS FEIS Long-Term Preferred Alternative would improve the underpasses by adding lighting and landscaping and meeting the goals of the 2018 West Tampa Vision and SAP as well as the Westshore Transportation Action Plan (adopted 2018). This alternative does not, however, improve connectivity at 21st and 22nd Streets, a vital connection for the Ybor neighborhood as discussed in the small group meetings. This alternative would reduce congestion as discussed throughout the report, but some aspects falls short of community visions.

2018 Express Lane Alternative (Tolled)

All of the Design Options would reduce congestion on I-275, I-4 and the local side streets. In addition, they all except Option E improve connections to the region from Ybor and East Tampa through new ramps at 14th and 15th Street and reconfigured ramps at 21st and 22nd Street. Design Options A and B allow for connections to be reestablished under the interstate and help to improve the urban travel pattern. The 2018 Express Lane Alternative improves the aesthetic effects in the community by designing facilities in compliance with the TIS UDG much like the 1996 TIS FEIS Long-Term Preferred Alternative. This alternative would meet the vision and goals for more of the community groups than either of the other alternatives.

As directed by the vision defined within the Westshore Transportation Action Plan, pedestrian and bicycle infrastructure, as well as aesthetic treatments, will be included with the new access provided under I-275 at Reo Street, Occident Street, and Trask Street as part of the 2018 Express Lane Alternative for Segment 1A.

Summary

The 2018 Express Lane Alternative provides a positive impact to the communities, and helps to achieve the community visions identified by local organizations. The project has received support from the Hillsborough MPO, when they adopted their LRTP in November 2014, which identifies the TIS SEIS project as having statewide and interregional significance with an expressed need for modification and construction of express lanes. These express lanes are expected to improve longer distance trips as well as offer improved bus service. In addition, the City of Tampa's *Imagine 2040: Tampa Comprehensive Plan*, adopted in January of 2016, describes their emphasis as making every neighborhood a desirable place to live. In order to achieve this goal, the City recognizes the importance of having complete streets that encourage walking, biking, and transit while reducing vehicle trip length and ensuring public safety. As discussed in **Section 6.4**, the 2018 Express Lane Alternative would achieve reduced congestion and improved multimodal features. However, positive effects as a result of the both the 1996 TIS FEIS Long-Term Preferred Alternative and the 2018 Express Lanes Alternative would be realized through improvements in traffic patterns.

6.1.5 Community History and Character

No Further Action Alternative

Under the No Further Action Alternative the building owned by FDOT that currently houses the THJrCA would remain in its current location, as would the Tampa Heights Community Garden. The Tampa Heights Greenway and the associated trail would also remain in the current interim alignment, and no additional expansion of the greenway would be completed under this Alternative. The No Further Action Alternative preserves the current condition but misses out on additional enhancements and community amenities that are possible under the 1996 TIS FEIS Long-Term Preferred Alternative 2018 Express Lane Alternative.



Tampa Heights Greenway
Source: American Consulting, 2018

1996 TIS FEIS Long-Term Preferred Alternative (Non-Tolled)

Improvements proposed for the 1996 TIS FEIS Long-Term Preferred Alternative would affect the building subleased by THJrCA. This property has been identified to be relocated to some property in the same neighborhood. This Alternative would also impact the full build-out of a larger Greenway utilizing portion of Mobley Park and all of TECO parcel with a programming of area to be determined by community.

2018 Express Lane Alternative (Tolled)

The 2018 Express Lane Alternatives account for all the community amenities that would be impacted as part of this project. Design Options A, B, and D all directly impact the building THJrCA subleases. Design Options A, B and D each can accommodate the Community Garden and a Greenway with trail but each with a slightly different configuration. Another benefit to Design Options A, B and D of the 2018 Express Lane Alternative is that the Tampa Heights Greenway would be constructed in its new alignment, significantly extending the limits, connecting from a new trailhead to be constructed on Columbus Drive all the way to Water Works Park. This new alignment would provide a bike/pedestrian connection to all of the development along the Hillsborough River and the Tampa Riverwalk. Design Option E provides the least number of amenities with limited additional property available for greenway enhancements and more difficulty connecting to the Riverwalk.

6.2 Economic

The following subsections provide a summary of the potential economic effects of the TIS SEIS project, as reported in the 1996 TIS FEIS and the *Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS): Economic and Fiscal Impact Analysis (Final)* by TBRPC September 2018. The potential economic impacts would include impacts to businesses and employment, tax base, business access, special needs patrons and the movement of freight or goods and services. **Table 6-5** compares the impact of No Further Action to the Non-Tolled and Tolled Express Lane scenarios. As **Table 6-5** shows, the No Further Action Alternative would have a larger negative impact than either express lanes scenarios. As described in the following subsections, the Tolled Express Lanes scenario would offer a greater overall positive impact than the Non-tolled Express Lanes scenario, there are trade-offs between financing the project and incremental gains in employment per percentage change in travel conditions.

Table 6-5 Summary of No Further Action Compared to Build Scenarios per Year

Hillsborough County	Yearly Average		
	No Further Action	Non Tolled Express Lanes	Tolled Express Lanes
Population	-28,763	10,897	11,724
Labor Force	-17,846	6,795	11,117
Total Employment	-25,652	9,757	12,413
Gross County Product (\$Mil)	-\$3,243	\$1,283	\$1,634
Personal Income (\$Mil)	-\$2,280	\$638	\$803

Source: TIS SEIS: Economic and Fiscal Impact Analysis (Final) by TBRPC 2018

6.2.1 Business and Employment

The potential project effects on business and employment activity can include costs to businesses, an increase or decrease of employment activities, an increase in construction employment and additional income generated, changes to traffic volumes and congestion on the roadway network and business access within the study area.

No Further Action Alternative

Under the No Further Action Alternative, local congestion would increase in the TIS SEIS study area. Increasing congestion within the downtown area may not necessarily influence employment patterns; on the contrary, a certain level of congestion is expected in an employment center and is built-into the cost of doing business for some industries, such as finance and other professional services. On the other hand, for businesses in manufacturing and wholesaling, increased local congestion encourages relocation to areas with greater overall accessibility, all other factors being equal.

Congestion is already impacting the Tampa Bay area economy and has been doing so for several years. The regional travel projections anticipate that congestion would only worsen under the No Further Action Alternative, and as such, the costs to businesses and employment would only increase. While the region anticipates widespread economic growth and an increase in jobs, the negative impacts of congestion would slow that growth in jobs.

Community & Countywide Impacts

<p>No Further Action</p> <ul style="list-style-type: none"> Doing nothing has a cost Fewer jobs per year Increased traffic on arterial roadways impacts adjacent single family properties Increase in value to some commercial and multifamily properties 	<p>Construction and System Performance</p> <ul style="list-style-type: none"> Modest net-positive property value growth in CRAs Gains in TIF Revenue in a growing economy Overall, positive impacts to jobs, economy, and property values Some impacts to highway adjacent properties
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Source: TIS SEIS: Economic and Fiscal Impact Analysis (Final) by TBRPC 2018

Increased and unabated congestion is anticipated to slow economic growth by an average of 25,652 jobs a year through 2035 (TBRPC 2018). A trend of “underperformance” is projected of about \$50.3 billion of Gross County Product over 20 years. TBRPC estimates that job losses would be concentrated in construction trades, retail, business support and transportation. Given the sector’s sensitivity to transportation costs, manufacturing jobs may be adversely affected in more congested areas. If so, then wholesalers and goods movement jobs may also be affected. As a result of increased congestion, business accessibility may be adversely affected with arterial traffic growing as more trips divert from the over-capacity interstate system.

Increased travel times can lead to reduced efficiency in the movement of people and goods within and across the area, thereby affecting employment. Congestion can force carriers and businesses to adapt their processes, expanding safety stocks, non-revenue hours of operation, and routing changes and other investments to cope with heightened congestion. According to the TBRPC (2018), Vehicle Miles Traveled (VMT) would nearly double by 2035 and Vehicle Hours Traveled (VHT) would more than double by the year 2035 under the No Further Action Alternative. Under these same circumstances, the Hillsborough County economy is forecasted to suffer from a

15.6 percent decline in average travel speeds on the region's highways, arterials, and collectors by 2035. That deterioration would affect both direct transportation costs and accessibility costs of highway users, and indirectly affects users of the entire road network in the region.

Increasing traffic volume with slower travel speeds can also raise overall fuel and maintenance costs for commuters and transit operators. Extended travel times, resulting in the spread of peak travel times across the day, affect commuters' productivity at work and raise household costs of commuting. Congestion leads commuters to change their travel routes and/or stagger their work hours and indirectly impacts other family members' travel-to-work patterns.

It should be noted that the No Further Action Alternative for Segment 1A includes construction of the general use lanes (outer roadways) within the I-275/SR 60 Interchange (Westshore Area Interchange), which were approved under the 1997 ROD. The No Further Action Alternative for Segment 1A also includes new interstate access from Kennedy Boulevard/Reo Street, transition roadway construction of express lanes to and from the reconstructed HFB, and a new multi-use trail on the reconstructed HFB that will additionally be transitioned to Reo Street to provide access to existing trails within the Westshore area. As such, access to businesses is anticipated to be enhanced as a result of this alternative.

1996 TIS FEIS Long-Term Preferred Alternative (Non-Tolled)

Improvements proposed for the 1996 TIS FEIS Long-Term Preferred Alternative would affect the area's economy through increased construction employment and additional income generation. As discussed in *Land Use Impacts of Transportation: A Guidebook* (Parsons-Brinkerhoff 1999), new highway capacity projects tend to redistribute the pattern of metropolitan growth. While there is an overall trend of decentralizing population and employment, growth also occurs along corridors and interchanges. As such, areas in the TIS SEIS study area may see additional above-trend growth in employment from added highway capacity, particularly in the CRAs.

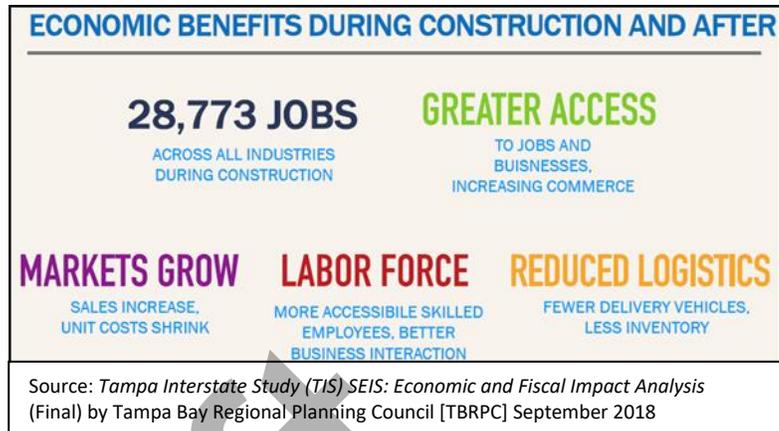
Improved access and the concentration of service jobs in the TIS SEIS study area are likely to attract new jobs due to increased aggregate consumer spending. With redevelopment opportunities in the TIS SEIS study area, system performance may drive more intense urban residential development, as more commercial uses are also attracted to the area. Construction, health, administrative services, and retail industries would see the largest gains in employment due to improved system performance. Employment benefits from system performance would benefit existing employment centers, such as Westshore and downtown. Improved access to and from the TIS SEIS study area (although no express lane access is provided for Westshore or downtown) would lower transportation costs of goods shipping out for export.

The 1996 TIS Long Term Preferred Alternative would involve construction and operations and maintenance (O&M) costs, without the benefit of toll revenue to help recover O&M costs. Regional level impacts due to the 1996 TIS FEIS Long-Term Preferred Alternative would include reduction in travel costs. Under the 1996 Long-Term Preferred Alternative, 9,757 additional jobs would be created on average each year, generating an additional average annual personal income of \$638 million through 2035. For each percent increase in average travel speeds, 4,755 jobs would be created. (TBRPC 2018)

2018 Express Lane Alternative (Tolled)

Business and employment impacts under the 2018 Express Lane Alternative would generally be the same as described for the 1996 Long-Term Preferred Alternative.

For the Tolled Express Lanes Alternative, the express lanes would be tolled with access points provided to TIA, Westshore Business District, downtown Tampa, Ybor City, and the I-4/Selmon Expressway Connector. Compared to the No Further Action Alternative, Tolled Express Lanes scenario would increase average travel speeds and add employment to Hillsborough County. Tolled Express Lanes would provide better system performance and self-sustain O&M through toll revenue.



For each percent increase in average travel speeds under the Tolled Alternative, 4,543 jobs are created. Under the 2018 Tolled Express Lane Alternative, 12,413 additional jobs would be created on average each year, generating an additional average annual personal income of \$803 million through 2035 (TBRPC 2018).

Summary

The 1996 TIS FEIS Long-Term Preferred Alternative and the 2018 Express Lane Alternative both provide a positive impact to businesses and employment in the study corridor as well as Hillsborough County. Both Alternatives would provide redevelopment opportunities; construction, health, administrative services, and retail industries would see the largest gains in employment and the aggregate consumer spending would increase (TBRPC 2018).

6.2.2 Tax Base

The definition of tax base is the aggregate value of the financial streams or assets (merchandise, land or building) on which tax (property and/or sales tax) can be imposed. The local tax base can be impacted negatively at first but change to a positive impact over time by a proposed transportation project.

No Further Action Alternative

Under the No Further Action Alternative there would be no ROW acquisitions resulting in no associated displacements. As such, there would be no tax base impacts associated with the No Further Action Alternative. Potential ROW effects associated with other projects included in the Imagine 2040: LRTP would be assessed as part of those projects.

The No Further Action Alternative for Segment 1A includes construction of the general use lanes (outer roadways) within the I-275/SR 60 Interchange (Westshore Area Interchange), which were approved under the 1997 ROD. The No Further Action Alternative for Segment 1A also includes new interstate access from Kennedy Boulevard/Reo Street, transition roadway construction of express lanes to and from the reconstructed HFB, and a new multi-use trail on the reconstructed HFB that will additionally be transitioned to Reo Street to provide access to existing trails within the Westshore area. As such, additional ROW acquisitions will be required to accommodate the proposed improvements.

It is anticipated that congestion on surface streets would grow with the No Further Action Alternative. Therefore the economy is likely to lose personal income and experience a loss of non-residential capital investment.

According to the TBRPC Report 2018, however, financial firms are less sensitive to increases to local congestion and are, therefore, unlikely to move from downtown or the Westshore Business District, even though they may lose some workers to a slowed economy. Manufacturing, on the other hand, is sensitive to congestion increases because of the impacts on input prices and delivery costs and would be more likely to relocate away from congested areas.

1996 TIS FEIS Long-Term Preferred Alternative

As a result of ROW requirements for the 1996 Long-Term Preferred Alternative, several commercial and residential sites would be converted to public transportation land. Conversion of these sites into public property would decrease property tax income for the City of Tampa. However, properties near the facility and throughout the study area may experience an increase in values, with possible attendant increases in tax revenues if greater accessibility makes them more attractive for development.

2018 Express Lane Alternative (Tolled)

Impacts under the 2018 Express Lane Alternative would be very similar as described for the 1996 TIS Long-Term Preferred Alternative. The potential properties that would be needed for each Option vary. TIS SEIS Segments 2B, 3A, and 3B Option A would result in 52 business relocations, Option B would result in 47 business locations, Option C would result in 8 business relocations, Option D would result in 17 business relocations and Option E would result in 1 business relocations. (See **Table 6-11** Relocation Potential in **Section 6.6**). TIS SEIS Segment 1A (Westshore Area Interchange) and 2A would result in 21 business relocations only. Conversion of these sites into public property would decrease property tax income for the City of Tampa. However, properties near the facility and throughout the TIS SEIS study area may experience an increase in values, with possible attendant increases in tax revenues if greater accessibility makes them more attractive for development.

Summary

Impacts to the 1996 TIS FEIS Long-Term Preferred Alternative would be very similar to the 2018 Express Lane Alternative with the potential conversion of residential and non-residential sites into public property for transportation purposes. This conversion would initially decrease property tax income for the City of Tampa. However, in both alternatives, the impact could be positive as properties near the facility and throughout the TIS SEIS study area may experience an increase in value, with possible attendant increases in tax revenues if greater accessibility makes the properties more attractive for development. This would be particularly true for development opportunities on vacant land and non-residential uses near major interstate interchanges.

6.2.3 Business Access

Business access is the ease to which an employer, employee or customer can get to and from a place of business. Access to a business can range from a small retail/commercial business with say less than 100 customers per day to a large office building in downtown Tampa with thousands of employees.

No Further Action Alternative

In the absence of highway capacity improvements under the No Further Action Alternative, many passenger and commercial truck trips divert to arterials that offer both speed and local access to destinations. As a result of increased congestion under the No Further Action Alternative, business accessibility may be adversely affected with arterial traffic growing as more trips divert from the over-capacity interstate system. Non-motorist access to businesses and community focal points would not be changed as a result of No Further Action Alternative.

The No Further Action Alternative is different for TIS SEIS Segment 1A as it includes the construction of the outer roadways (general use lanes) approved in the 1997 ROD as well as new interstate access from Kennedy

Boulevard/Reo Street and transition lanes necessary to incorporate the new express lanes to and from the reconstructed HFB and Westshore Area Interchange. With the construction of the outer roadways, new access will be provided under I-275 at Reo Street, Occident Street, and Trask Street. These improvements are anticipated to enhance traffic circulation and access for all modes thereby increasing access to local and regional businesses.

1996 TIS FEIS Preferred Long-Term Alternative (Non-Tolled) and the 2018 Express Lane Alternative (Tolled)

In the short-term, businesses would be impacted by disruption caused by construction. In the long term, improved connectivity and access to the region's employment centers (Westshore and downtown Tampa) would positively impact the attractiveness and desirability of the area's commercial centers. Figure 5-4 in Section 5.1.5 identifies most of the TIS SEIS study area as a part of the City of Tampa Enterprise Zone. An Enterprise Zone is a designated geographic area that has been identified as a target for economic revitalization. The presence of the Enterprise Zone is compatible with the proposed developments.

The 1996 TIS FEIS Long-Term Preferred Alternative does not provide direct access from express lanes to Downtown and Westshore areas. Access to Downtown and Westshore area was provided from the general purpose lanes and to Downtown via the HOV/Transitway. By contrast, all design options of the 2018 Express Lane Alternative provide direct access from express lanes to Downtown and Westshore areas. Increased traffic as the result of interstate modernization can result from rerouted traffic during construction or if the project is not built and drivers choose alternate routes through neighborhood areas that parallel the congested I-275. Increased commercial activity within the neighborhoods may also generate increased traffic. The impacts to businesses due to right of way acquisitions are discussed in detail in Section 6.6 Relocation Potential. TIS SEIS Segment 1A, 2A and Design Options A and B of Segments 2B, 3A, and 3B expand the existing interstate capacity improving accessibility to regional businesses. Design Options C, D and E do not change the current general use lane configuration, but adds express lane capacity improving accessibility but not as much as Design Options A and B. Design Option E does not change the current general use lane configuration but adds operational improvements to the southbound I-275 to eastbound I-4, westbound I-4 to northbound I-275 and westbound I-4 to southbound I-275 movements at the I-275/I-4 interchange.

Summary

With the exception of TIS SIS Segment 1A under the No Further Action Alternative, business access would not change, however, accessibility could be adversely affected with increased congestion and diverted trips to local roadways. In the short-term, businesses would be impacted by disruption caused by construction under the 1996 TIS FEIS Long-Term Preferred Alternative and the 2018 Express Lane Alternative. In the long-term, improved connectivity and access to the region's employment centers would positively impact the attractiveness and desirability of the study area's commercial centers. The 1996 TIS FEIS Long-Term Preferred Alternative does not provide direct access from express lanes to Downtown and Westshore areas. Access to Downtown and Westshore area was provided from the general purpose lanes and to Downtown via the HOV/Transitway. By contrast, all Design Options of the 2018 Express Lane Alternative provide direct access from express lanes to Downtown and Westshore areas.

6.2.4 Special Needs Patrons

Changes in traffic volumes and speeds may affect employment accessibility, accessibility to services and goods, overall mobility and safety. Those changes often disproportionately affect older residents, youth, disabled, and transit-dependent residents. Of those special needs patrons, children aged 5 to 9 years have the highest population-based injury rate, and people older than 80 years have the highest population-based fatality rate (Insurance Institute for Highway Safety 2001). Pedestrians older than 65 years are more likely than younger pedestrians to be struck at intersections (Insurance Institute for Highway Safety 2001; Knoblauch 1995).

While pedestrian accidents increase with increased traffic volumes, vehicle speed strongly predicts injury severity—the chance of a fatal vehicle-pedestrian collision increasing from 5 percent at 20 miles per hour (mph) to 85 percent at 40 mph (UK Department of Transportation 1987). Moreover, because there are numerous important arterials mixing intra-urban traffic with local traffic, some areas in the TIS SEIS study area have experienced higher than average accident rates. In West Tampa (TIS Segment 2A), for example, the 2013 accident rate per acre (0.158) was near double the citywide rate of 0.091 (City of Tampa 2015).

No Further Action Alternative

Local congestion would increase greatly in the TIS SEIS study area under No Further Action Alternative. For transit-dependent commuters, increased congestion and fewer jobs means that those commuters may have to travel further for work with less reliable transit, as bus transit is susceptible to the same increasing travel time delays that single-occupancy vehicles (SOVs) are. For other Special Needs Patrons, pedestrian accidents are expected to increase as volumes increase on arterials. However, the severity of pedestrian collisions may decrease overall as regional average travel speeds decrease.

1996 TIS FEIS Long-Term Preferred Alternative (Non-Tolled) and the 2018 Express Lane Alternative (Tolled)

Once the TIS SEIS project opens, there would be less diverting traffic through the neighborhoods, but slightly more traffic on neighborhood arterials than today. With relatively higher travel speeds, bus transit would be more efficient for transit-dependent commuters than the No Further Action scenario. FDOT’s pedestrian and bicycle mobility improvements would improve safety for non-motorized travelers. The TIS SEIS project itself is unlikely to affect children or older adults or the disabled once it opens if they do not use the interstate.

Summary

The 1996 TIS FEIS Long-Term Alternative and the 2018 Express Lane Alternative would divert less traffic through the neighborhoods, but add slightly more traffic on neighborhood arterials than today. With relatively higher travel speeds, bus transit would be more efficient for transit-dependent commuters than the No Further Action Alternative. Both the 1996 TIS FEIS Long-Term Alternative and the 2018 Express Lane Alternative provides a positive impact to the special needs patron communities because public buses would be able to use the express lanes free of charge and their travel time would be reduced.

6.2.5 Freight Movement

While there is a significant amount of truck and rail movement throughout the Tampa Bay Area, the study area currently does not have any rail interaction. The Federal Railroad Administration, FHWA and FDOT District 7 are currently coordinating together on an effort to bring potential passenger rail service (Brightline-Virgin Trains USA) between Tampa and Orlando, Florida. With the completion of the Selmon Expressway/I-4 Connector (Segment 3C) this provides a direct truck connection to Port Tampa Bay.

No Further Action Alternative

With the exception of TIS SEIS Segment 1A, under the No Further Action Alternative does not improve the existing configuration of the interstate, drivers would continue to experience increased congestion. As congestion increases trucks would sit in idle longer increasing emissions thus reducing overall air quality. In addition, trucks would attempt to find alternate routes to Port Tampa Bay and other destinations through the use of local roads and highways. The local streets are not designed to support heavy truck volumes and would require more maintenance over the life of the facility due to pavement rutting and wear.

1996 TIS FEIS Long-Term Preferred Alternative (Non-Tolled)

As part of the 1996 TIS FEIS Long-Term Preferred Alternative there were several ideas to improve the freight movement in the study area. One of the freight elements from this alternative that was constructed is the I-4 Connector which provides direct access from I-4 to the Selmon Expressway and Port Tampa Bay. This new facility removed truck traffic from historic Ybor City, reducing impacts to the local street network. Through this effort, 21st Street and 22nd Street were removed from the state truck route system and transferred to the City of Tampa after an Urban Corridor/Complete Streets project was completed by FDOT.

2018 Express Lane Alternative (Tolled)

All of the TIS SEIS Segments add express lanes thus increasing capacity of the interstate. Design Options C and D of TIS SEIS Segments 2B, 3A, and 3B only add express lanes, the general use lanes remain the same throughout the DTI. All TIS SEIS Segments would improve freight movement and reduce congestion, with TIS SEIS Segments 1A and 2A and Design Options A and B of TIS SEIS Segments 2B, 3A, and 3B providing the greatest benefit. By reducing travel delays and congestion, freight would move faster through the corridor reducing the negative air quality impacts and improving freight delivery reliability. Design Option E does not add express lanes through downtown Tampa interchange, thus Option E would be have the most congestion for freight to navigate through downtown Tampa.

Summary

Both the 1996 TIS FEIS Long-Term Preferred Alternative and 2018 Express Lane Alternatives, except for Option E, provide added capacity with the addition of express lanes and a positive impact to the improved movement of freight at a fast speed compared to the No Further Action Alternative. In both Alternatives the general use lanes would be able to accommodate/handle additional freight trucks because of the shift of passenger vehicles and buses to the HOV/Express Lanes. Under the 2018 Express Lane Alternative, TIS SEIS Segments 1A and 2A and Design Options A and B of TIS Segments 2B, 3A, and 3B provide the greatest benefit because of the additional express lanes and the improvements to the general use lanes on I-275 and I-4.

6.3 Land Use Changes

6.3.1 Urban Form (Existing and Future Land Use)

Urban form is defined as the physical characteristics that make up built-up areas, including the shape, size, density and configuration of settlements. It can be considered at different scales: regional, urban, neighborhood, block and street. In the case of land use, both existing land uses as well as future land use of a community must be assessed.

No Further Action Alternative

The No Further Action Alternative for TIS SEIS Segments 2B, 3A, and 3B would involve no major improvements to I-275 and I-4. No project-related influences on land use and planning in the TIS SEIS study area would occur and no land would be acquired for ROW purposes. Existing residential land use patterns and trends would be maintained, subject to future modification by individual jurisdictions. Other existing trends and economic forces may, however, exert some influence for change.

The No Further Action Alternative is different for TIS SEIS Segment 1A as it includes the construction of the outer roadways (general use lanes) approved in the 1997 ROD. The No Further Action Alternative for Segment 1A also includes new interstate access from Kennedy Boulevard/Reo Street, transition roadway construction of express lanes to and from the reconstructed HFB, and a new multi-use trail on the reconstructed HFB that will additionally

be transitioned to Reo Street to provide access to existing trails within the Westshore area. As such, additional ROW acquisitions will be required to accommodate the proposed improvements.

Projected traffic growth on I-275 and I-4 would cause increased congestion throughout the transportation system, which may contribute to business relocations outside of the TIS SEIS study area. As a result, vacancies would increase, with fewer new employment opportunities along with a concurrent drop in aggregate personal income while consumer costs would increase even as the value of total capital stock experiences small decreases. These impacts affect the purchasing power and assets of residents, depressing local consumption. In addition to its direct impacts on mobility within and through the TIS SEIS study area, extremely congested conditions approaching gridlock during peak travel periods would lead to spillover of regional traffic onto arterial and even collector streets, thereby reducing the quality of life for residents of city neighborhoods. If neighborhoods become less attractive and less safe because of the additional traffic, residential property values might decline as a result.

1996 TIS FEIS Long-Term Preferred Alternative (Non-Tolled)

The 1996 TIS FEIS Long-Term Preferred Alternative is not anticipated to result in significant changes in land use or growth patterns in the TIS SEIS study area or surrounding communities. Any changes in land use could be generated by redevelopment, but at this time no land use changes are known within the TIS SEIS study area boundary. Since the 1996 TIS FEIS Long-Term Preferred Alternative is consistent with the existing land use and the future land use is very similar, the proposed project is also consistent with the future land use plan.

2018 Express Lane Alternative (Tolled)

The 2018 Express Lane Alternative for all of the TIS SEIS Segments would add capacity to the highway system and would support planned land use in the TIS SEIS study area. The capacity would be limited to the proposed express and general use lanes, which would provide congestion relief for the general use lanes and the local street network. The proposed tolled express lanes would be managed through the use of variable priced tolls and the unused capacity in the general use lanes could attract traffic from heavily congested parallel arterials. The 2018 Express Lanes Alternative is unlikely to trigger growth beyond that already envisioned for the area and mitigation would not be required.

Summary

The No Further Action Alternative for TIS SEIS Segments 2B, 3A, and 3B would involve no major improvements to I-275 and I-4 in the TIS SEIS study area and projected traffic growth on I-275 and I-4 would continue causing increase congestion throughout the transportation system, which may contribute to business relocations outside of the TIS SEIS area. Both the 1996 TIS FEIS Long-Term Preferred Alternative and 2018 Express Lane Alternative would add capacity to the highway system and would support planned land use in the TIS SEIS study area. The two Build Alternatives are not anticipated to result in significant changes in land use or growth patterns in the TIS SEIS study area or surrounding communities.

6.3.2 Land Use and Plan Consistency

“Planning consistency” means that the LRTP, Transportation Improvement Program (TIP), State Transportation Improvement Program (STIP), and environmental documents all reflect consistent project descriptions and information (FDOT, 2014, a), if applicable. Each of the following local, regional, and state plans identify improvements to I-4 and I-275 as critical to support projected population and employment growth. **Table 6-6** shows the anticipated cost and implementation time by phases of the project for each segment. Additional details are found in the Appendix.

- FDOT Fiscal Year (FY) 2019/20-2022/23 State Transportation Improvement Program
- FDOT Strategic Intermodal System (SIS) Policy Plan and Strategic Intermodal System Funding Strategy Second Five-Year Plan FY FY2024/2025 to FY2028/2029
- FDOT Adopted FY2020-2024 Five Year Work Program
- Cost Feasible Plan (CFP) of the Hillsborough MPO Plan Hillsborough 2045 Update Long-Range Transportation Plan (LRTP) (2019, a) (adopted in November 2019)
- Hillsborough MPO Vision Zero Action Plan (2017)
- Hillsborough MPO FY2019/2020 Transportation Improvement Program

Table 6-6 TIS Segments Funded in the Florida STIP and Hillsborough MPO TIP

Phase	Estimated Cost	Time Frame	Funding Source	L RTP/STIP/TIP
Segments 1A and 2A (TB Next Section 4 and 5) - I-275/SR 60 Interchange Reconstruction (Westshore)				
PE	*	2026-2030	Federal/State funds	Fully funded in current LRTP CFP; Current STIP and TIP for 1A (\$100k) and 2A (\$102k)
ROW	\$111.7M	2019-2024	Federal/State funds	Fully funded in current LRTP CFP; Current STIP and TIP for 1A (\$230M); No ROW in 2A
CONSTRUCTION	\$1.4B	2026-2030	Federal/State funds	Fully funded in current LRTP CFP; No funding in current STIP and TIP
Segment 2B (TB Next Section 6) - I-275/I-4 Interchange Operational Improvements (Downtown Tampa)				
PE	*	2026-2030	Federal/State funds	Fully funded in current LRTP CFP; No funding in current STIP and TIP
ROW	\$2.9M	2026-2030	Federal/State funds	Fully funded in current LRTP CFP; No funding in current STIP and TIP
CONSTRUCTION	\$202.3M	2026-2030	Federal/State funds	Fully funded in current LRTP CFP; No funding in current STIP and TIP
Segments 3A and 3B (TB Next Section 6)				
PE	-	-	-	No improvements included in 3A and 3B
ROW	-	-	-	No improvements included in 3A and 3B
CONSTRUCTION	-	-	-	No improvements included in 3A and 3B

SOURCE: FDOT. 2019.

Notes: CFP: Cost Feasible Plan; LRTP: Long-Range Transportation Plan; PE: Preliminary Engineering; ROW: Right-of-Way; STIP: State Transportation Improvement Program; Transportation Improvement Program

*PE costs are included in construction as these projects would be design-build procurements

- The proposed improvements to I-275 and I-4 are needed to provide links to other recently improved, under construction, or planned highway improvements, and to serve portions of Hillsborough County that are expected to experience significant growth within the next 10 to 20 years. Without the primary interstate system, other associated freeways, expressways, arterials, and transit initiatives as provided for in local, regional, and state plans, will fail to provide the necessary capacity and system connectivity.

No Further Action Alternative

The No Further Action Alternative, with its proposed improvements, would support current transportation plans and policies to the degree that it would provide for some operational improvements that would improve the performance of the regional transportation system. The negative effects of increased congestion under the No

Further Action Alternative would be contrary to the existing local, regional, and state land use and transportation plans and policies (noted in **Table 5-22 in Section 5.2.9**) for reducing congestion, improving safety and travel times, and providing better connections to employment centers.

1996 TIS FEIS Long-Term Preferred Alternative (Non-Tolled)

The 1996 TIS FEIS Long-Term Preferred Alternative is consistent with relevant local, regional, and state plans. FDOT allocated \$13.4 million in the STIP for PE of the TIS SEIS project. In addition, the *Strategic Intermodal System (SIS) Policy Plan* identifies I-275, I-4, and the Selmon Expressway as highway corridors with statewide and interregional significance that comprise the state’s largest and most significant transportation facilities (FDOT 2016). FDOT has designated SIS facilities to receive the highest statewide priority for transportation capacity improvements and has identified express lanes along I-275 and I-4 as high priority regional projects. TBARTA has also designated the TBX Starter Projects and the I-275/SR 60/Memorial Interchange as “Regional Priority Projects” in the *2015 Regional Transportation Master Plan*. The *2015 Regional Transportation Master Plan* reflects regional projects adopted by each MPO. Improving travel conditions in the TIS SEIS project study area and at the interchange are critical to the successful completion of other Regional Priority Projects identified in the *2015 Regional Transportation Master Plan*, including the HFB, express bus in express lanes, and the Westshore Multimodal Center with a people mover connection to the TIA. TBARTA is seeking to secure funding for construction of the approximately \$515 million I-275/SR 60/Memorial Interchange improvement. Improvements to the I-275/SR 60/Memorial Interchange were included in the 1996 TIS FEIS. FDOT has also committed funding for ROW and PE of the interchange in the *FY2018-2022 Five Year Work Program* (FDOT 2017).

2018 Express Lane Alternative (Tolled)

The 2018 Express Lane Alternative for all of the TIS SEIS Segments would be consistent with relevant local, regional, and state plans similar to the 1996 TIS FEIS Long-Term Preferred Alternative. By focusing on complete streets, the 2018 Express Lane Alternative seeks to improve accessibility and mobility for all modes of transportation. The 2018 Express Lane Alternative would provide additional transportation choices/options and would increase the capacity of I-4 and I-275. It would provide a choice for motorists to travel with improved levels of service and reliability. It also would allow public transit to use the managed lanes at no cost, thus improving consistency and travel time for transit riders and supporting and enhancing transit service mobility. By focusing on improving mobility for various types of transportation, the proposed area developments under the 2018 Express Lane Alternative comply with the *Imagine 2040 City of Tampa Comprehensive Plan* (HCC-CPC 2016), as well as the *Hillsborough County Imagine 2040 LRTP* (Hillsborough MPO 2018), *Florida Transportation Plan Policy Element* (FDOT 2015), *Strategic Intermodal System (SIS) Policy Plan* (FDOT 2016), and CRA Plans.

In TIS SEIS Segment 1A, with the construction of the outer roadways, new access will be provided under I-275 at Reo Street, Occident Street, and Trask Street. In TIS SEIS Segment 2B, Options A and B would reconnect local streets originally interrupted by the initial construction of I-275, such as Emily Street, Adalee Street, 26th Avenue, and Plymouth Street. The 26th Avenue and Plymouth Street reconnections would only allow for bike/pedestrian access. The proposed street connections would help to reconnect neighborhoods and improve access for residents, businesses, and visitors. These elements are consistent with the *Westshore Transportation Action Plan* (2018), *Central Park CRA Plan* (WilsonMiller, Inc. 2006), *East Tampa Strategic Action Plan (SAP)* (URS Corporation et. al. 2009), Ybor City CRA Plans, and *West Tampa Vision and SAP* (Hunter Interests, Inc. 2005).

Summary

The 1996 TIS FEIS Long-Term Preferred Alternative and the 2018 Express Lane Alternative are both consistent with the relevant local, regional, and state plans. The 2018 Express Lane Alternative would provide a choice for motorists to travel with improved levels of service and reliability. It also would allow public transit to use the

managed lanes at no cost, thus improving consistency and travel time for transit riders and supporting and enhancing transit service mobility.

6.3.3 Open Space

Open space is any open piece of land that is undeveloped (has no buildings or other built structures) and is accessible to the public. Open space can include: green space or land that is partly or completely covered with grass, trees, shrubs, or other vegetation. Open space impacts include changes to recreational, rural, and open space acreage.

No Further Action Alternative

Currently there are several areas with significant open space throughout the corridor. There are three parks in Segment 2B, Perry Harvey Sr., Robles Park, and Julian B. Lane and the Tampa Heights Community Garden which provide open areas for recreation and gatherings. In addition, the Tampa Heights Greenway provides a multi-use trail connecting several of the Tampa Heights amenities including the Community Garden and the Tampa Heights Community Center subleased by the Junior Civic Association. The No Further Action Alternative would not positively or negatively impact the open spaces inside the TIS SEIS footprint.

1996 TIS FEIS Long-Term Preferred Alternative (Non-Tolled) and 2018 Express Lane Alternative (Tolled)

Both the 1996 TIS FEIS Long-Term Preferred Alternative and the 2018 Express Lane Alternative provide several positive impacts to the open space throughout the study limits. All of the Design Options, except for Design Option E. for TIS SEIS Segments 2B, 3A, and 3B improve access to and from Julian B. Lane Park. Options A, B, and D would provide an opportunity for increased open space with the acquisition of remainder parcels and provide an improved Tampa Heights Greenway with access to Water Works Park and the Riverwalk. In the 2008 FEIS Reevaluation, it is stated that “FDOT is committed to developing the Tampa Heights Greenway located north of I-275 from the Ashley Street exit ramp to Columbus Drive.” The Tampa Heights Greenway has been discussed through the environmental process and continuous coordination with the City of Tampa to insure that the facility will be built. Design Options A and B provide greater access to Robles Park increasing access to the open space and recreational opportunities. Refer to the Section 4(f) chapter of the *SEIS* for more information.

Design Options A, B, and C all directly impact Perry Harvey Sr. Park with Option C creating the greatest negative impact through the addition of Express Lanes along the southern border of the downtown viaduct (displayed in **Figure 6-2**). Design Options D and E have no right-of-way impacts to Perry Harvey Sr. Park.

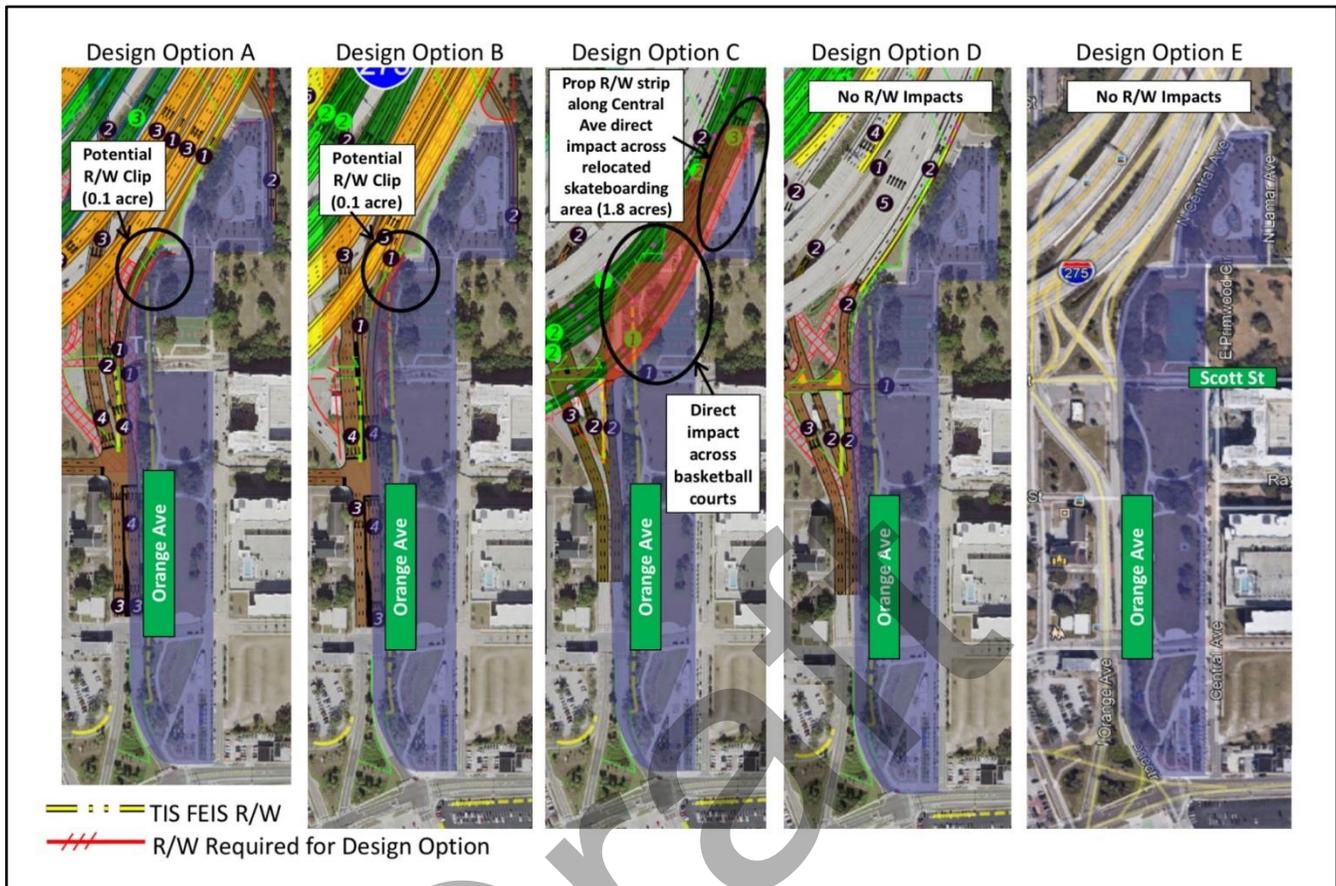


Figure 6-2 Perry Harvey Sr. Park Impacts

Summary

The No Further Action Alternative would not positively or negatively impact the open spaces inside the TIS footprint. The 1996 TIS FEIS Long-Term Preferred Alternative and the 2018 Express Lane Alternative would affect the open spaces in the study area both positively and negatively. Design Options A, B, and C all directly impact Perry Harvey Sr. Park with Option C providing the greatest negative impact through the addition of Express Lanes along the southern border of the downtown viaduct. Design Options D and E have no right-of-way impacts to Perry Harvey Sr. Park. All Options have a minor direct impact to, but also improve access to Julian B Lane Park. Refer to the Section 4(f) chapter of the SEIS for more information.

6.3.4 Community Focal Points

Community focal points are public or private locations, organizations or facilities that are important to local residents and communities.

No Further Action Alternative

Increasing congestion on the local street network would be expected under the No Further Action Alternative due to spillover from overtaxed and increasingly gridlocked highways in the TIS SEIS study area. This could lead to increased travel times, reduced efficiency in the movement of people and goods within and across the area, and impaired access to community facilities and services, including emergency services.

The No Further Action Alternative is different for TIS SEIS Segment 1A as it includes the construction of the outer roadways (general use lanes) approved in the 1997 ROD. The No Further Action Alternative for Segment 1A also includes new interstate access from Kennedy Boulevard/Reo Street, transition roadway construction of express lanes to and from the reconstructed HFB, and a new multi-use trail on the reconstructed HFB that would additionally be transitioned to Reo Street to provide access to existing trails within the Westshore area. Further, with the construction of the outer roadways, new access would be provided under I-275 at Reo Street, Occident Street, and Trask Street. These improvements are anticipated to enhance traffic circulation and access for all modes thereby increasing access to community focal points/destinations within the Westshore area.

1996 TIS FEIS Long-Term Preferred Alternative

Widening the interstate would displace some community services. According to the 1996 TIS FEIS, three public educational facilities would require relocation: the Carver Center, the Hillsborough County Instructional Service Center and the Henderson Facility. In addition, access to the following public educational facilities would be affected by the 1996 TIS FEIS Long-Term Preferred Alternative: the Velasco Building, the Green Street Facility, Oak Park Elementary School, Hillsborough Community College - Ybor Campus, and the Howard W. Blake High School.

One fire facility, the Communications Building for Tampa Fire and Rescue - 911 Dispatch Center, would be impacted as a result of the Long-Term Preferred Alternative. In addition, 12 religious institutions would be directly impacted and require relocation. The Boys and Girls Clubs of Tampa Bay, Inc. (West Tampa Branch and Administrative Office) on Laurel Street and a Salvation Army building located at the northwest corner of Kay Street and Florida Avenue would be relocated, as well as HART's Northern Transit Terminal. One park, Perry Harvey Sr. Park, would be directly affected with the acquisition of 0.6 acres from the park. No post offices, library branches, police facilities, or medical facilities would be affected by the 1996 TIS FEIS Long-Term Preferred Alternative.

2018 Express Lane Alternative (Tolled)

There are a number of community focal points identified in **Section 5.1** that are located in the vicinity of the I-275 and I-4 corridors. Of those, only four community focal points would be potentially impacted by ROW acquisition and/or other impacts under any Design Option in TIS SEIS Segment 2B. They include:

- **Tampa Heights Community Center (FDOT owned building, leased to City of Tampa, subleased by the THJrCA):** located at 2005 N. Lamar Avenue near I-275/ Palm Avenue. This property is owned by FDOT, sold by a willing seller, and then leased to the City of Tampa. The City of Tampa subleases this property to the THJrCA. This building is directly impacted by Design Option A, B and D, but would remain with Design Options C and E.
- **Campaigning for Jesus Christian Center:** A church facility located on Lake Street, adjacent to I-275. Under Design Options A and B, the building on church property would be directly impacted. Under Design Options C, D and E, no direct impact to the building occurs.
- **Perry Harvey, Sr. Park:** located adjacent to the Jefferson Street entrance from I-275 to I-4. Under Design Options A and B, there would be potential ROW clips in the northwest corner of the park. Under Design Option C, there would be a ROW impact along former Central Avenue that would result in a ramp to be bridged over a portion of the basketball courts and the parking for the skate park. Under Design Options D and E there would be no direct impact.
- **Julian B. Lane Park:** The Build Alternative would have minimal impacts. Minor corner clip of park property, slight traffic access change at Laurel Street (traffic exiting park traveling to North Boulevard) due to Laurel Street being converted from 2-way to 1-way vehicle travel with addition of I-275 exit ramp to North

Boulevard. See the *Section 4 (f) Parks and Recreational Resources Update and Applicability Technical Memorandum*, December 2018 for additional details concerning the park.

Summary

There would be little or no direct effect to the No Further Action Alternative to the community focal points. Both the 1996 TIS FEIS Long-Term Preferred Alternative and 2018 Express Lane Alternative would potentially impact only four community focal points by ROW acquisition in TIS SEIS Segments 2A (West Tampa Greenway) and Segment 2B (THJrCA, Campaign for Jesus Christian Center and Perry Harvey Sr. Park).

6.4 Mobility

6.4.1 Modal Choices

Modal choice compares the project implications on all modes of surface transportation, including pedestrian, bicycle, transit, and vehicle (see **Table 6-7**). A positive ranking indicated that transit, pedestrian and bicycle activity and new connections are possible and encouraged, where a negative ranking indicated that transit, pedestrian and bicycle activity and new connections are not possible or encouraged. Conveniences of mode options, accessibility of facilities and stations, and mode choices both before and after the TIS SEIS project are discussed in this section.

Table 6-7 Project Implications on Modes of Transportation

	No Further Action	1996 FEIS	Segments 1A & 2A	2018 Express Lane Alternatives					
				A	B	C	D	E	Segment 3B
44' Median Transit Envelope	No Change with Transit Envelope ¹	Positive	Positive	Positive	Positive	No Change	No Change	No Change	No Change
Enhanced Pedestrian and Bicycle Connectivity	No Change/ Positive ¹	Positive	Positive	Positive	Positive	No Change	No Change	No Change	No Change
Reconnection of previously severed roadways	No Change/ Positive ¹	No Change	Positive	Positive	Positive	No Change	No Change	No Change	No Change
Enhanced Bus Routes and Facilities	No Change/ Positive with Transit Envelope ¹	Positive	Positive	Positive	Positive	Positive	Positive	Positive	No Change

Source: FDOT 2018

¹ Effects pertaining to No Further Action Alternative for TIS SEIS Segment 1A

No Further Action Alternative

This alternative does not change the current mode choices, pedestrian/bicycle facilities, or access for TIS SEIS Segments 2B, 3A, and 3B. With this alternative the proposed Virgin Trans USA (formerly Brightline) fixed guideway project would not be able to come to downtown Tampa without significant ROW acquisition and reconfiguration

of the downtown Tampa interchange. In addition, this alternative would not impact the numerous proposed bus projects including the Downtowner.

The No Further Action Alternative is different for TIS SEIS Segment 1A as it includes the construction of the outer roadways (general use lanes) approved in the 1997 ROD. The No Further Action Alternative for Segment 1A also includes new interstate access from Kennedy Boulevard/Reo Street, transition roadway construction of express lanes to and from the reconstructed HFB, and a new multi-use trail on the reconstructed HFB that will additionally be transitioned to Reo Street to provide access to existing trails within the Westshore area. Further, with the construction of the outer roadways, new access will be provided under I-275 at Reo Street, Occident Street, and Trask Street thereby enhancing transit, bicycle, and pedestrian movements/circulation within the Westshore District.

1996 TIS FEIS Long-Term Preferred Alternative (Non-Tolled)

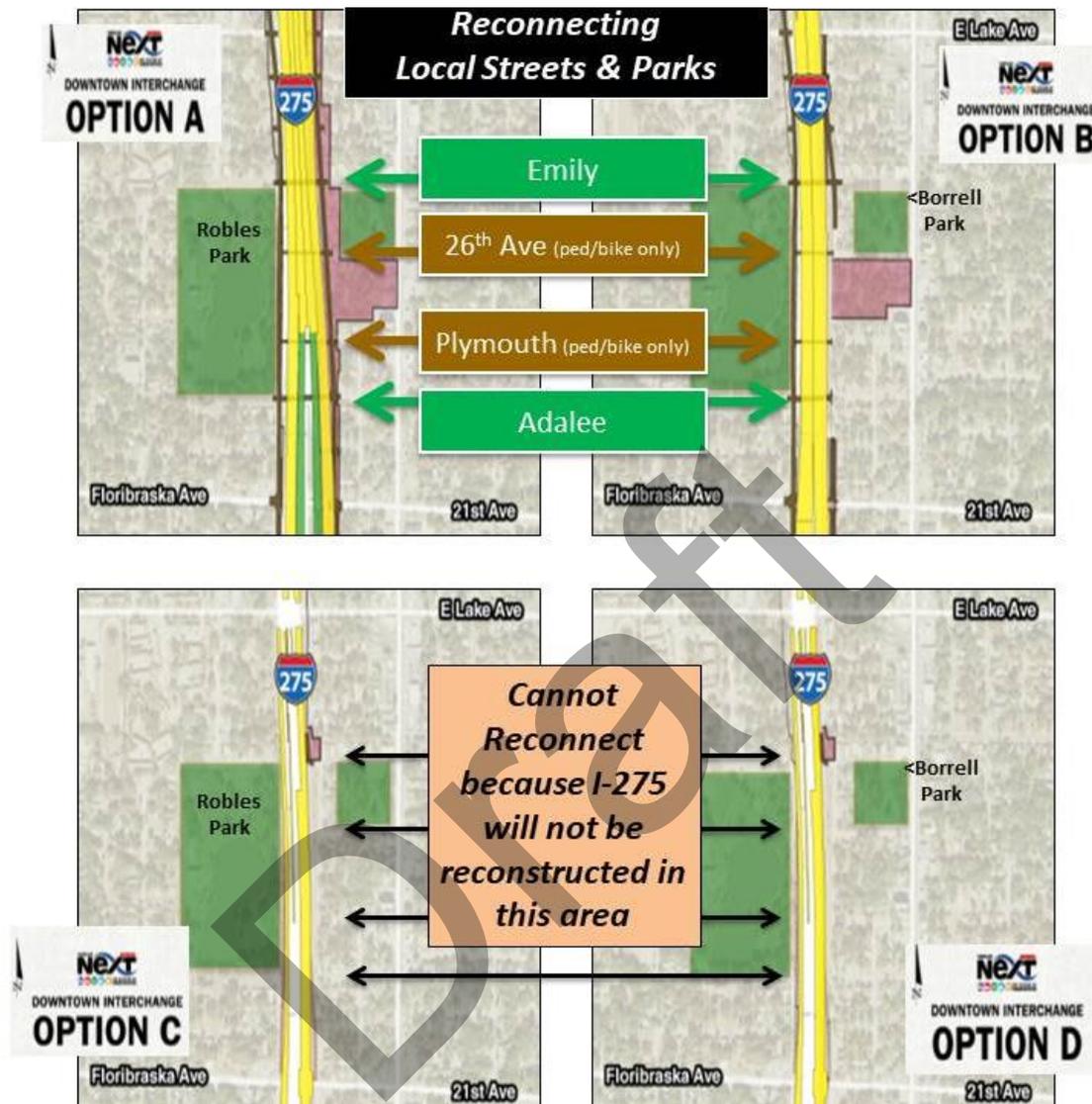
The 1996 TIS FEIS Long-Term Preferred Alternative proposed HOV/Transitway would help relieve traffic congestion, increase transit use and promote ride sharing/carpooling. In addition to the HOV/Transitway, park-and-ride lots were proposed downtown with access to the HOV/Transitway. This alternative also includes provisions for future development of pedestrian and bicycle accommodations on cross streets beneath the interstate. This alternative would facilitate the proposed transit projects discussed above including the Virgin Trains USA fixed guideway and the bus route and facility improvements. The proposed Virgin Trains USA fixed guideway would be able to utilize the proposed HOV/Transitway envelope in the median.

2018 Express Lane Alternative (Tolled)

The addition of express lanes on I-275 and I-4 as part of the TIS SEIS project would provide a corridor for future transit, with express bus services being one such possibility. The proposed express lanes would increase overall capacity, reduce delay and improve travel time reliability. All TIS SEIS Segments under the 2018 Express Lane Alternatives would provide the opportunity for public school buses, public transit, vehicles over-the-road buses (Megabus, Greyhound, Red Coach), and public vanpools to operate on the proposed express lanes free of charge.

TIS SEIS Segments 2B, 3A, and 3B Design Options A and B have a 44-foot dedicated median transit envelope that can facilitate either express bus or light rail. This median transit envelope would provide adequate space for potential future rail service with the exception of a few areas of encroachment in TIS SEIS Segments 1A. TIS SEIS Segments 1A and 2A also contain a median transit envelope. In addition, property has been acquired for the future Westshore Intermodal Center the Downtown Intermodal Station, two critical stations locations for the success of light rail or express bus services within the TIS SEIS study area.

The reconstruction of I-275 associated with TIS SEIS Segments 2B, 3A, and 3B Design Options A and B would provide the opportunity to reconnect severed bicycle/pedestrian routes between Robles Park and the communities east of the I-275 mainline. Adalee Street, 26th Avenue, Plymouth Street and Emily Street under I-275 (**Figure 6-3**) would be reconnected. Both the 26th Avenue and Plymouth Street connections would be dedicated bicycle/pedestrian facilities. All interstate overpasses being reconstructed in TIS SEIS Segments 2B, 3A, and 3B Design Option A and B would provide accommodations for enhanced pedestrian and bicycle linkages. The configuration of Design Options C, D, and E in TIS Segment 2B would not provide the median transit corridor for future rail or even the proposed location of the high speed rail as outlined in the Florida High Speed Rail EIS. However, transit could be accommodated in the median of TIS Segments 1A, 2A, 3A, and 3B.



Source Design Concept Plans Options A, B, C & D; FDOT 2018

Figure 6-3 Potential Local Streets Reconnected

TIS SEIS Segments 2B and 3A Design Options C, D and E would not provide the median transit corridor for future rail or even the proposed Virgin Trans USA fixed guideway project. In addition, Design Options C, D and E would not reconnect the previously severed connections to Robles Park at Adalee Street, 26th Avenue, Plymouth Street and Emily Street under I-275. Without the reconstruction of the overpasses there would not be the opportunity in Design Options C, D and E to provide the enhanced bicycle and pedestrian accommodations.

In TIS SEIS Segments 1A and 2A, three local streets would be reconnected under I-275 that were severed by the original construction of the interstate – Trask Street, Occident Street, and Reo Street (See **Figure 6-4**). Each of these new connections will include bicycle/pedestrian facilities providing for enhanced bicycle and pedestrian access as well as enhanced transit circulation within the Westshore Business District and local neighborhoods adjacent to I-275.

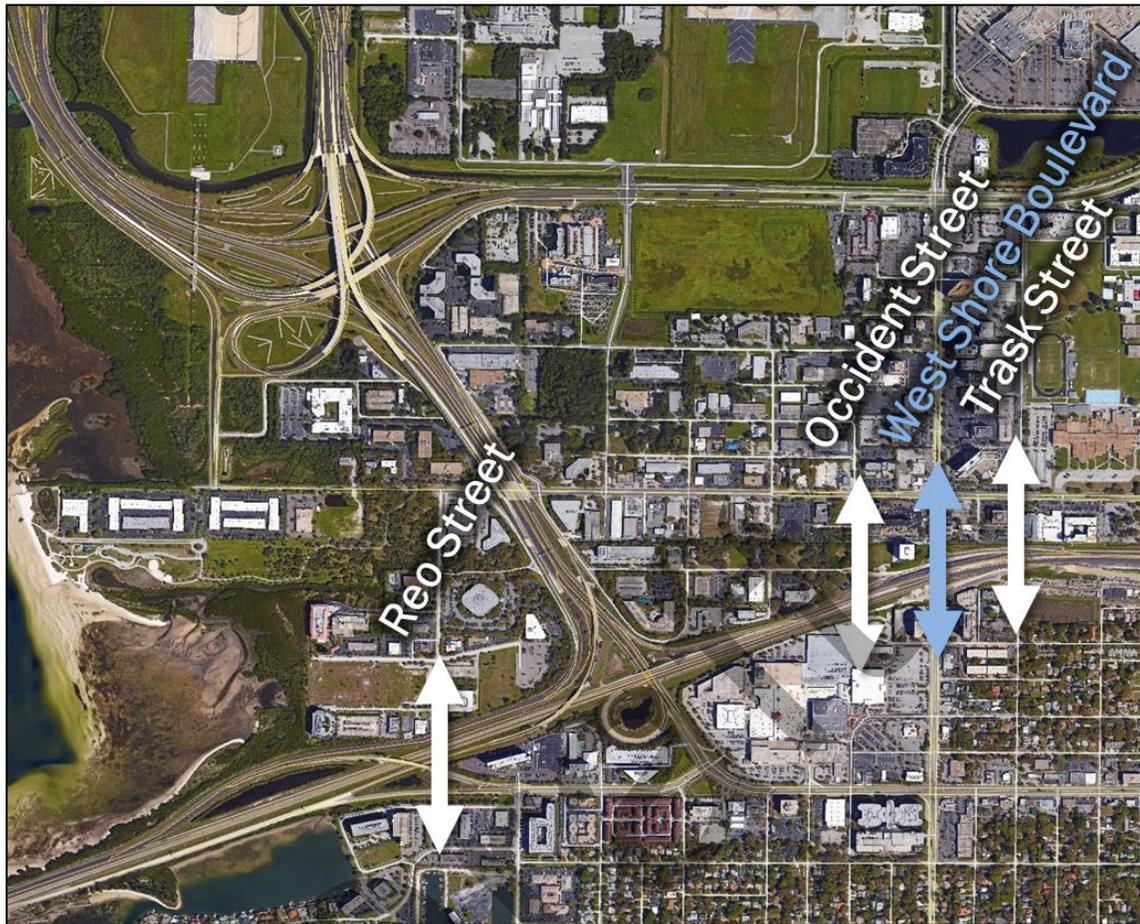


Figure 6-4 Potential Local Westshore Area Streets Reconnected

6.4.2 Federal Railroad Administration Coordination

Mobility

According to the FDOT PD&E Manual Part 2, Chapter 4, this section will identify potential project effects on mobility and accessibility in the study area with emphasis on non-driving population groups. The write-up will identify existing and planned transportation modes and services and examine the projects relationship to those modes and potential for effects. The Florida High Speed Rail will be one of numerous sub-sections in the Mobility section.

Florida High Speed Rail

FDOT has been coordinating with the Federal Railroad Administration (FRA) regarding potential overlap between the Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS) and the 2010 Florida High Speed Rail (FHSR) Record of Decision (ROD). For reference, the following bullets summarize the timeline of activities regarding this coordination:

- 1996-FHWA approved the TIS FEIS (included ultimate Downtown Tampa Interchange)
- 1997 and 1999-FHWA issued the TIS FEIS RODs (did not include ultimate Downtown Tampa Interchange)
- 2003-FDOT completed I-275/I-4 Operational Improvements (interim condition)

- 2005-FRA approved the FHSR FEIS (shared TIS ROW in downtown Tampa)
- 2006-FDOT completed I-4 outer roadways from 14th Street to 50th Street
- 2008-FDOT purchased the former county jail site for a future multimodal center
- 2009-FRA completed FHSR FEIS Reevaluation
- 2010-FRA issued FHSR ROD and won a federal grant for \$1.25 billion
- 2011-State of Florida declined the federal grant for \$1.25 billion
- 2013-FDOT completed the I-4/Selmon Expressway Connector
- 2017-FHWA issued Notice of Intent to prepare TIS Supplemental EIS
- 2018-FDOT received an unsolicited bid from Brightline/Virgin Trains to build an intercity passenger rail line between Tampa and Orlando. FDOT's Central Office reviewed the proposal and issued an open competitive bid in June 2018. At this time, the evaluation of potential Brightline/Virgin Train from Orlando to Tampa is on hold. There is no certainty on the alignment or technology.

Throughout the years, FDOT and FRA have worked together as their transportation plans have evolved, always with the intent of minimizing social and environmental impacts. This is especially applicable in the Downtown Tampa area, where the TIS and the FHSR corridors overlap. The 1996 TIS FEIS Long-Term Preferred Alternative included an HOV/Transitway in the median of the interstate, as well as accommodations for a park-and-ride/multimodal center in downtown Tampa and Westshore. At the time the FHSR corridor was under development, there was no funding to reconstruct the ultimate I- 275/I-4 interchange, as identified in the 1996 TIS Long-Term Preferred Alternative. As a result, FRA and FDOT agreed that the FHSR corridor would parallel the south side of the interstate between the Tampa station and the crossing into the I-4 median within the ultimate TIS SEIS right-of-way (ROW), because it appeared that FHSR would be constructed first. FRA also coordinated with FDOT to accommodate various roadway design changes and appropriate commitments in the 2009 FHSR Reevaluation and 2010 ROD. Unfortunately, funding for the FHSR project was never received.

In 2017, FHWA issued the Notice of Intent (NOI) for the TIS SEIS. Through the TIS SEIS process, FDOT has developed several design options to minimize social and environmental impacts. FRA is a participating agency in the TIS SEIS and they have reviewed various documents through FDOT's Environmental Screening Tool, including the Alternatives Screening Technical Memorandum (November 2017). On December 13, 2017, FDOT, FHWA, and FRA participated in a teleconference to further coordinate on the TIS SEIS. During the call, FDOT demonstrated that transit could be accommodated within each of the various design options (Options A-D) with varying degrees of change to the FHSR FEIS (Options C and D would not accommodate transit in the median). FRA acknowledged that each of these options would accommodate future transit within the I-275 and I-4 interchange and include space for a multimodal station in downtown Tampa. FDOT and FRA participated in a follow up teleconference on January 2, 2018 to make sure FRA had received all the materials requested from the previous teleconference and there were no additional questions.

In a letter dated February 2, 2018 (see **Appendix C**), FRA acknowledged that the preferred alternative for the TIS SEIS may require a modification to the planned FHSR corridor, which FRA would need to consider during a future reevaluation of the FHSR FEIS. Further, they recognized in the letter that the changes may result in additional ROW costs and impacts to realign the project along the I-275/I- 4 ROW, as well as potential increases in construction cost to provide safety barriers and potentially elevate the transit system. The following paragraphs describe the potential impacts of the design options on the FHSR alignment. The figures noted reflect a preliminary approach for accommodating the FHSR as part of each design option, which are for informational and discussion purposes only. FRA will be responsible for its own concepts, including analysis and reevaluation, on any future action.

In their letter, FRA discussed the anticipated impacts that the four design options for the Downtown Tampa Interchange may have on the FHSR corridor. Previously, the FHSR corridor traversed westbound to Tampa in the median of I-4 with a flyover near 19th Street that took the corridor along the south side of the interstate into a station near Marion Street in downtown Tampa. Instead, Option A and B (full reconstruction options) would accommodate the rail corridor along I-4 in the median all the way through the I-275/I-4 Interchange with a rail platform in the median of I-275 in downtown Tampa that would connect to an at-grade station (see **Figures 6-5 and 6-6**). Passengers would access the at-grade station via an overhead pedestrian walkway.

Option C (southern viaduct) would occupy the corridor previously planned for FHSR, which may require the FHSR project to incur additional ROW impacts, to increase construction cost with an elevated corridor, and/or to choose a different corridor along with a different multimodal station location in the downtown Tampa area (see **Figure 6-7**). Option D (northern viaduct) includes new ramps at 15th Street, which would occupy the corridor previously planned for FHSR and may require the FHSR project to incur additional ROW impacts (see **Figure 6-8 and 6-9**).

At this time, FRA has no schedule or funding programmed to advance the FHSR Project. FDOT is committed to working with FRA as their transportation plans continue to develop. This will be memorialized by adding a new commitment to the TIS SEIS document that states:

As FDOT advances the development of the interstate modernization in the Downtown Tampa area, FRA acknowledged and accepted in writing on February 2, 2018, that the preferred alternative may require modification to the future rail corridor as described in the FRA FEIS Record of Decision (ROD) 2010. FDOT is committed to coordinating with FRA on a future reevaluation of the FRA FEIS if the proposed improvements encroach onto the transit corridor.

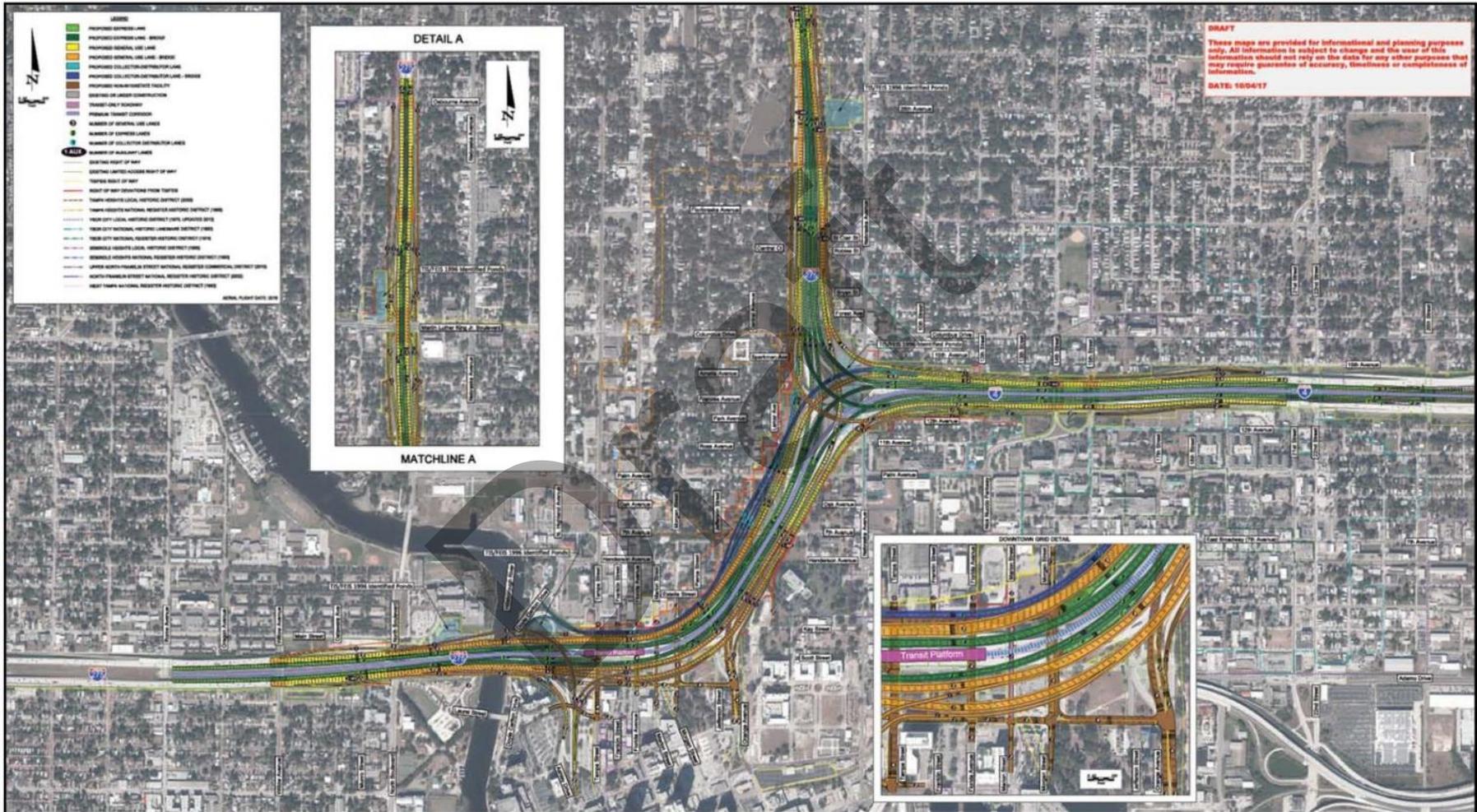
FDOT will identify a preferred alternative for the TIS SEIS in early 2019. FDOT will continue to coordinate with FRA not only through the TIS SEIS review process in their role as a participating agency, but will organize a follow up teleconference in early 2019 to discuss the preferred alternative concepts as they affect the FHSR corridor. If FRA initiates a re-evaluation of the FHSR project in the future, FDOT will partner with FRA in the completion of that documentation.

6.4.3 Transportation Disadvantaged

Transportation Disadvantaged is defined as persons who because of physical or mental disability, income status, or age are unable to transport themselves and are, therefore, dependent upon others for transportation. In comparison to Hillsborough County, the TIS SEIS study area has a higher percentage of elderly and disabled citizens (see **Section 5.1.3**). These citizens are heavily reliant on transit services for their daily life. HART provides transit options to the Transportation Disadvantaged with HartFlex (a door-to-door van service) and HartPlus (para-transit van service).

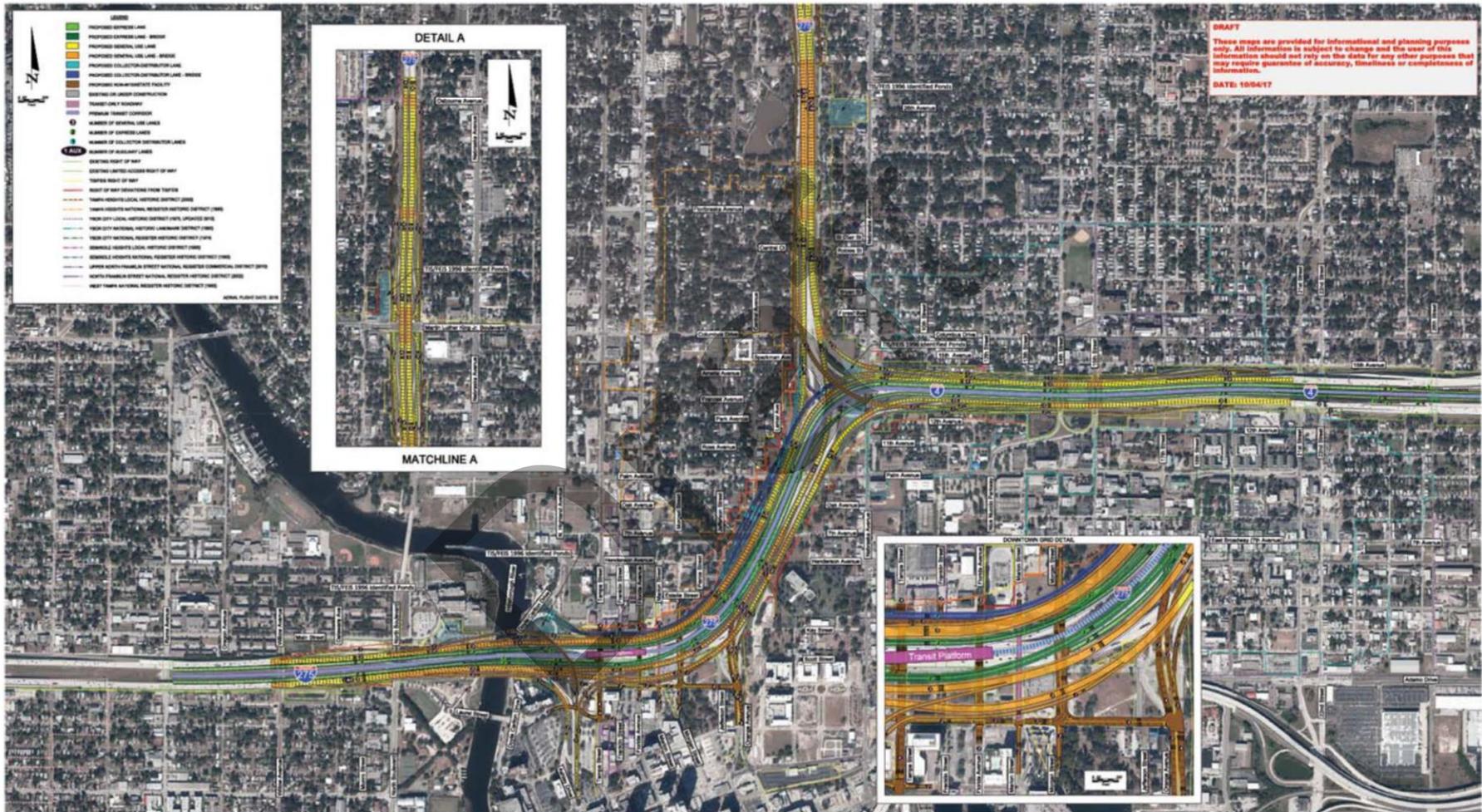
Summary

With the No Further Action Alternative there would not be any direct impact to the Transportation Disadvantaged within the study area. With the exception of TIS SEIS Segment 1A, all access and transit options would remain the same. Traffic and congestion would continue to increase, which would further slow transit times, which affects the Transportation Disadvantaged. As described in **Section 6.4.1**, the reconstruction of I-275 associated with Design Options A and B would provide the opportunity to reconnect severed bicycle/pedestrian routes between Robles Park and the communities east of the I-275 mainline. Adalee Street, 26th Avenue, Plymouth Street and Emily Street under I-275 would be reconnected. Both the 26th Avenue and Plymouth Street connections would be dedicated bike/pedestrian facilities. As shown in **Figure 6-1** there are various ways to enhance community connections, which will support the transportation disadvantaged by providing straight walls underpasses thus eliminating the possibilities for homeless camps under the interstate bridges, underdeck lighting, decorative up lighting, painting bridge sub-structure, pedestrian amenities and wide sidewalks.



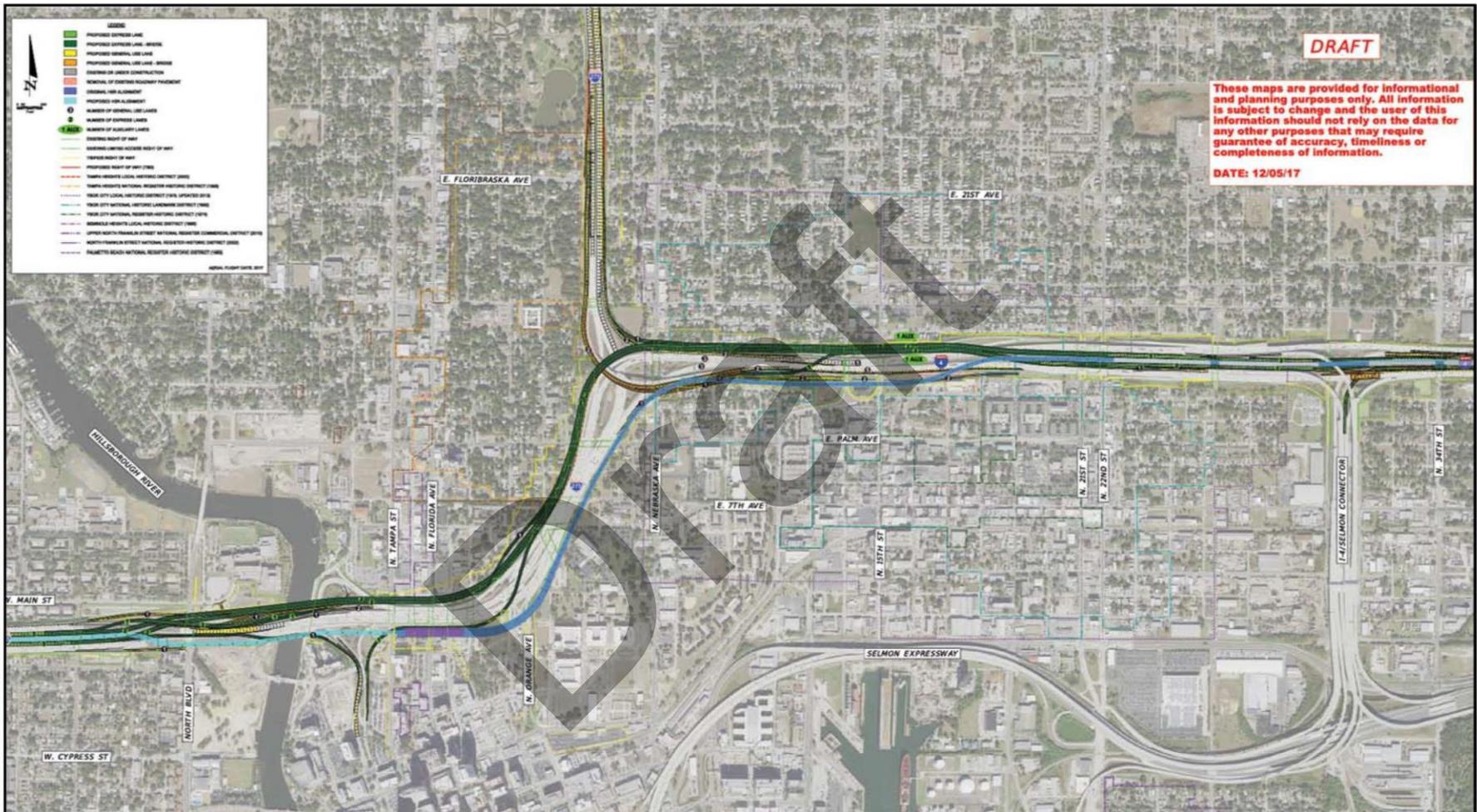
Note: This map is provided for informational and discussion purposes only. All information is subject to change and the user of this information should not rely on the data for any other purposes that may require guarantee of accuracy, timeliness, or completeness of information.

Figure 6-5 Downtown Interchange Design Option A



Note: This map is provided for informational and discussion purposes only. All information is subject to change and the user of this information should not rely on the data for any other purposes that may require guarantee of accuracy, timeliness, or completeness of information.

Figure 6-6 Downtown Interchange Design Option B



Note: This map is provided for informational and discussion purposes only. All information is subject to change and the user of this information should not rely on the data for any other purposes that may require guarantee of accuracy, timeliness, or completeness of information.

Figure 6-8 Downtown Interchange Design Option D

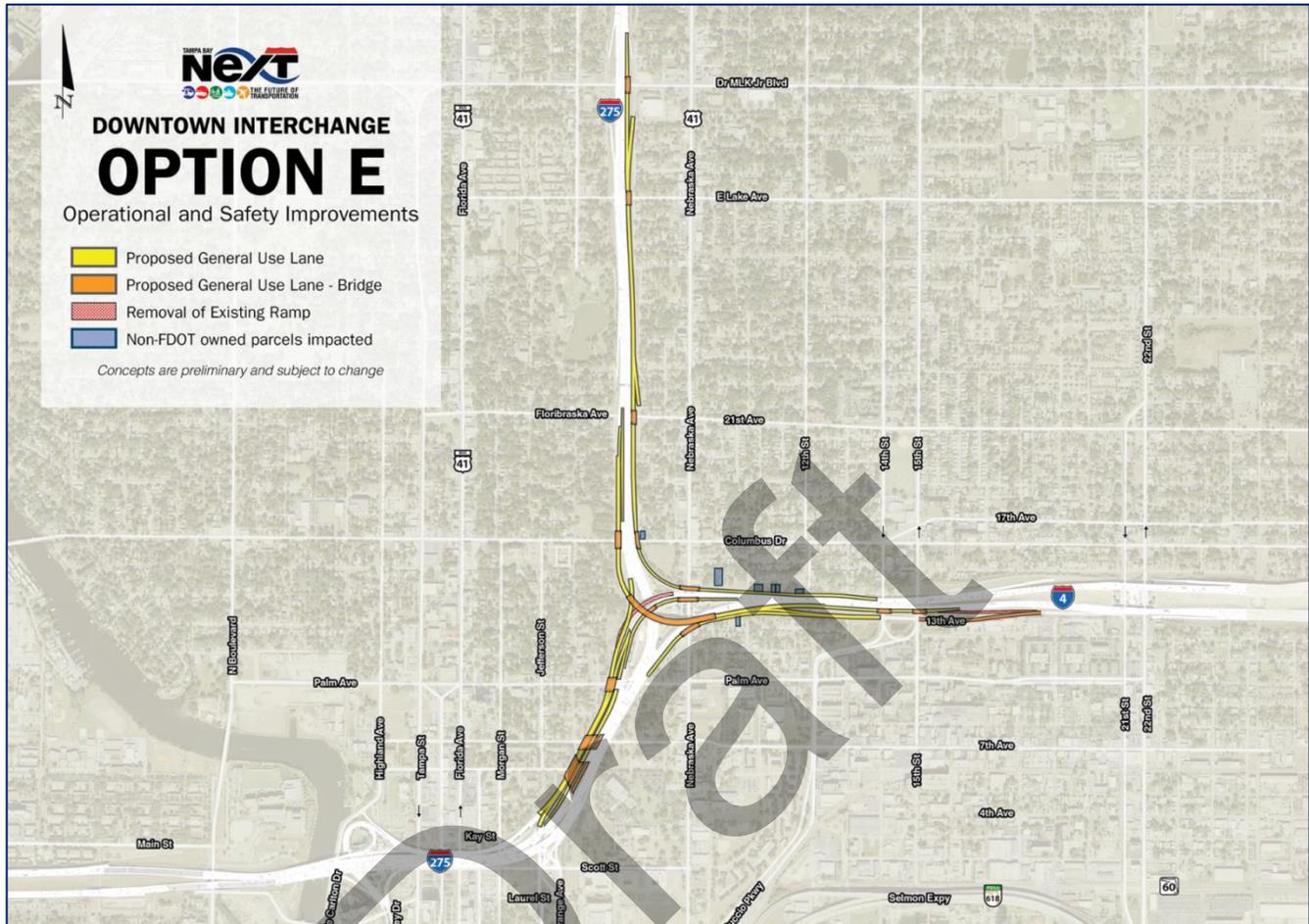


Figure 6-9 Downtown Interchange Design Option E

In the long term, improved connectivity and access to the region’s employment centers and support services would result in more reliable transit routes for the transportation disadvantaged. In the 2018 Express Lane Alternative the buses would be able to use the express lanes free of charge, allowing for faster and more reliable travel times which would provide the greatest positive impact to the Transportation Disadvantaged.

6.4.4 Connectivity

This section describes the potential mobility impacts in the community across all modes of transportation. FDOT considered the effects to businesses, retail, parks, intermodal facilities, and other areas of interest.

No Further Action Alternative

The No Further Action Alternative in TIS SEIS Segment 2A would not require any additional construction resulting in no impact to connectivity within the study area. Access would remain the same, with the only potential impact being projects that would be completed outside of this study.

The No Further Action Alternative is different for TIS SEIS Segment 1A as it includes the construction of the outer roadways (general use lanes) approved in the 1997 ROD. With the construction of the outer roadways, new access will be provided under I-275 at Reo Street, Occident Street, and Trask Street enhancing traffic circulation and transit, bicycle, and pedestrian movements within the Westshore District.

1996 TIS FEIS Long-Term Preferred Alternative (Non-Tolled)

The 1996 TIS FEIS Long-Term Preferred Alternative introduced an HOV /Transitway to help reduce travel delays and congestion by adding capacity. The addition of park-and-ride lots as well as allowing for buses to utilize the HOV/Transitway would improve connectivity through improved and expanded transit access/reliability. Express lanes are also included in this alternative that would further increase capacity and improve travel time reliability. The 1996 TIS FEIS Long-Term Preferred Alternative does not provide direct access from express lanes to Downtown and Westshore areas. Access to Downtown and Westshore area was provided from the general purpose lanes and to Downtown via the HOV/Transitway. In order to further improve connectivity, ramps were proposed from North Boulevard (West River area of the CBD) onto I-275 southbound and off I-275 northbound. This alternative included a new connection under I-275 at Trask Street and the removal of access to the interstate system at I-275 and Floribraska Avenue. With the Floribraska ramp closure, the travel pattern would shift traffic to other I-275 (MLK Boulevard) and I-4 (14th and 15th Streets or 21st and 22nd Streets) access points. In addition, the 1996 TIS FEIS Long-Term Preferred Alternative recommended connecting North Sherrill Street to Kennedy Boulevard/Memorial Highway south of I-275. The Sherrill Street underpass was subsequently moved to Reo Street after significant new development at Westshore Plaza made the Sherrill Street connection difficult. The Reo Street connection to both Kennedy Boulevard and I-275 will enhance Westshore Business District access and development.

2018 Express Lane Alternative (Tolled)

Adding express lanes as part of the 2018 Express Lane Alternative would increase capacity, decrease delay, improve travel time reliability, and improve intermodal connectivity between major transportation hubs such as highways, airports, seaports, and rail facilities. All design options of the 2018 Express Lane Alternative provide direct access from express lanes to Downtown and Westshore areas. **Table 6-8** shows the additional, removed or changed interstate connections to, from, and through access to I-275 and I-4 for each of the TIS SEIS compared to the 1996 TIS FEIS Long-Term Preferred Alternative, as explained in **Section 2.4**. The new or changed connections are shown in bold and include express lanes to/from TIA, Reo Street access to I-275/Kennedy Boulevard, I-275 off ramp to Doyle Carlton, express lanes to/from I-275 at Morgan Street, as well as Himes Avenue and University of South Florida (USF) (I-275 north) express lane connections. North Boulevard would be connected to I-275 (northbound off/southbound on) in all TIS SEIS Segments 2B, 3A, and 3B Design Options except Design Option E. **Figure 6-10** illustrates how North Boulevard and I-275 would be connected to and from the general use lanes by entrance and exit ramps in TIS SEIS Segments 2B, 3A, and 3B Option A. In TIS SEIS Segments 2B, 3A, and 3B Options B, C, and D the general use lane I-275/North Boulevard ramp configuration would be the same.

Table 6-8 Connection Changes

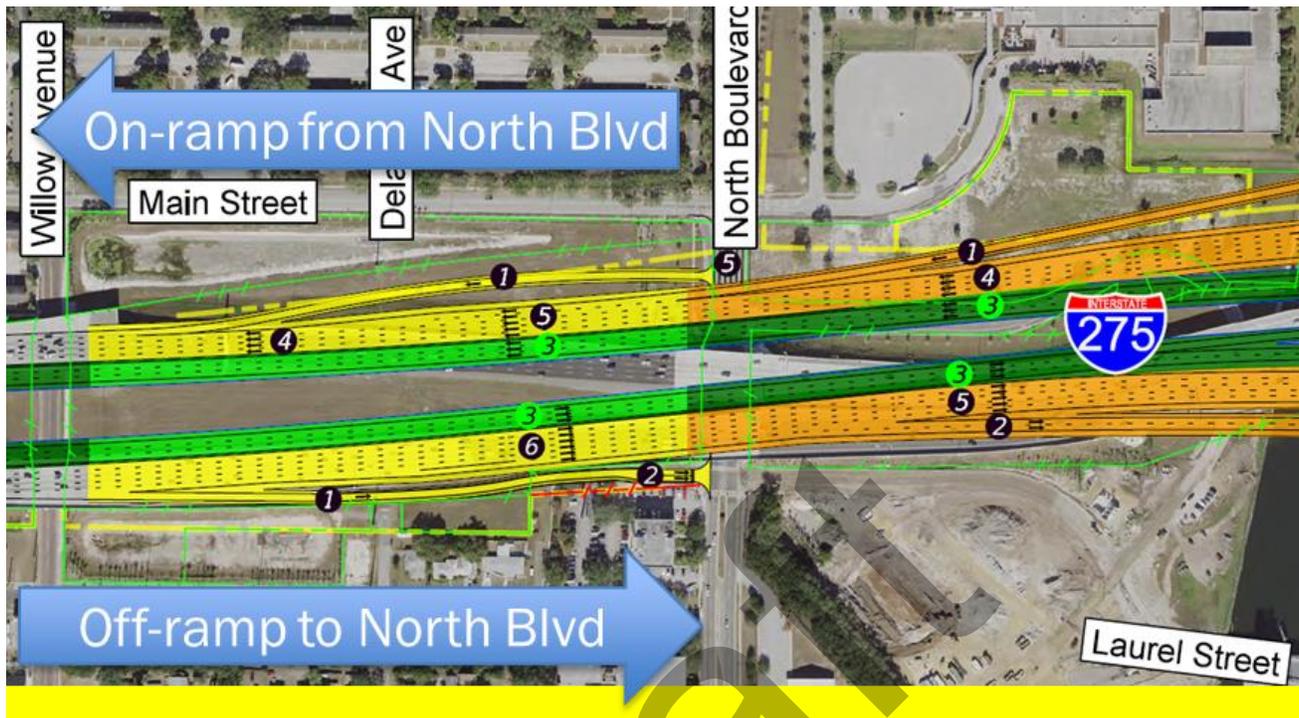
Interstate Connection Changes	1996 FEIS	Segment 1A/2A	Segment 2B/3A Design Options					Segment 3B
			A	B	C	D	E	
I-275 Express Lane NB access to TIA	No	Yes	N/A	N/A	N/A	N/A	N/A	N/A
I-275 Express Lane SB access from TIA	N/A	Yes	N/A	N/A	N/A	N/A	N/A	N/A
Reo Street Access to/from I-275 South	No	Yes	N/A	N/A	N/A	N/A	N/A	N/A
North Boulevard access at I-275 Northbound off ramp & Southbound on ramp	Yes	N/A	Yes	Yes	Yes	Yes	No	N/A



Interstate Connection Changes	1996 FEIS	Segment 1A/2A	Segment 2B/3A Design Options					Segment 3B
			A	B	C	D	E	
I-275 SB off ramp to Doyle Carlton Drive	No	N/A	Yes	Yes	Yes	Yes	No	N/A
Morgan Street Express Lane Ramps to/from I-275	No	N/A	Yes	Yes	Yes	Yes	No	N/A
Express Lane connection at Himes Avenue	No	Yes	N/A	N/A	N/A	N/A	N/A	N/A
I-275 Express Lane access to/from the USF area (I-275 north of downtown)	Yes	N/A	Yes	No	No	No	No	N/A
Floribaska Avenue access to @ I-275 Northbound on/off ramps	No	N/A	No	No	No	No	Yes	N/A
14 th /15 th Street EB off ramp from I-275 North	Yes	N/A	Yes	Yes	Yes	Yes	Yes	N/A
14 th /15 th Street EB off ramp from I-275 South	Yes	N/A	Yes	Yes	Yes	Yes	Yes	N/A
14 th /15 th Street WB on ramp to I-275 North	Yes	N/A	Yes	Yes	No	No	No	N/A
14 th /15 th Street WB on ramp to I-275 South	Yes	N/A	No	No	No	No	No	N/A
21 st /22 nd Street EB off ramp from I-4	No from 15 th	N/A	No from 15 th	No from 15 th	No from 15 th	No from 15 th	No from 15 th	N/A
21 st /22 nd Street EB on ramp to I-4	No	N/A	Yes	Yes	Yes	Yes	No	N/A
21 st /22 nd Street WB off ramp from I-4	No	N/A	Yes	Yes	Yes	Yes	No	N/A
21 st /22 nd Street WB on ramp to I-4	No to 15 th	N/A	Yes	Yes	Yes	Yes	No to 15 th	N/A
I-4 EB General Use Lane off ramp to Selmon Connector	Yes	N/A	Yes	Yes	Yes	Yes	Yes	N/A
I-4 EB Express Lane off ramp to Selmon Connector	Yes	N/A	Yes	Yes	Yes	Yes	No	N/A
I-4 EB General Use Lane on ramp from Selmon Connector	Yes	N/A	Yes	Yes	Yes	Yes	Yes	N/A
I-4 EB Express Lane on ramp from Selmon Connector	No	N/A	Yes	Yes	Yes	Yes	No	N/A
I-4 WB General Use Lane off ramp to Selmon Connector	Yes	N/A	Yes	Yes	Yes	Yes	Yes	N/A
I-4 WB Express Lane off ramp to Selmon Connector	No	N/A	Yes	Yes	Yes	Yes	No	N/A
I-4 WB General Use Lane on ramp from Selmon Connector	Yes	N/A	Yes	Yes	Yes	Yes	Yes	N/A
I-4 WB Express Lane on ramp from Selmon Connector	Yes	N/A	Yes	Yes	Yes	Yes	No	N/A

Source: FDOT 2018

N/A – Not/Applicable; Yes = Yes Roadway Connection; No = No Roadway Connection; “**Bold**” represents a change in one or more of the alternatives/options



Source: Design Concept Plans Options A, B, C & D; FDOT 2018

Figure 6-10 North Boulevard Access to I-275

Refer to the Section 4(f) chapter of the *SEIS* for more information about park effects.

Table 6-9 shows the local street connections that would change under the TIS FEIS Long-Term Preferred Alternative and the 2018 Express Lane Alternative for each TIS SEIS Segment. New local street connections in the western section of the TIS SEIS study area would be created at Reo Street, Occident Street and Trask Street. The through local access in the downtown section would include Franklin Street, reconnecting Central Avenue and at Robles Park opening up Adalee Street and Emily Street. The frontage road system on the west and east sides of I-275 would improve motorized vehicles, bicycles and pedestrian connections in these residential neighborhoods. Because of the additional through access under I-275 (see **Figures 6-3 and 6-4**) the connectivity between residential and nonresidential areas is expected to improve for motorized vehicles, bicycles and pedestrians. Because I-275 would not be reconstructed in TIS SEIS Segments 2B, 3A, and 3B Design Options C, D and E the four streets (Adalee Street, Plymouth Street, 26th Avenue and Emily Street) could not be reconnected. TIS SEIS Segments 2B, 3A, and 3B Design Options C, D and E, would not provide local street connections, as is illustrated in the lower half of **Figure 6-3**.

Table 6-9 Local Street Connection Changes

Local Street Connection Changes	1996 FEIS	Segment 1A/2A	Segment 2B/3A Design Options					Segment 3B
			A	B	C	D	E	
Reo Street under I-275	No	Yes	N/A	N/A	N/A	N/A	N/A	N/A
Occident Street under I-275	No	Yes	N/A	N/A	N/A	N/A	N/A	N/A
Sherrill Street under I-275	Yes	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Trask Street	Yes	Yes	N/A	N/A	N/A	N/A	N/A	N/A
Franklin Street under I-275	Yes	N/A	No	No	Yes	Yes	Yes	N/A
Central Avenue under I-275	No	N/A	Yes	Yes	No	No	No	N/A
Adalee Street under I-275	No	N/A	Yes	Yes	No	No	No	N/A
Emily Street under I-275	No	N/A	Yes	Yes	No	No	No	N/A
Frontage Road on west side of I-275	No	N/A	Yes	Yes	No	No	No	N/A
Frontage Road on east side of I-275	No	N/A	Yes	Yes	No	No	No	N/A
Tampa Heights Greenway street connections	Yes	N/A	Yes	Yes	TBD	Yes	TBD	N/A
Julian B. Lane Park (North Boulevard / Green Street / Laurel Place)	Yes	N/A	Yes	Yes	Yes	Yes	No	N/A

Source: Concept Plans for TIS SEIS Segments 1A, 2A, and Design Options A, B, C, D& E for TIS SEIS Segments 2B, 3A, and 3B; FDOT 2018
 N/A –Not Applicable; Yes = Yes proposed local street connection; No = No local street connection would not proposed; TBD = To Be Determined

Table 6-9 displays the pedestrian and bicycle connections that would be different between the 1996 TIS FEIS Long-Term Preferred Alternative and the 2018 Express Lane Alternative for TIS SEIS Segments 1A, 2A, 3A, and 3B. The planned HFB multi-use trail would connect into an existing trail near the I-275/SR 60 interchange (Westshore Area Interchange). Floribraska Avenue would be widened to four lanes in the 1996 TIS FEIS Long-Term Preferred Alternative while remaining a two-lane facility with enhanced pedestrian features under TIS SEIS Segments 2B, 3A, and 3B Design Options A – E. Two new pedestrian/bicycle connections would be created at Plymouth Street and 26th Avenue in TIS SEIS Segments 1A, 2A, 3A, and 3B Design Options A and B but not in Options C, D and E. These connections would provide a non-motorized link between Robles Park and Borrell Park.

Table 6-10 Pedestrian/Bicycle Connection Changes

Pedestrian/Bicycle Connection Changes	1996 FEIS	Segment 1A/2A	Segment 2B/3A Design Options					Segment 3B
			A	B	C	D	E	
New planned pedestrian/bike facility on the HFB (I-275) connecting into existing system near Reo Street	No	Yes	N/A	N/A	N/A	N/A	N/A	N/A
West Tampa Greenway and proposed pedestrian overpass at Dale Mabry Hwy.	No	Yes	N/A	N/A	N/A	N/A	N/A	N/A
Floribraska Avenue – enhanced pedestrian/bike facility	Widen to 4-lanes	N/A	Keep as 2-lanes	Keep as 2-lanes	Keep as 2-lanes	Keep as 2-lanes	No Change	N/A
Pedestrian/bike facility at Plymouth Street under I-275 (Robles Park)	No	N/A	Yes	Yes	No	No	No	N/A
Pedestrian/bike facility at 26 th Avenue under I-275 (Robles Park)	No	N/A	Yes	Yes	No	No	No	N/A
Tampa Heights Greenway	Yes	Yes	Yes	Yes	TBD	Yes	Yes	N/A

Source: Concept Plans for TIS SEIS Segments 1A, 2A, and Design Options A, B, C, D & E for TIS SEIS Segments 2B, 3A, and 3B; FDOT 2018 N/A –Not Applicable:

Table 6-11 shows how transit would be accommodated with the 1996 TIS FEIS Long-Term Preferred Alternative compared to the 2018 Express Lane Alternative. TIS SEIS Segments 1A, 2A, 3B and Design Options A and B in TIS SEIS Segments 2 and /3A provide a transit envelope in the center of I-275 and I-4; Design Options C, D and E do not. Design Options C, D and E are not reconstructing the mainline general use lanes and only adding express lanes on the outside of the I-275/I-4 interchange. A separate study would be conducted to determine the most effective way to accommodate transit to/from and through the downtown interchange. The land for the development of the Westshore Intermodal Center and Downtown Intermodal Center were purchased by FDOT after the 1996 TIS FEIS Long-Term Preferred Alternative was approved. A future analysis of the Downtown Intermodal Center would need to be conducted for Design Options C, D and E. With the closing of Floribraska Avenue interchange to vehicular traffic an opportunity opens for a transit only connection to enter the northern section of I-275 and have the buses run on the shoulders. This would only be possible in Design Options A and B.

Table 6-11 How Transit is Accommodated

How Transit is Accommodated	1996 FEIS	Segment 1A/2A	Segment 2B/3A Design Options					Segment 3B
			A	B	C	D	E	
Accommodate premium transit on I-275 and I-4	Center	Center	Center	Center	TBD	TBD	TBD	Center
Bus use of the express lanes free of charge	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Incorporate Westshore Intermodal Center in the transportation system	N/A	Yes	N/A	N/A	N/A	N/A	N/A	N/A
Incorporate Downtown Intermodal Center in the transportation system	Yes	N/A	Yes	Yes	TBD	TBD	TBD	N/A
Transit access to/from Floribraska Avenue	No	N/A	Possible	Possible	No	No	Yes	N/A
Hard shoulder running transit on I-275	No	Yes	Yes	Yes	No	No	No	Yes

Source: Concept Plans for TIS SEIS Segments 1A, 2A, and Design Options A, B, C & D for TIS SEIS Segments 2B, 3A, and 3B; FDOT 2018
 N/A –Not Applicable:

Summary

With improvements to all modes of transportation, the 2018 Express Lane Alternative would have a positive impact on connectivity. While there is the closure of the I-275 at Floribraska ramp, the origin-destination model shows that this would have little impact to the community as most of the trips use Floribraska Avenue as a through facility. With Options A and B there is an opportunity to provide transit only ramp connections to the center lanes of I-275 to and from the north. With that being the only negative, there are numerous positive connectivity impacts. The 2018 Express Lane Alternative reconnects previously severed roads and bike/pedestrian facilities. It constructs express lanes that would allow free use for buses improving transit reliability. While the 1996 TIS FEIS Long-Term Preferred Alternative provide the express lane/bus benefit, and it only reconnects some of the previously severed connections in TIS Segments 1A and 2A. The overall positive impact is greater with the 2018 Express Lane Alternative.

6.4.5 Traffic Circulation

When population and employment growth take place in a widely dispersed geographic area, highway investments can add to the region’s overall automobile dependence in the absence of high quality transit alternatives. In the absence of highway capacity, however, many passenger and commercial vehicle trips would divert to arterials that offer both speed and access to destinations. With additional highway capacity the vehicle trips can shift back to the interstate and out of the local neighborhoods.

FDOT District 7 performed a planning-level model exercise to predict the level of service of the proposed express lanes. The exercise utilized the Tampa Bay Regional Planning Model and build networks used in the TIS SEIS PTAR (FDOT, 2019, g) The exercise provided volumes, speed, volume/capacity, density, and level of service predictions at 10 screen-line locations along I-275 and I-4 within the TIS SEIS limits.

No Further Action Alternative

The No Further Action Alternative for TIS SEIS Segments 2A, 2B, 3A, and 3B assumes that the existing conditions would remain within the project limits beyond the 2045 Design Year and that the current geometry would be unable to handle the future growth in traffic. The No Further Action Alternative for TIS SEIS Segment 1A includes

the construction of the outer roadways (general use lanes) approved in the 1997 ROD; however, the tolled express lanes would not be constructed without a NEPA re-evaluation. By 2045, the entire segments of I-275 and I-4 within the TIS SEIS study area would operate at LOS F with the No Further Action Alternative.

1996 TIS FEIS Long-Term Preferred Alternative

Proposed improvements of the 1996 TIS FEIS Long-Term Preferred Alternative consist of a four-roadway system (general use lanes that provide local access and non-tolled express lanes in each direction of travel) on I-275 throughout the study limits and the preservation of a HOV/Transitway corridor within the interstate alignment.

The TIS FEIS Long-Term Preferred Alternative has been reevaluated numerous times throughout the past 20 years as the various segments of interstate have been constructed. Therefore, this alternative consists of the original impacts as updated by the approved re-evaluations.

2018 Express Lane Alternative (Tolled)

The results of the future year's simulation analysis showed significant improvements to the overall system Measures of Effectiveness (MOE) during AM and PM peak hours due to the 2018 Express Lane Alternative for TIS SEIS Segments 1A, 2A and Design Options A-D for the TIS SEIS Segments 2B, #a and 3B compared to the No Further Action Alternative. I-275 from the HFB to MLK Boulevard and I-4 from I-275 to 50th Street currently experiences peak period congestion with speeds below the posted speed limits due to demand that exceeds capacity. In 2018, I-275 northbound during the AM peak hour showed congestion from the HFB to West Shore Boulevard while southbound traffic showed congestion from north of MLK Boulevard to south of Hillsborough Avenue. I-4 westbound during the AM peak hour showed congestion from 50th Street to I-275. During the 2018 PM peak hour period, I-275 is congested in both the northbound and southbound directions for the entire length (HFB to north of MLK Boulevard). I-4 shows congestion in the PM peak hour in the westbound direction from the Selmon Connector to I-275.

The entire segment of I-275 is expected to experience an approximate 44 percent increase in daily traffic volumes while the segment of I-4 is expected to experience an approximate 66 percent increase in daily traffic volumes over the next 25 plus years. Without any widening or other improvements, the resulting congestion would progressively increase causing congestion and delays to extend beyond the normal AM and PM peak periods as well as beyond the limits of the project area.

The following freeway MOEs are compared for the Build Alternatives and No Further Action Alternative at the AM and PM peak hours for the 2045 Design Year:

- Average Speed (MPH)
- Total Travel Delay (hours)
- Delay per Vehicle-Mile (minutes/vehicle/mile)

The results of the analysis showed significant improvements to the overall system MOEs during the AM and PM peak hours due to the 2018 Express Lane Alternative compared to the No Further Action Alternative.

Table 6-12 provides the summary of the MOEs comparing the five TIS SEIS Segments 2B, 3A, and 3B Design Options (A, B, C, D and E) to the No Further Action Alternative for the 2045 Design Year. The average speed shows an increase in the AM and PM peak hour vehicle travel speeds in all Design Options when compared to the No Further Action Alternative. The total travel delay shows a decrease in delay hours in the AM and PM periods when compared to the No Further Action Alternative. The delay per vehicle-mile decreased minute per vehicle mile in all Design Options when compared to the No Further Action Alternative.

Table 6-12 Measures of Effectiveness Comparison 2018 Express Lane Alternative Design Options (A - E) vs. No Further Action Alternative

MOEs	Time Period	No Further Action	Option A	Option B	Option C	Option D	Option E
Average Speed (MPH)	AM	22	41	40	38	38	33
	PM	24	38	37	34	34	35
Total Travel Delay (Hours)	AM	9,833	3,870	4,149	4,649	4,695	6,869
	PM	7,555	4,690	5,075	6,382	6,204	5,678
Delay per Vehicle-Miles (min/veh/mi)	AM	1.7	0.4	0.5	0.5	0.5	0.8
	PM	1.5	0.5	0.6	0.7	0.7	0.7

SOURCE: DRAFT Project Traffic Analysis Report (PTAR), March 2019

Table 6-13 provides a relative ranking of the year 2045 Design Year AM and PM peak hour MOEs for the same five Design Options as shown in in Table 6-12. Design Option A has the highest overall ranking for the AM and PM peak hour period.

Table 6-13 Year 2045 Relative Ranking of the MOE of the 2018 Express Lane Alternative Design Options (A - E) vs. No Further Action Alternative

Year 2045 Design Options vs. No Further Action	Option A Potential Impacts AM/PM	Option B Potential Impacts AM/PM	Option C Potential Impacts AM/PM	Option D Potential Impacts AM/PM	Option E Potential Impacts AM/PM
Average Speed (MPH)	1/1	2/2	3*/4*	3*/4*	5/3
Total Travel Delay (Hours)	1/1	2/2	3/5	4/4	5/3
Delay per Vehicle-Mile (min/veh/mi)	1/1	2*/2	2*/3*	2*/3*	5/3*

SOURCE: DRAFT Project Traffic Analysis Report (PTAR), March 2019

*Tie

Option A ranks 1st for AM and PM peak hour increase in average speed (MPH); ranks 1st for AM and PM peak hour decrease in total travel time (hours); and ranks 1st for AM and PM peak hour decrease in delay per vehicle-mile (minute/vehicle/mile) when compared to the No Further Action and the other four Design Options B, C, D or E.

Option B ranks 2nd for AM and PM peak hour increase in average speed (MPH); ranks 2nd for AM and PM peak hour decrease in total travel time (hours); and ranks 2nd for AM and tied for 2nd for PM peak hour decrease in delay per vehicle-mile (minute/vehicle/mile) when compared to the No Further Action and the other four Design Options A, C, D or E.

Option C is tied for 3rd for AM peak hour increase in average speed (MPH); is tied for 4th for the PM peak hour increase in average speed (MPH); is 3rd for the AM and is 5th for PM peak hour decrease in total travel delay (hours); and is tied for 2nd for AM and tied for 3rd for PM peak hour decrease in delay per vehicle-mile (minute/vehicle/mile) when compared to the No Further Action and the other four Design Options A, B, D or E.

Option D is tied for 3rd for AM peak hour increase in average speed (MPH); ranks tied for 4th for the PM peak hour increase in average speed (MPH); is 4th for the AM and PM peak hour decrease in total travel delay (hours); and

is tied for 2nd for AM and tied for 3rd for PM peak hour decrease in delay per vehicle-mile (minute/vehicle/mile) when compared to the No Further Action and the other four Design Options A, B, C or E.

Option E ranks 5th for AM peak hour increase in average speed (MPH) and ranks 3rd for the PM peak hour increase in average speed (MPH); is 5th for the AM peak hour decrease in total delay and ranks 3rd PM peak hour decrease in total travel delay (hours); and ranks 5th for AM and is tied for 3rd for PM peak hour decrease in delay per vehicle-mile (minute/vehicle/mile) when compared to the No Further Action and the other four Design Options A, B, C or D.

The local streets and associated intersections that connect to I-275 and I-4 within the TIS SEIS study area are shown in the *Draft Project Traffic Analysis Report (PTAR), March 2019, Appendix O: 2045 Design Year No-Build and Build Options Intersection and Approach LOS*. The AM and PM peak hour intersection LOS varies between the 2045 No Further Action Alternative and the 2018 Express Lane Alternative Design Options A, B, C, D and E. There are 70 existing and new intersections that were examined during the 2045 AM and PM peak hours comparing the No Further Action against the 2018 Express Lane Alternative Design Options A, B, C, D and E. The overall results were:

- 19 intersections would operate the same or better with the proposed Design Options (A-E) improvements than the No Further Action Alternative.
- 42 intersections would operate at an acceptable LOS (LOS D or better) with the proposed Design Options (A-E) improvements.

The local street network and adjacent intersection near the interstate system would benefit with the proposed interstate improvements in Design Options A, B, C, D and E.

Summary

The 2018 Express Lane Alternative Design Option A provides the highest ranking for the MOE of the five Design Options presented. Design Option A provided the largest increase in AM and PM peak hour average speed; the largest decrease in AM and PM peak hour total travel delay (hours); and the largest decrease in delay per vehicle-mile (minutes/vehicle/mile) when compared to the No Further Action Alternative or Design Options B, C, D or E.

The express lane system logically operates better with tolling. The 2018 Express Lanes Alternative would provide better express lane LOS, because volumes would be lower. Having fewer access points under the 2018 Express Lanes Alternative would have marginally less volume and better LOS than 2045 1996 TIS FEIS Long-Term Preferred Alternative with the same access points as the 2018 Express Lanes Alternative. However, removing toll lane access, especially to Downtown Tampa, is not desired. The general purpose system would operate the same or slightly better when express lane tolls are not collected, because the project would expand free roadway capacity. In effect, the 1996 TIS FEIS Long-Term Preferred Alternative is akin to simply adding general purpose lanes because access is nearly ubiquitous. Demand shifts to utilize this added free capacity resulting in higher general purpose volumes. The general purpose system in the 1996 TIS FEIS Long-Term Preferred Alternative operates similarly, but slightly less volume shifts because of the reduced access.

Importantly, the projected traffic demand in 2045 exceeds the capacity of the proposed roadway system even if all lanes were free. The 2018 Express Lanes Alternative would optimize the use of the express lanes and provides an option to manage congestion which otherwise would migrate to express lanes and cause the entire system to be at gridlock during the peak periods. The 2018 Express Lanes Alternative would provide for a reliable trip time option, where non-tolled express lanes do not. This exercise is documented in the *TIS SEIS Planning Level Toll vs. Non-Toll Comparison* (FDOT, 2019, a).

6.4.6 Public Parking

This section describes the potential impacts to public parking including the net loss or gain of parking spots.

No Further Action Alternative

Public parking would not be impacted and would remain in the current configuration as it is now with lots available under I-275 in downtown Tampa. Potential losses to the economy under No Further Action would reduce demand for parking spaces because a decline in disposable income tends to result in fewer trips and therefore less spending at commercial establishments” (TBRPC 2018).

It should be noted that no paid parking or publicly owned parking exists within the Westshore Area. When Westshore Area properties with parking are purchased, each owner is compensated for the full value of his/her affected property. When properties with parking are redeveloped within the Westshore Area, each developer must comply with parking requirements as defined within the City of Tampa land use and zoning codes as well as the Westshore Overlay District Development Standards. For these reasons, neither the No Further Action Alternative nor the Build Alternatives will result in a reduction to the supply of Westshore Area parking.

1996 TIS FEIS Long-Term Preferred Alternative

As part of the 1996 TIS FEIS Long-Term Preferred Alternative, the proposed parking garage at Marion Street transit station would provide 2,800 spaces, as well as additional opportunities for surface lots under the I-275 mainline viaducts through downtown Tampa. With the widening associated with this alternative, some of the surface parking spaces along Kay Street would be lost. But there would be a significant net gain in parking even without the proposed parking structure.

2018 Express Lane Alternative (Tolled)

The full reconstruction of the DTI would alter the parking areas underneath the DTI in the vicinity of the Marion Transit Center. More generally, however, sufficient parking is available in the CRAs depending on street parking requirements, density and intensity of land uses, and the types of businesses in CRAs.

Public parking is available on the south side of I-275 as well as under the elevated I-275 structure between the Hillsborough River and Jefferson Street/Orange Avenue. **Figure 6-11** and **Table 6-14** show the parking lot locations, number of parking spaces available, type of parking lot, owner of parking lot, and the number of potential affected parking spaces by Design Option in TIS Segment 2B if no additional parking spaces are built. The space under I-275 offer the opportunities to use this space as a community feature (parks, basketball courts, dog park, common area, etc.) or the impacted parking spaces shown in **Table 6-14** could be rebuilt parking spaces. All potential parking impacts would occur in TIS Segment 2B. No parking impacts would occur in the other TIS Segments 1A, 2A, 3A or 3B. Design Options A and B would affect 476 parking spaces, while Design Option C would affect approximately 449 spaces. Design Option D would affect approximately 277 spaces. Option E would not affect any parking spaces. The FDOT will continue to coordinate with the City of Tampa regarding the potential parking spaces loss, as it’s possible that parking could be provided under the interstate or on adjacent remainder parcels. Coordination is ongoing near Julian B. Lane Park area regarding any potential loss of parking spaces.



Figure 6-11 Existing Parking Lot and Parking Space Locations

Table 6-14 Potential Parking Space Impacts

Parking Lot Location	Parking Lot Details			Number of Spaces Impacted Design Option				
	Number of Spaces	Type	Property Owner	A	B	C	D	E
1 – 1400 Block of Ashley Street	5	On Street	City	0	0	5	5	0
2 – 1489-1499 Ashley Street	50	City Employee	City	50	50	50	0	0
3 – 1425 Franklin Street	110	Permit Only	State of FL TIITF*	55	55	55	0	0
4 – 1426 Franklin Street (removed 50%)	124	Permit Only	State of FL TIITF*	62	62	62	0	0
5 – 1315 Marion Street (removed 30 spaces)	65	Transit Station	FDOT	30	30	30	0	0
6 – 1500 Block of Franklin Street	12	Public	City	12	12	12	12	0
7 – N of Scott St. between Tampa St. & Franklin St.	60	Permit Only	City	60	60	60	60	0
8 – N of Scott Street between Florida Ave. & Marion St.	60	Permit Only	City	60	60	60	60	0
9 – N of Scott Street between Florida Ave. & Marion St	60	Permit Only	City	60	60	60	60	0
10 – N of Scott Street between Marion St. & Morgan St.	60	Permit Only	City	60	60	60	60	0
11 – 1523 Franklin St.	20	Rental Car Lot	Private	20	0	20	20	0
12 – 1301 Morgan St.	Under Construction	Open Grass Lot	FDOT	0	0	0	0	0
Total Parking Spaces	626			476	476	449	277	0

Source: Google Earth Pro Maps; 2018; * State of Florida Trustees of the Internal Improvement Trust Fund (TIITF)

While parking will be provided as part of the Westshore Intermodal Center, it is not for general use purposes; parking is intended to be provided for interaction with transit services (i.e., kiss-n-ride and rideshare purposes). Parking pertaining to private development at the intermodal center site is being considered; parking needs associated with this private development would be subject to traditional zoning parking requirements. Refer to the Section 4(f) chapter of the SEIS for more information about parking effect and additions relative to Julian B Lane Park and Perry Harvey Sr. Park.

Summary

The 2018 Express Lane Alternative impacts the most parking spaces with Design Options A and B impacting the most and Design Option E impacting no parking spaces. Relative parking impact by TIS Segments 1A and 2A is nominal. Most of the parking impacts, under any Design Option, would occur in downtown Tampa. With the 2018 Express Lane Alternative there would be opportunities to provide open parking lots under the viaduct. This would need to be discussed and coordinated with the City of Tampa. The No Further Action Alternative would not impact parking leaving the downtown parking configuration exactly as it is today. As part of the 1996 TIS FEIS Long-Term Preferred Alternative, the proposed parking garage at the Marion Street transit station would create 2,800 spaces as well as additional opportunities for surface lots under the I-275 mainline viaducts through downtown Tampa.

With the widening associated with the 1996 TIS FEIS Long-Term Preferred and the 2018 Express Lane Alternatives, some of the surface parking spaces along Kay Street would be lost.

6.5 Aesthetic Effects

The identification of potential aesthetic effects whether they be beneficial, adverse or neutral, and the resulting effectiveness of proposed mitigation can be one of the most impactful elements of a proposed transportation improvement. Although effects related to the traveling public are worth noting, the critical aspect and often most visited issues is that of the aesthetic effects related to the people and places adjacent to the transportation projects. The following sections discuss potential effects related to noise, vibration and viewshed and how in many cases they relate to one another and the compatibility with the surrounding community.

6.5.1 Noise

With noise being a consistent concern, one of the community goals is to minimize noise effects to adjacent noise sensitive sites including residential areas, hotels, nursing homes and parks. To determine the project effects, noise sensitive sites are identified, noise sensitive sites are identified, and noise barriers are evaluated to determine if they would effectively reduce or minimize the adverse effect.

No Further Action Alternative

With the No Further Action Alternative, no construction or addition of capacity would be provided; however, no noise barriers are constructed either. The No Further Action Alternative is different for TIS SEIS Segment 1A as it includes the construction of the outer roadways (general use lanes) approved in the 1997 ROD and committed noise walls in the surrounding neighborhoods. In areas/neighborhoods where interstate construction projects have not been completed to date, under this Alternative the current noise levels would remain and not be mitigated. For example, as part of the I-4 project that was constructed under the 1996 TIS FEIS approved document, TIS Segment 3A included 199 noise-sensitive sites of which 138 of those sensitive sites were identified as noise impacted and noise barriers were previously constructed with the construction of the outer roadways mitigating noise impacts for 130 of the 138 impacted sites.

1996 TIS FEIS Long-Term Preferred Alternative (Non-Tolled)

The 1996 TIS FEIS Long-Term Preferred Alternative includes noise barriers where reasonable. Documented in the 1996 TIS FEIS, the Long-Term Preferred Alternative included 1,336 impacted noise sites and evaluated noise barriers mitigating 1,137 of those sites. As previously referenced, several of the segments have already been constructed and included noise barriers. Construction of noise barriers is a commitment included in the 1996 TIS FEIS and based upon the construction completed to date, the Long-Term Preferred Alternative would seek to mitigate noise impacts to the approximately one third remaining noise sensitive sites.

2018 Express Lane Alternative (Tolled)

The overall potential noise sensitive sites of the 2018 Express Lane Alternative show that the segments that have only one design option (Segments 1A, 2A and 3B) may involve 61 noise sensitive sites. Of the express lane options identified in TIS SEIS Segments 2B and 3A, Option B has the least potential to affect noise sensitive receptors with 271 potential sites, and Option D has the highest potential to effect 289 noise sensitive sites, shown in **Table 6-15** below. No noise sensitive sites were identified in Segment 1A. Refer to the Section 4(f) chapter of the *SEIS* for more information on noise effects related to parks and to the *CRAS* and *Section 106 Case Study Report* for visual effects related to historic resources.

Table 6-15 Results of the Noise Contour Study and the Detailed Noise Study Report¹

NAC B and C Noise Sensitive Sites Within the 66 dB(A) Contour Derived from Contour Study ¹						
TIS Segment	Segment 1A	Segment 2A	Segment 2B	Segment 3A	Segment 3B	Total Noise Sensitive Sites
No Express Lane Options	0	45	0	0	16	61
Option A ¹	0	0	210	67	0	277
Option B ¹	0	0	207	64	0	271
Option C ¹	0	0	219	58	0	277
Option D ¹	0	0	232	57	0	289
NAC B and C Noise Sensitive Sites at or Above 66 dB(A) Derived from Noise Study Report ^{3, 5}						
Option E ²	0 ³	NA ⁴	279 ³	NA	NA ⁵	279

SOURCES: FDOT. 2019, e. *Noise Contour Study Technical Memorandum*; FDOT. 2019. *Tampa Interstate Study Supplemental Environmental Impact Statement Noise Study Report Update*; FDOT. 2004. *Noise Analysis Update Report (NAUR), Interstate 275 (SR 93) Segment 2A from Himes Avenue to the Hillsborough River, Hillsborough County*; FDOT. 2017, k. *Traffic Noise Study Technical Memorandum I-4 from 35th St. to East of 50th St.*

Notes: ¹ The use of noise contour lines is allowed for project alternative screening comparison or for land use planning to comply with 23 CFR § 772.17, but use of noise contours is not allowed for determining highway traffic noise impacts or the determination of the feasibility and reasonableness of providing noise abatement. The noise contour study did not identify impacts for Options A-D. The numbers shown for Options A-D instead represent the number of noise sensitive sites within the 66 dB(A) contour line using a simplified model that does not model each individual receptor for impact levels.

² The noise contour study did not identify noise sensitive sites within the 66 dB(A) contour for Design Option E. The results of Option E were derived from the detailed noise study report, which covers a greater distance from the roadway and is based on more detailed modeling of real-world terrain, specific receptor locations, etc.

³ As reported in the November 2019 TIS SEIS *Noise Study Report Update*, which covers Segments 1A, 2A, 2B, 3A, and 3B for Interstate 275 from HFB to MLK Jr. Blvd. and Interstate 4 from Interstate 275 to 50th Street (FDOT 2017, k).

⁴ Based upon the 2004 Noise Analysis Update Report (NAUR) for Segment 2A, noise barriers have been built to their maximum height as a result of identifying that 1,141 residences in existence at the time and seven recreational areas (MacFarlane Park, Salcines Park, outdoor recreation area of the Kiddieland Day Care, outdoor sports area of the Carver School, Riverfront Park, and a community playground and outdoor basketball facility located near Delaware Avenue) were predicted to experience outdoor traffic noise levels that approached, met, or exceeded the NAC. As no design changes have occurred in Segment 2A since the 2004 NAUR, it remains valid. Therefore, no additional noise analysis is warranted or was performed for TIS Segment 2A.

⁵ TIS Segment 3B was evaluated in the Traffic Noise Study Technical Memorandum I-4 from 35th St. to east of 50th St. dated March 3, 2017. 21 Residential impacts were identified in this evaluation and noise barriers have been proposed to provide abatement for these 21 residential impacts. It has been determined that work related to the results of this report will be completed as part of TB Next Section 8, independent of the TIS SEIS.

At the time the Alternatives Noise Contour Study was completed, alternatives under consideration included Options A-D. After the Alternatives Public Workshop input was received and in conjunction with previous public comments and agency input, Option E was added to the Alternative Options under consideration. This was done in response to comments to further reduce ROW impacts in the Downtown Interchange while making much needed operational and safety improvements to the interchange.

Summary

Land uses within the study area include a mix of residential communities (single-family and residences in multi-family complexes), commercial and industrial parks, hotels, places of worship, daycares, schools, a library, nonprofit organizations, a TV recording studio, outdoor dining areas, medical facilities, trails, exterior uses of office areas, and public parks. Notably, most residential neighborhoods adjacent to TIS SEIS study area currently benefit from noise barriers. However, some existing barriers would need to be removed to accommodate the new roadway but would be replaced with the construction of the LPA.

Both the 1996 TIS FEIS Long-Term Preferred Alternative and the 2018 Express Lane Alternative have potential to increase noise levels for some sensitive sites and reduce noise levels at others given varying locations. The greatest potential for noise reduction would be within the areas where there was no previous interstate

reconstruction and no noise barriers currently exist. Based upon continued public input and commitments made as part of the 1996 TIS FEIS, the FDOT is committed to providing noise barriers as part of the project that meet both the acoustic and aesthetic goals.. A copy of the TIS SEIS *Noise Study Report* (FDOT, 2019, e) can be found on the www.tampinterstatestudy.com website.

6.5.2 Vibration

Since vibration effects would only occur during the construction phase of the proposed project, potential vibration effects are also summarized in **Section 7**.

6.5.3 Viewshed

Visual effects are changes to the visual landscape. They can be beneficial, neutral or adverse. Often the adverse effects are categorized as substantial, less than substantial and minimal visual impacts. In areas where adverse effects occur, design elements are developed to mitigate the adverse effects and add value to both the transportation improvement and the adjacent community.

- Substantial visual impacts of a transportation project are those that would result in a deterioration in the ability to use the adjacent land as intended, a reduction in the quality of that use, obstruction of an important view, interference with a specific design in the environment, degradation of a natural condition, removal of a substantial percentage – or the last amount of - landscaping or natural vegetation, and similar levels of visual disturbance.
- Less than substantial impacts are those visual effects that would not result in a deterioration in the ability to use the adjacent land as intended, a reduction in the quality of that use, obstruction of an important view, interference with a specific design in the environment, degradation of a natural condition, removal of a substantial percentage - or the last amount of - landscaping or natural vegetation, and similar levels of visual disturbance.
- Minimal visual impacts are those where the visible changes would be barely noticeable to the general public.

No Further Action Alternative

The No Further Action Alternative includes existing and planned transportation services, facilities, and infrastructure that would be in place by 2040. In TIS Segments 2A, 3A, 3B, and 3C, where projects that were advanced by the 1996 TIS FEIS approval were constructed, visual preference workshops and small group meetings were held where each community identified their community’s visual character, appropriate project materials and focal points to ensure the transportation project provided the adjacent neighborhood an improved visual quality. No construction would occur related to the interstate for TIS SEIS Segments 2A, 2B, 3A, and 3B; therefore, there would be no change in the current visual quality as related to the adjacent environment.

The No Further Action Alternative is different for TIS SEIS Segment 1A as it includes the construction of the outer roadways (general use lanes) approved in the 1997 ROD. The No Further Action Alternative for Segment 1A also includes new interstate access from Kennedy Boulevard/Reo Street, transition roadway construction of express lanes to and from the reconstructed HFB, and a new multi-use trail on the reconstructed HFB that will additionally be transitioned to Reo Street to provide access to existing trails within the Westshore area. Further, with the construction of the outer roadways, new access will be provided under I-275 at Reo Street, Occident Street, and Trask Street thereby enhancing transit, bicycle, and pedestrian movements/circulation within the Westshore District. It should be noted that in portions of TIS SEIS Segments 1A and 2B, the very low vertical clearance and (in many places) the sloped abutments under the bridges would remain and would continue to constrain bicycle/pedestrian treatments and attractive underpasses.

1996 TIS FEIS Long-Term Preferred Alternative (Non-Tolled)

In conjunction with the TIS FEIS Long-Term Preferred Alternative, the TIS UDG were developed, adopted and included as a commitment in the 1996 TIS FEIS. As noted previously, several communities identified their visual character and focal points to reflect each community's history and character TIS SEIS Segments 2A, 3A, 3B and 3C were constructed to reflect these visual qualities. The 1996 TIS FEIS Long-Term Preferred Alternative is a reconstruction alternative and includes integral aesthetics through design elements including, but not limited to noise barriers, signage, fencing, bridge structures, lighting, landscaping and aesthetic treatments to ponds. This alternative is closest in required ROW, or size of footprint, to the 2018 Express Lane Alternative for Design Option A of TIS SEIS Segments 2B, 3A, and 3B, which includes the full implementation of the TIS UDG as well as a larger, longer greenway to buffer Tampa Heights from the interstate and a commitment to build noise barriers, which has to be weighed against the visual effect. Being a reconstruction project, all bridges would be constructed with higher vertical clearance, vertical abutments and ample accommodations for bicycle and pedestrians.

2018 Express Lane Alternative (Tolled)

Trade-offs between different design elements and options are often difficult to understand in plan view. Photo-simulation has become a helpful tool for the public to understand the scale of an improvement, view potential materials and details of architectural elements, and assess the visual effects of each option and its proposed noise barriers. Dozens of photo-simulations have been completed for the Design Options of the TIS SEIS Segments 2B, 3A, and 3B and were on display at the Alternatives Public Workshop to engage the public in identifying visual preferences as they relate to each Option. Once a recommended alternative has been identified, the photo-simulations will be revised to provide mitigation and enhancement options for areas where adverse effects have been identified. It is important to note that only one option for TIS SEIS Segments 1A and 2A is moving forward for the 2018 Express Lane Alternative.

Given the urban setting and flat terrain, an elevated roadway can provide rare opportunities for a vista. However, in areas with predominantly residential development, it is likely that travelers' views would be blocked by noise barriers and adjacent property owners may face/back-up to a noise wall. Once the noise barrier analysis is completed, the evaluation of the visual effects will be finalized. Design Options C, D and E of TIS SEIS Segments 2B, 3A, and 3B would require less ROW and have a smaller footprint, then Design Options A and B of TIS SEIS Segments 2B, 3A, and 3B; however, the express lanes in Design Options C and D are higher, particularly as they transition from the median to the south or north near the Hillsborough River/North Boulevard and on I-4 between 15th and 18th Streets. In addition, with Design Options C, D and E the existing interstate would remain in place somewhat limiting the level of aesthetic treatment when compared with new total reconstruction of Design Options A and B. The following are example photo-simulations that will be available for the public to review and provide comment.

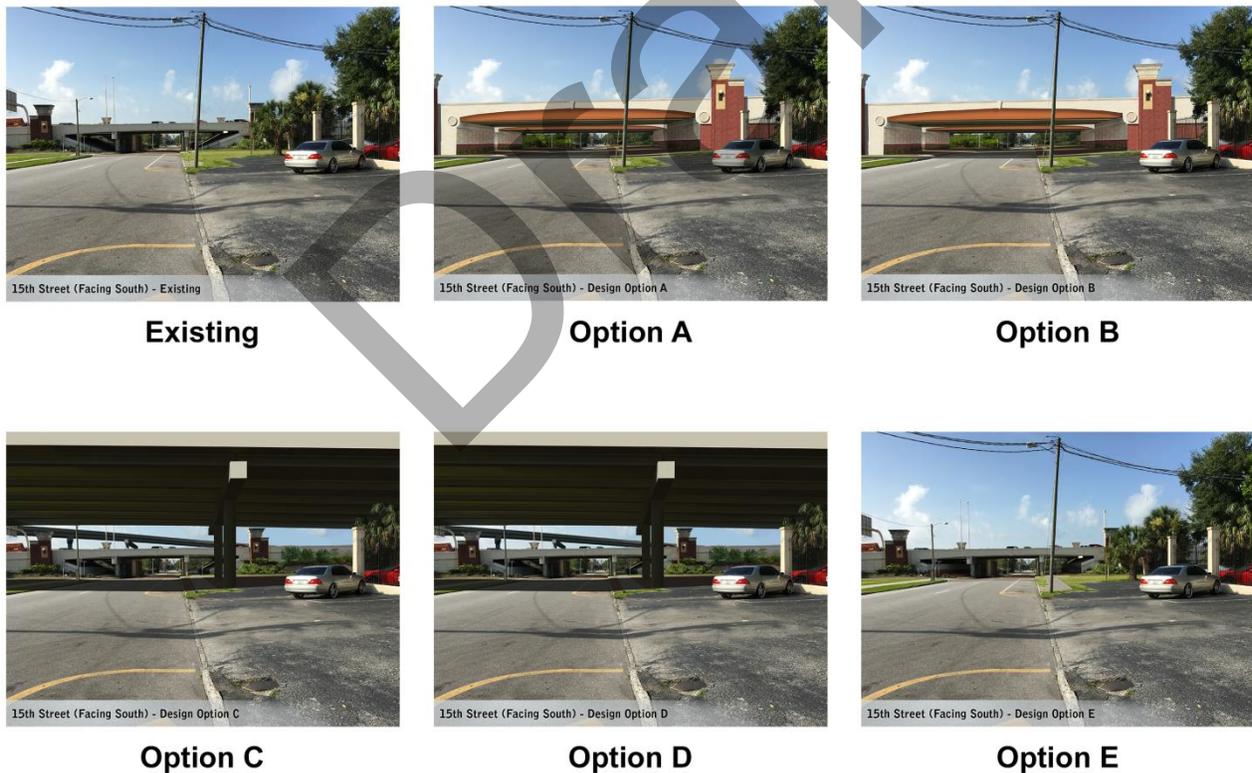
Figure 6-12 shows an existing photo of 15th Street located on the north side of I-4 facing south along with same view if Design Options A, B, C, D or E are built. Design Options C and D would place the express lane structure closer to the existing site of the photo, while the structure of Design Options A and B would be slightly closer but the urban design of the bridge face would change. **Figure 6-13** shows an existing photo of Columbus Drive located on the west side of I-275 facing east along with same view if Design Options A, B, C, D or E were built. The biggest visual impacts would occur if Design Options A or B were built. There would be very little change if Design Options C, D or E were built. **Figure 6-14** shows an existing photo of Forest Avenue located on the east side of I-275 facing west along with same view if Design Options A, B, C, D and E were built. With Design Options A and B, the new retaining wall would move closer to the existing photo site, while Design Options C, D and E would be very similar to the existing conditions. **Table 6-16** shows the potential for visual adverse effects for a number of contributing factors pertaining to each of the TIS SEIS Segments and design options. Refer to the Section 4(f) chapter of the *SEIS* for more information on visual effects related to parks and to the *CRAS* and *Section 106 Case Study Report* for visual effects related to historic resources.

Table 6-16 Potential for Visual Adverse Effects

Contributing Factors	No Further Action	1996 FEIS	Segment 1A	Segment 2A	TIS Segments 2B/3A Design Options					Segment 3B
					A	B	C	D	E	
Possible New Noise Barriers	No Change/Yes ¹	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes
Requires ROW	No Change/Yes ¹	Yes	Yes	No	Yes*	Yes*	Yes*	Yes*	Yes*	Yes
Previous Reconstruction with applied UDG	No Change	No	No	Yes	No*	No*	No*	No*	No*	Yes
Opportunity for aesthetic effects	No Change	Yes	Yes	N/A	Yes	Yes	Yes	Yes	Yes	No
Probability of Construction Vibration	No Change	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	No
Vista Opportunities	No Change	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	No

* No ROW would be required and Yes to previous reconstruction with UDG applied for TIS Segment 3A

¹ Effects pertaining to No Further Action Alternative for TIS SEIS Segment 1A



Source: American Consulting, 2018

Figure 6-12 North Side of 15th Street (Facing South) Interchange Design Options



Columbus Drive (Facing East) - Existing

Existing



Columbus Drive (Facing East) - Design Option A

Option A



Columbus Drive (Facing East) - Design Option B

Option B



Columbus Drive (Facing East) - Design Option C

Option C



Columbus Drive (Facing East) - Design Option D

Option D



Columbus Drive (Facing East) - Design Option E

Option E

Source: American Consulting, 2018

Figure 6-13 Columbus Drive (Facing East) Interchange Design Options



Forest Avenue (Facing West) - Existing

Existing



Forest Avenue (Facing West) - Design Option A

Option A



Forest Avenue (Facing West) - Design Option B

Option B



Forest Avenue (Facing West) - Design Option C

Option C



Forest Avenue (Facing West) - Design Option D

Option D



Forest Avenue (Facing West) - Design Option E

Option E

Source: American Consulting, 2018

Figure 6-14 Forest Avenue (Facing West) Interchange Design Options

Summary

In portions of TIS SEIS Segments 1A and 2B under the No Further Action Alternative, the very low vertical clearance and (in many places) the sloped abutments under the bridges would remain and would continue to constrain bicycle/pedestrian treatments and attractive underpasses. As part of the 1996 TIS FEIS Long-Term Preferred Alternative several communities identified their visual character and focal points to reflect each community’s history and character, TIS Segments 2A, 3A, 3B and 3C were constructed to reflect these visual qualities. Any of the 2018 Express Lane Alternative options selected would follow the TIS UDG and the view shed would fit the context of the specific neighborhood or community.

6.5.4 Compatibility

Visual compatibility should begin with being consistent with land planning, scale, and set-backs thereby visually complementing the community instead of detracting and being out of place and overbearing. Ybor City, East Tampa, Tampa Heights, downtown, West Tampa and Westshore have vision plans, many have historic guidelines and others have overlay districts that define requirements as part of enforceable ordinances. Working with each community the following projects were implemented after defining visual character, features, materials, and evaluating viewshed vs noise barriers.

No Further Action Alternative

Many portions of the TIS SEIS Segments have already been constructed. In these situations, the proposed improvements (express lanes) being discussed in the SEIS would be constructed within the median of the previously constructed outer roadway or general use lanes. The following completed projects incorporated the Design Review Process and implemented the TIS UDG (as per rigorous public outreach and input to arrive at the final products), as seen in the example photograph below each project description.

- **I-4 from West of 14th Street to East of 50th Street (TIS Segments 3A and 3B)** – Corridor Length: 3.2 miles Completion: Fall 2007. Reconstruction of a 4-lane roadway into a 6-lane roadway (three lanes in each direction with auxiliary lanes). Improvements also included: providing an increased median width reserved for future transportation needs, new bridges with improved height clearances, shoulder-mounted 8-foot noise barriers near densely developed residential areas, aesthetic treatments, and improved lighting and drainage.
- **Ybor City Community (TIS Segment 2B)** – Selected appropriate historic materials: brick sidewalks, hex paver walkways, brick and metal specialty fencing, historic 5-globe lights, tower features and arches reminiscent of Ybor architecture.



Water Feature at I-4 between 21st/22nd, Terra Tectonics design group 2007



I-275 Off-Ramp at Howard Ave, Jennings 2018

- I-4/Lee Roy Selmon Expressway Interchange (TIS Segment 3C)** – Corridor Length: 1 mile, Completion: Spring 2014. Construction of a new north-south toll interchange, which connects I-4 with the Lee Roy Selmon Expressway (SR 618). The elevated roadway with an all-electronic toll collection system links these two major east-west corridors and provides “truck-only” lanes for direct access to Port Tampa Bay to reduce heavy truck traffic from local roads in Ybor City. Aesthetic treatments identified during design through a community working group were also included in this project.
- Palmetto Beach Community** – Historic community that identifies first and foremost as a port community. They worked with designers to develop ship container type MSE walls and a mural to alert travelers on the adjacent busy thoroughfare of the nearby neighborhood on the water.
- I-275 Northbound from Himes Avenue to the Hillsborough River (TIS Segment 2A)** – Corridor Length: 2 miles, Completion: Spring 2010. Reconstruction of a 3-lane roadway into a 4-lane roadway. Improvements also included: providing an increased median width reserved for future transportation needs, new bridges with improved height clearances, shoulder-mounted 8-foot noise barriers near densely developed residential areas, aesthetic treatments, and improved lighting and drainage.



I-4/ Lee Roy Selmon Specialty MSE "Cargo" Wall, Jennings 2018



I-275 at Dale Mabry Highway, Jennings 2018

- I-275 Widening Southbound and Remainder of Northbound from east of SR 60 to Downtown Tampa (TIS Segments 1A and 2A)** – Corridor length: 4.2 miles, Completion: Fall 2016. Reconstruction and roadway widening. Improvements included: providing four through lanes in each direction, flattening the profile of the roadway at bridges over the crossroads, aesthetic treatments, improved interchanges, and increased median width for future improvements.
- Westshore community (TIS Segment 1A)** – Selected contemporary and bright elements to represent their progressive business and residential community.

It is important to note that each segment has its own portals/adjacent focus areas where the neighborhood and surrounding community is reflected in the aesthetic treatments incorporated into the roadway and bridge structures. In addition, throughout the project some elements on the interstate such as the light fixtures, sign supports and shoulder mounted noise barriers would remain visually consistent to remain clean and visually neutral, allowing the focus to be more on the community and not on the facility.

The No Further Action Alternative for TIS SEIS Segment 1A includes the construction of the outer roadways (general use lanes) approved in the 1997 ROD as well as new interstate access from Kennedy Boulevard/Reo Street and transition lanes necessary to incorporate the new express lanes to and from the reconstructed HFB and Westshore Area Interchange. With the construction of the outer roadways, new access will be provided under I-275 at Reo Street, Occident Street, and Trask Street. Aside from these improvements, no additional improvements will occur to the Westshore Area Interchange (TIS



Airport Interchange, AECOM 2011

SEIS Segment 1A). As such, some of the visual desires expressed by the surrounding community will not be addressed.

The No Further Action Alternative leaves the DTI (TIS Segment 2B) in place with the undesirable visual appearance of lacking coherence, enhancements and quality of life elements. In addition, the existing roadway is not reflective of the surrounding communities' character.

1996 TIS FEIS Long-Term Preferred Alternative (Non-Tolled) and 2018 Express Lane Alternative (Tolled)

With the outside roadway and aesthetics previously completed for TIS Segments 2A, 3A, 3B and 3C, the critical areas for visual compatibility, for both the 1996 TIS FEIS Long-Term Preferred Alternative and the 2018 Express Lane Alternative, are the two interchanges areas yet to be reconstructed.

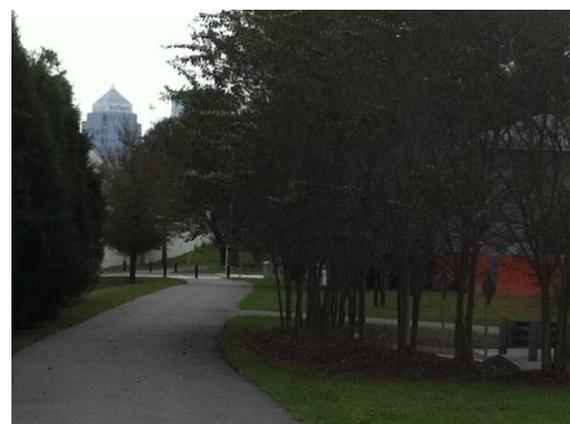
There are two aesthetic focus areas for the SEIS build alternatives, the I-275/SR 60 interchange area (TIS SEIS Segment 1A) and the I-275/I-4 interchange area (TIS Segment 2B). Located between the already completed TIA interchange and the section of interstate from Lois Avenue to Willow Avenue, the I-275/SR 60 interchange area would need to both smoothly transition from previously constructed interstate segments and include a unique aesthetic design for the areas where three new roads traverse under the interstate (Reo Street, Occident Street and Trask Street) as well as the existing roads that traverse the proposed construction of the interstate (Cypress Street and West Shore Boulevard).



I-275 at Columbus Drive, IPI 2018

Much of the adjacent land use is made up of office buildings, hotels, commercial businesses, many of which are multi-story in scale and modern in appearance. The project's reconstructed clean, modern, well-lit roadway would be compatible with the urban commercial environment and with the process included in the TIS UDG. The roadway could enhance the existing environment creating beneficial effects.

The I-275/I-4 Interchange area (TIS Segment 2B) is the second aesthetic focus area. The Downtown Interchange Operational Improvement was completed in 2006 with primary emphasis on adding shoulders, improving weaving movements, extending the Ashley Street entrance ramp and adding a local exit ramp system. It was intended to be an interim improvement and consequently, the consistent aesthetic on-interstate elements such as the light fixtures, sign supports and shoulder mounted noise barriers were incorporated but few of the aesthetic treatments that reflect the surrounding neighborhoods and communities were included. The exceptions were three: the improvement to underpass areas with huge brick walkways at five underpasses (Columbus Drive, Nebraska Avenue, Palm Avenue, 7th Avenue and Henderson Avenue), the installation of landscape and irrigation and the construction of the interim Tampa Heights Greenway. These elements would continue in some context and additional hardscape treatments would be included to varying degrees depending upon which 2018 Express Lane Alternative Design Option is selected.



Tampa Heights Interim Greenway Trail, IPI, 2018

Much of the adjacent land use is made up of historic residential neighborhoods, most of which are no more than two to three stories tall surrounded by brick streets and granite curbs. The highest roadway elevations of the

project are located immediately adjacent to these neighborhoods. Once a recommended Design Option has been approved, the project team will work with the communities and neighborhoods to incorporate aesthetic treatments that reflect their communities, working to make the overall project environment more compatible with the neighborhood. Mitigation measures to avoid, minimize or compensate for visual adverse effects will be evaluated, in addition to the enhancements that would be included as part of the process and commitments of the TIS UDG. One of the TIS commitments and design elements included in the TIS UDG is the development of the Tampa Heights Greenway (the current greenway is an interim improvement).

Summary

Both the 1996 TIS FEIS Long-Term Preferred Alternative and 2018 Express Lane Alternative provide opportunities to provide a more coherent roadway design that reflects the communities' character and visual fabric resulting in enhanced visual compatibility. The 2018 Express Lane Alternative for Design Options C, D and E of TIS SEIS Segment 2B are less compatible with the surrounding visual environment of the downtown interchange given that the 1960's existing interstate would remain in place with only partial visual enhancement possible.

6.6 Relocation Potential

This section identifies the potential relocations associated with the TIS SEIS project. *Conceptual Stage Relocation Plans* were prepared after the Locally Preferred Alternative was identified. The *Conceptual Stage Relocation Plans* address the availability of housing in the TIS SEIS study area for people who would be displaced.

6.6.1 No Further Action Alternative

The No Further Action Alternative for TIS SEIS Segments 2A, 2B, 3A, and 3B consists of the existing corridor with no additional ROW acquisitions and associated displacements. As such, there would be no ROW impacts with the No Further Action Alternative.

The No Further Action Alternative is different for TIS SEIS Segment 1A as it includes the construction of the outer roadways (general use lanes) approved in the 1997 ROD. The No Further Action Alternative for Segment 1A also includes new interstate access from Kennedy Boulevard/Reo Street, transition roadway construction of express lanes to and from the reconstructed HFB, and a new multi-use trail on the reconstructed HFB that will additionally be transitioned to Reo Street to provide access to existing trails within the Westshore area. As such, additional ROW acquisitions will be required to accommodate the proposed improvements.

1996 TIS FEIS Long-Term Preferred Alternative

As of October 2016, FDOT had acquired 616 properties in the 1996 TIS/FEIS study area. There are 167 properties left to acquire of which approximately 15 percent are businesses and 85 percent are residential properties. FDOT began acquiring properties in 1998.

2018 Express Lane Alternative

The proposed roadway expansion would impact up to 209 parcels consisting of both commercial and residential relocations. **Table 6-17** outlines the number of relocations and parcels needed by TIS Segment (1A, 2A, 2B, 3A, and 3B) and by Design Option A, B, C, D and E for TIS SEIS Segments 2B, 3A, and 3B. Design Option A would have the highest number of relocations, 209 parcels, because of the larger ROW footprint. Design Option B would require 182 parcels; Design Option C would require 56 parcels; Design Option D would require 67 parcels; and Design Option E would require 7 parcels.

Table 6-17 Right of Way (ROW) and Relocations¹

Tampa Interstate Study (TIS) Segments		1A I-275 from HFB to east of Himes Ave.		2A I-275 from east of Himes Ave. to east of Rome Ave.		2B I-275 from east of Rome Ave. to north of MLK Blvd. and I-4 from I-275 to east of 14th St.					3A 1-4 from east of 14th St. to east 34th St.		3B 1-4 from east 34th St. to east of 50th St.		
		No Further Action ²	2018 Express Lane	No Further Action	2018 Express Lane	No Further Action	2018 Express Lane Design Options ³					No Further Action	2018 Express Lane	No Further Action	2018 Express Lane ⁴ A, B, C, D
Alternative							A	B	C	D	E				
ROW Impacts	Number of Parcel Impacted	41	41	321	321	165	369	338	162	200	61	270	270	108	116
	Already Purchased	26	26	321	321	165	160	152	106	133	53	270	270	108	108
	Remaining to Purchase	15	15	0	0	0	209	182	56	67	7	0	0	0	8
	Business Relocations Remaining	21	21	0	0	0	52	47	8	17	1	0	0	0	0
	Residential Relocations Remaining	0	0	0	0	0	336	321	28	96	6	0	0	0	1

Notes:

¹These are preliminary estimates based on the current design concept as of January 2019. Numbers may change as the design progresses. A Conceptual Stage Relocation Plan was prepared after a Locally Preferred Alternative was identified.

²Includes Outer roadway approved under 1997 & 1999 RODs

- ³A Reconstructed Interchange with Express Lane Connection to the North
- B Reconstructed Interchange without Express Lane Connection to the North
- C Existing Interchange with Elevated Express Lanes (South/East Side of I-275)
- D Existing Interchange with Elevated Express Lanes (North/West Side of I-275)
- E Operation Improvements: I-275 SB to I-4 WB Ramp; I-275 NB to I-4 WB Ramp; and I-4 WB to I-275 NB Ramp

⁴Design Option E does not require any additional parcels and no relocations

Definition:

- Number of Parcels Impacted – Total number of parcels either partially or fully within the concept footprint.
- Already Purchased – Number of parcels within the footprint that FDOT already owns.
- Remaining to Purchase – Number of parcels within the footprint FDOT would need to purchase.
- Business Relocations – Number of individual businesses that may need to be relocated.
- Residential Relocations – Number of residences that may need to be relocated; assumes one residence per dwelling unit.

According to the *Conceptual Stage Relocation Plans*, there are an adequate number of residential properties for sale and for lease currently available as potential replacement sites (see the TIS website for copies of the plans: <http://tampainterstatestudy.com/project-documents/>). The Westshore Business District, in TIS Segment 1A, includes over 12.5 million square feet of office space with a vacancy rate of approximately 9.8 percent. Within the immediate Tampa area there is over 32.3 million square feet of office space with a vacancy rate of 12.4 percent. According to the *Conceptual Stage Relocation Plans*, there were 597 properties with available office space for lease in buildings located in the Westshore Business District, City of Tampa and Hillsborough County. In TIS Segment 2B, none of the business displacements are considered major employers. Numerous replacement sites are available in the area for each business to rent or purchase. It is not expected that any businesses would have to move from the community in order to locate replacement sites.

In order to minimize the unavoidable effects of ROW acquisition and displacement of people, FDOT would carry out a Right-of-Way and Relocation Assistance Program in accordance with F.S. 421.55, Relocation of displaced persons, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17). Relocations would be accomplished by providing assistance to locate and acquire available housing or business properties elsewhere. This assistance also would include moving expenses. Every effort would be made to help property owners relocate in the same area, rather than other areas. In addition, displaced owner or tenant occupants of acquired residences would be provided financial assistance for increased costs they may encounter buying or renting replacement housing. See the FDOT Residential Relocation under the *Florida Relocation Assistance Program* brochure (FDOT, 2015, d) on the FDOT website at: <https://www.fdot.gov/rightofway/documents.shtm>.

Residential relocations include both single-family and multi-family units, which include owner-occupied and renter-occupied units. Design Option A would have the highest number of residential unit relocations (336); Design Option B would affect 321 residential units; Design Option C would affect 28 residential units; Design Option D would affect 96 residential units; and Design Option E would affect 6 residential units. The relatively high number of relocations in Design Options A and B can be explained by the presence of the Mobley Park Apartment Complex, which contains 238 residential units. Design Option D would also affect Mobley Park; however, the entire complex would not be displaced and would result in less residential units relocated (64).

There are 13,023 single-family homes in the CRAs located within the TIS SEIS study area. With slightly higher than average vacancy rates (12.9 percent compared to 11.9 percent citywide), higher rental rates (62.2 percent compared to 50.9 percent) and higher poverty rates, empirical research suggests that housing prices in the CRAs are likely to be lower than citywide prices (TBRPC 2018). These data indicate that affordable housing and vacant apartment rentals are available within the TIS SEIS study area.

The recommended LPA, which is the 2018 Express Lanes Alternative with Design Option E would require the fewest relocations in TIS Segment 2B, fewer than TIS Segment 1A. Under the LPA, the acquisitions would occur in the VM Ybor and Historic Ybor neighborhoods, areas which high percentages of Black or African American and Hispanic populations. In the Census block groups where the acquisitions would take place under the LPA, 23 percent low-income, 22 percent Black or African American, and 40 percent Hispanic. However, according to the Conceptual Stage Relocation Plan, those that would be relocated do not appear to have special needs that would prevent the successful relocation of the potential residential and business uses. Nor does the LPA appear to have any business displacements that provide services to the elderly, handicapped, non-driver, transit-dependent, or to minority groups.

According to the *Conceptual Stage Relocation Plans*, there are an adequate number of residential properties for sale and for lease currently available as potential replacement sites (see the TIS website for copies of the plans: <http://tampainterstatestudy.com/project-documents/>).

Non-residential or business relocations are those businesses with retail, service, and commercial functions. Design Option A would result in the relocation of 52 business units, Design Option B would result in 47 business relocations; Design Option C would result in 8 business relocations; Design Option D would displace 17 businesses; and Design Option E would displace 1 businesses. Many of these business units are a result of rental properties being considered both a commercial and a residential property.

Owners of a business located on property acquired by FDOT for a transportation project may be eligible to receive compensation for damages directly caused by the acquisition. See *Relocation Assistance Businesses, Farms, and Non-Profit Organizations* (FDOT, 2014, c) and on the FDOT website at: <https://www.fdot.gov/right-of-way/documents.shtm>.

The Westshore Business District, in TIS Segment 1A, includes over 12.5 million square feet of office space with a vacancy rate of approximately 9.8 percent. Within the immediate Tampa area there is over 32.3 million square feet of office space with a vacancy rate of 12.4 percent. According to the *Conceptual Stage Relocation Plans*, there were 597 properties with available office space for lease in buildings located in the Westshore Business District, City of Tampa and Hillsborough County. In TIS Segment 2B, none of the business displacements are considered major employers. Numerous replacement sites are available in the area for each business to rent or purchase. It is not expected that any businesses would have to move from the community in order to locate replacement sites. Vacancies in the downtown area are relatively high, especially for Class A properties (11.9 percent). The Westshore area continues to experience high demand for Class A (7.5 percent direct vacancy) and for Classes B and C (7.7 percent), as did East Tampa. By contrast, vacancy rates in West Tampa and East Tampa are very low, suggesting that construction spending may stimulate demand either for more office space in those areas or encourage leasing in other areas with greater office space availability. (TBRPC 2018) In addition, there are several residential developments under construction or that are planned in the TIS SEIS study area.

Summary

The 2018 Express Lane Alternative would require between 209 (Design Option A) and 7 (Design Option E) properties to be purchased. These purchases would require residences as well as businesses to be relocated. FDOT prepared *Conceptual Stage Relocation Plans*, which address in more detail the availability of housing and commercial space in the TIS SEIS study area for people and businesses who would be displaced.

6.7 Public Outreach

For the past several years, FDOT has reached out to various communities and neighborhood groups within the TIS SEIS study area. FDOT went to the regularly scheduled community meetings instead of organizing new additional meetings. The purpose of attending the meetings was to explain the SCE Evaluation process, review the demographics of the study area, let the attendees examine the community features map and make sure that FDOT does not miss features in the evaluation process, explain the difference in the alternatives being considered, review some of the misinformation regarding proposed access points to and from I-275 and I-4 and highlight some of the challenges and trade-offs being considered. During and after every meeting, questions were answered and public comments and input on sociocultural resources that could be affected was solicited. **Table 6-18** shows the Small Group Meetings held to date and what was presented to each group.

Table 6-18 Small Group Meetings – Key Items Discussed

Neighborhood	Date Presentation Held	How Many Attended	SCE Process	Demographics	Community Features	Perry Harvey Sr. Park	Mobley Park	Access I-275 and/or I-4	Floribraska Access Closing	Info about Interchanges	14th and 15th Streets	New North Blvd Ramps	Other Studies
Westshore Palms	5/3/2018	12	X	X	X			X		X			
North Bon Air	6/14/2018	18	X	X	X			X		X			
Downtown Tampa Urban Core Community Working Group	6/25/2018	~100	X					X	X	X	X	X	
Tampa Heights Civic Assoc.	6/28/2018	25	X	X	X								
Oakford Park	7/9/2018	21	X	X	X			X		X			
East Tampa Community Revitalization Partnership	7/10/2018	120	X	X	X								
Ella, Reed, and The Trio at ENCORE Residents	7/17/2018	32	X	X	X	X	X						
Southeast Seminole Heights Civic Assoc.	7/17/2018	47	X	X	X								Sec. 7*
Ridgewood Park Crime Prevention & Civic Assoc.	7/24/2018	25	X	X	X			X				X	
Old Seminole Heights Neighborhood Association	8/9/2018	19	X	X	X	X	X		X				Sec. 7*
Corporation to Develop Communities of Tampa, Inc.	8/17/2018	21	X	X	X	X	X		X	X			
Trio at ENCORE	8/21/2018	16	X	X	X	X	X			X			
College Hill Civic Association	8/23/2018	16	X	X	X			X					
VM. Ybor Neighborhood Assoc. & Crime Watch	9/5/2018	31	X	X	X	X	X	X	X	X	X		
Ybor Chamber	9/11/2018	42	X	X	X	X	X						
Jackson Heights Neighborhood Assoc.	9/18/2018	20	X	X	X	X	X	X	X	X	X		
East Tampa Community Working Group	9/25/2018	~50	X	X	X			X		X			
McFarlane Park/Armory Gardens	9/26/2018	25	X	X	X			X		X			
South Seminole Heights Civic Assoc.	10/17/2018	50	X	X	X	X	X	X	X				Sec. 7*
College Hill Civic Association	10/25/2018	15	X	X	X								
Historic East Ybor & Gary Neighborhood Assoc.	10/30/2018	8	X	X	X			X					
Beach Park	11/13/2018	35	X	X	X			X		X			
Westshore/West Tampa Community Working Group	11/15/2018	~50	X	X	X			X		X			

Neighborhood	Date Presentation Held	How Many Attended	SCE Process	Demographics	Community Features	Perry Harvey Sr. Park	Mobley Park	Access I-275 and/or I-4	Floribaska Access Closing	Info about Interchanges	14th and 15th Streets	New North Blvd Ramps	Other Studies
East Tampa Meeting/Floribaska Closure	12/11/2018	35						X	X				
Caver City/Lincoln Gardens	3/7/2019												

Source: AECOM and American Consulting, 2018

* The Tampa Bay Next (TBN) Section 7 PD&E Study was discussed in relation to this project.

Table 6-19 shows the CRA meetings that were attended and briefed on the status of the TIS SEIS study. Most of the CRAs were briefed more than once with updated project materials were presented to the group.

Table 6-19 Community Redevelopment Area Meetings

Date	Event Name
6/19/2016	City of Tampa Community Redevelopment Agency (CRA Board)
7/19/2016	Tampa Heights Riverfront CRA
7/27/2016	CRA Managers (City of Tampa)
8/2/2016	Downtown Tampa CRA
8/3/2016	Channel District CRA
8/16/2016	Tampa Heights Riverfront CRA
8/23/2016	Ybor City Development Council (YCDC)
8/23/2016	West Tampa CRA
9/15/2016	Ybor City Development Council (YCDC)
10/11/2016	East Tampa Community Redevelopment Partnership (ETCRP)
10/13/2016	CRA Board
1/19/2017	CRA Board
3/30/2017	CRA Managers (City of Tampa)
4/16/2017	CRA Managers (City of Tampa)
5/ 10 /2017	CRA Board
7/12/2017	CRA Managers (City of Tampa)
8/1/2017	Downtown Tampa CRA Citizen Advisory Committee
8/8/2017	East Tampa Community Revitalization Partnership (ETCRP)
8/15/2017	Tampa Heights Riverfront CRA Community Advisory Committee
8/22/2017	Ybor City Development Corporation (YCDC)
8/22/2017	West Tampa CRA Citizen Advisory Committee
9/8/2017	East Tampa Community Revitalization Partnership (ETCRP)
11/9/2017	City of Tampa Community Redevelopment Agency Board
11/14/2017	East Tampa Community Revitalization Partnership (ETCRP)
12/5/2017	Downtown Tampa CRA

Date	Event Name
12/6/2017	Channel District CRA
12/12/2017	Tampa Heights Riverfront CRA Community Advisory Committee
1/23/2018	West Tampa CRA
1/23/2018	Ybor City Development Corporation (YCDC)
2/8/2018	CRA Board
2/8/2018	City of Tampa Community Redevelopment Agency Board
5/8/2018	Ybor City Development Corporation (YCDC)
5/10/2018	CRA Board
5/10/2018	Tampa Community Redevelopment Agency Citizens Advisory Committee
6/12/2018	East Tampa Community Revitalization Partnership (ETCRP)
6/12/2018	Ybor City Development Corporation (YCDC)
6/19/2018	Tampa Heights Riverfront CRA
7/10/2018	East Tampa Community Revitalization Partnership (ETCRP)
7/10/2018	Downtown Tampa CRA
7/11/2018	Channel District CRA
7/24/2018	Ybor City Development Corporation (YCDC)
8/9/2018	City of Tampa Community Redevelopment Agency Board
8/21/2018	Tampa Heights Riverfront CRA
8/28/2018	West Tampa CRA
9/13/2018	City of Tampa Community Redevelopment Agency Board
12/11/2018	East Tampa Community Revitalization Partnership (ETCRP)
12/13/2018	City of Tampa Community Redevelopment Agency Board
2/14/2018	CRA Board
5/9/2019	City of Tampa Community Redevelopment Agency Board
5/19/2019	CRA Board

Source: FDOT May, 2019

FDOT has spent time reaching out to the community with a number of special events. There has also been a Community Engagement Office staffed with a qualified FDOT person to answer any questions or comments the community may have. Some of these efforts have included neighborhood safety checks, listening tours and a local community office. **Table 6-20** shows these additional efforts to involve the communities and concerned public.

Table 6-20 Special Outreach Efforts

Date	Event Name
10/27/2017	Tampa Heights/Ybor City Neighborhood Safety Check
3/21/2018	West Tampa Neighborhood Safety Check
5/16/2018	East Tampa Listening Tour
11/30/2018	West Tampa Listening Tour
FDOT Local Community Engagement Office*	
4/3 to 7/31/2016	Monday-Friday from 10:00 am-6:00 pm; at the German American Club located at 2105 N. Nebraska Ave. Tampa, FL 33602
8/1/ to 12/31/2016	Saturdays from 10:00 am to 1:00 pm; at the German American Club
2/3 to 11/1/2017	By appointment only; at the German American Club
11/1/2017 to Present	Wednesdays from 8:00 am-1:00 pm; at the Hillsborough County Entrepreneur Collaborative Center located at 2101 E. Palm Avenue, Tampa, FL 33605
* Not applicable during holidays and special events.	

Source: FDOT, May 2019

Over the past year the FDOT has collected over 25 letters of support for the reconstruction of the SR 60 at I-275 interchange. The letters of support for this interchange improvement range from Cities and Counties to public agencies and private business. The list as of May 2019 includes:

- City of Tampa
- City of Clearwater
- City of St. Petersburg
- Hillsborough County BOCC
- Pinellas County BOCC
- Hillsborough MPO
- Forward Pinellas (MPO)
- Pasco County MPO
- Clearwater Chamber
- Tampa Bay Partnership
- St. Pete Chamber of Commerce
- Hillsborough Community College
- University of South Florida (USF)
- TIA
- Port Tampa
- HART
- TBARTA
- Tampa Hillsborough Economic Development Corp.
- Westshore Alliance
- Innovative Partnership
- PathFinder Group
- DTCC
- H. Lee Moffitt Cancer Center & Research
- Bay Care
- Casper Company (McDonalds)
- Fuzzy's Taco

Source: FDOT, May 2019

7. CONSTRUCTION AND OTHER TEMPORARY IMPACTS

7.1 No Further Action Alternative

Under the No Further Action Alternative, the only construction associated with the TIS SEIS project pertains to Segment 1A and involves the Westshore Area Interchange; therefore, there would be construction or impacts during construction for Segments 2A, 2B, 3A, and 3B. Segment 3C has already been constructed. The potential Segment 1A construction impacts are described in the following subsections.

7.2 1996 TIS FEIS Long-Term Preferred Alternative (Non-Tolled) and 2018 Express Lanes Alternative (Tolled)

Under the 1996 TIS SEIS Long-Term Preferred Alternative and the 2018 Express Lanes Alternative, construction activities would generally be the same. They are described in the following subsections:

7.2.1 Social

The general effect of construction activities on public safety agencies – fire, police, and emergency response services – would be related to changes in access on the highway. Coordination and planning in advance of construction activities as well as ongoing coordination during the construction period would minimize these effects.

Prior to construction, FDOT and agencies that provide emergency response would prepare an emergency response plan that addresses coordination with construction activities and emergency responders.

7.2.2 Economic

In the short-term, businesses would be affected by disruption in access caused by construction. Increased traffic could result from rerouted traffic during construction. Temporary economic loss during construction could be a direct, depending on the location of the business and when the temporary economic loss occurs. However, according to the *Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS): Economic and Fiscal Impact Analysis* (TBRPC 2018), construction of either highway alternative would create about 28,773 jobs from 2020 through 2027, generating about \$220 million in personal income (TBRPC 2018). With training and jobs programs, area residents may benefit from a large share of those jobs. Vacancy rates in West Tampa and East Tampa are low, suggesting that construction spending may stimulate demand either for more office space in those areas or encourage leasing in other areas with greater office space availability. Currently, asking rates for rental space are about average and it is unlikely rents will rise. Instead of pushing rates higher, it is more likely that demand for office space would go to other neighborhoods with more capacity.

7.2.3 Land Use

Increases in business activities during construction would drive demand for more parking because of the increase in disposable income that TBRPC anticipates because of the TIS SEIS project (2018). Construction of the 2018 Express Lanes Alternative could result in some temporary land use for staging areas and access roads. FDOT and its contractors would not use any properties that had not been purchased for the TIS SEIS project without first consulting with those properties owners that might be affected. These impacts would be considered minor and short term. Restoration of the property to its pre-existing condition would mitigate any such impacts.

7.2.4 Mobility

Construction may create short-term detours, which would cause a slight disruption to regular bus route timing. These short-term impacts would affect the transportation disadvantaged who rely heavily on transit services. Transit-dependent commuters may need to adjust to different bus routes as well as arrival/departure schedules. As an economic stimulus, construction would stimulate more local spending, which means even more traffic on local streets and arterials. For the disabled, however, the combination of construction in a few areas, detouring traffic, and the more widespread increased traffic due to increased discretionary spending may present mobility challenges in some neighborhoods. The 2018 Express Lane Alternative would temporarily affect the West Tampa Greenway during construction, but it would be replaced in-kind.

7.2.5 Aesthetics

Noise

Construction noise differs from traffic noise in several ways. Construction noise can be louder than traffic noise but lasts only during the construction contract and would usually be limited to the daylight hours when most human activity occurs. However, night work could also occur. Construction activities would generally be short-term, and depending on their nature, such activities could last from seconds (e.g., a truck passing a receptor) to months (e.g., construction of a bridge). Construction noise is also intermittent and dependent on the type of operation, location of construction, and function of the equipment, as well as the equipment use cycle. Traffic noise, on the other hand, would be present in a more continuous fashion after construction activities are completed.

Noise levels from construction activities along in the TIS SEIS study area, although temporary, could create a nuisance condition at nearby receivers. Exposure to excessive noise levels is difficult to predict and varies depending on the types of construction activity and the types of equipment used for each stage of work. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns and is not usually at one location very long. Project construction activities may include roadbed construction, utility relocation, and on- and off-ramp demolition and reconstruction.

Construction normally occurs during the day when people are either not at home, are less sensitive to construction activities, or when other community noise sources collectively contribute to higher ambient noise levels. However, construction activities could also occur at night. Since none of the receptors in the TIS SEIS study area is expected to be exposed to construction noise for a long duration, any extended disruption of normal activities is not expected. FDOT is willing to build noise barriers and plant landscaping to help buffer construction where feasible.

The construction noise would be temporary at any location and would be controlled by adherence to the most recent edition of the FDOT Standard Specifications for Road and Bridge Construction in addition to compliance to the 1996 TIS FEIS Construction Commitments.

Vibration

Potential vibration effects would only occur during the construction phase of the proposed project, short-term vibration may be generated by stationary and mobile construction equipment. For the purpose of comparison of the magnitude of potential vibration impacts for the different Design Options of TIS SEIS Segments 2B, 3A, and 3B within the 2018 Express Lane Alternative, the overall potential impacts most closely relate to the length of overall Linear Feet (LF) of bridge structure, with higher level bridge structures requiring deeper piles and more potential for vibration. With the project adjacent to several historic districts and buildings, strict adherence to the latest Best Management Practices (BMP) will be critical. Although Design Options A and B would require

complete reconstruction of the interstate and include a higher overall number of bridge structures, Option C includes more LF of length of structure and higher structures than Design Option B, resulting in more potential for construction vibration than Design Option B or D. Design Option E would have the lowest potential construction vibration of the five Design Options for the 2018 Express Lane Alternative.

TIS SEIS Segment 1A (Westshore Area Interchange) will require the complete reconstruction of I-275 south of Lois Avenue to the approach of the reconstructed HFB; this improvement will include a high number of bridge structures that will result in noise and vibration effects.

The construction vibration would be temporary at any location and would be controlled by adherence to the most recent edition of the FDOT *Standard Specifications for Road and Bridge Construction* in addition to compliance to the 1996 TIS FEIS Construction Commitments.

1996 TIS FEIS Long-Term Preferred Alternative (Non-Tolled)

The 1996 TIS FEIS included a Construction commitment that specified two items to minimize the potential for vibration during construction. First, the Contractor would use static rollers for compaction of embankment, subgrade, base, asphalt, etc. Second, preformed pile holes would be required where they are in proximity to vibration sensitive land uses to minimize vibration transfer. In addition, any newer means and methods of minimizing vibration identified in FDOT *Standard Specifications for Road and Bridge Construction* would be incorporated.

2018 Express Lane Alternative (Tolled)

For the purpose of comparison of the magnitude of potential vibration impacts for the different options within the 2018 Express Lane Alternative, the overall potential impacts most closely relate to the length of the overall bridge structure, with higher level bridge structures requiring deeper piles and more potential for vibration. With the project adjacent to several historic districts and buildings, strict adherence to the latest BMP will be critical. Although Design Options A and B of TIS SEIS Segments 2B, 3A, and 3B require complete reconstruction of the interstate and include a higher overall number of bridge structures, Design Option C includes more LF of length of structure and higher structures than Design Option B, resulting in more potential for construction vibration than Design Option B or D. Design Option E would have the lowest potential construction vibration of the five Design Options for the 2018 Express Lane Alternative (Tolled).

TIS SEIS Segment 1A (Westshore Area Interchange) will require the complete reconstruction of I-275 south of Lois Avenue to the approach of the reconstructed HFB; this improvement will include a high number of bridge structures that will result in noise and vibration effects.

Summary

Both build alternatives, the 1996 TIS FEIS Long-Term Preferred Alternative and 2018 Express Lane Alternative, have many mid- and high-level bridges, which increase the potential for construction vibration. Both alternatives also prescribe means to minimize vibration. The construction noise would be temporary at any location and would be controlled by adherence to the most recent edition of the FDOT *Standard Specifications for Road and Bridge Construction* in addition to compliance to the 1996 TIS FEIS Construction Commitments.

Viewshed

Temporary construction features such as excavation areas, soil stockpiles, crane towers, equipment and materials storage, false work, and other miscellaneous items would be visible from surrounding lands. Temporary visual impacts would be greatest where the highway would be located adjacent to existing residential developments and where large system traffic interchanges would be constructed.

8. INDIRECT AND CUMULATIVE EFFECTS

Indirect effects are reasonably foreseeable effects that occur as a result of an action but occur later in time or are removed from the action location. Indirect effects could include changes in traffic volumes on the interstate and local street network and the related effects on congestion, air quality and noises levels.

Cumulative effects result from the incremental impact of the action when added to other past, present and reasonably foreseeable future actions regardless of what agency or person undertakes such actions. Cumulative impacts can result from individual or collective actions taking place over time. Reasonably foreseeable actions/projects include:

- A project identified in a local or regional comprehensive land use plan;
- A subdivision plat that has been filed with the local government, county or other plat-approving agency;
- Population/development trends that are identified in local or regional comprehensive land use plans;
- Planned transportation improvements by city or county governments; and
- Local or regional infrastructure projects that could impact resources (schools, hospitals, etc.).

Actions that are not usually considered reasonably foreseeable include:

- Possible, but not likely actions/projects; and
- Actions that have little or no influence on the transportation decision.

A disproportionately high and adverse effect on minority and low-income populations means an adverse effect that:

- Is predominantly borne by a minority population and/or a low-income population, or
- Will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

Determinations of whether a project will have disproportionately high and adverse effects must take into consideration “mitigation and enhancement measures that will be taken and all offsetting benefits to the affected minority and low-income populations...” (USDOT Order, Section 8.b). As discussed throughout this document, FDOT has proposed and/or committed to mitigating all identified impacts.

8.1 No Further Action Alternative

If the proposed action were not implemented under the No Further Action Alternative, the incremental effects contributed solely by the proposed action of the 2018 Express Lane Alternative would not occur. However, the No Further Action Alternative would not preclude other activities from affecting resources in a similar manner. Because while no new major highway improvements would be implemented in the TIS SEIS study area, the No Further Action Alternative would include existing transportation services and facilities, plus improvements already under construction or committed for funding in the TIP through the Design Year 2045. The No Further Action Alternative for TIS SEIS Segment 1A, approved in the 1997 ROD, includes the construction of the outer roadways (general use lanes), which also includes improvements to the Memorial Highway/SR 60 interchange. With the construction of the outer roadways, new access will be provided under I-275 at Reo Street, Occident Street, and Trask Street. In addition to the transportation related projects, the No Further Action Alternative includes land use development through the Design Year 2045.

Most cumulative impacts would result from the projects considered as part of the No Further Action Alternative. These effects, such as the redevelopment of land, would occur without the proposed action of the 2018 Express Lane Alternative in place. The resulting population and employment growth would lead to increased congestion throughout the system. The additional congestion and traffic delays would have harmful effects on local air quality. In addition to its direct impacts on mobility within the TIS SEIS study area, extremely congested conditions during peak periods would lead to spillover of regional traffic onto arterial and collector streets, thereby reducing the quality of life for local residents. Increased congestion could lower future job growth and induce some people to leave the area, potentially raising existing commercial vacancy rates. For transit-dependent commuters, this means even longer journeys to work.

Increases in arterial traffic may lower single-family property values, but those same increases may benefit local businesses and multi-family property values as more traffic is equivalent to greater visibility to potential customers or residents. However, increased arterial traffic diverting through CRAs is likely to travel at higher speeds, especially on one-way roads and increase the potential risk to bicyclists, pedestrians and special users such as children and the disabled.

There are also land use impacts to the loss of jobs. Congestion may contribute to business relocations outside of the area, which would increase vacancies. There would be fewer new employment opportunities and a concurrent drop in aggregate personal income, while consumer costs would increase. These impacts would affect the purchasing power and assets of residents, depressing local consumption (TBRPC 2018).

8.2 1996 TIS FEIS Long-Term Preferred Alternative (Non-Tolled)

In the 1996 TIS FEIS, visual impacts were identified as the only potential indirect impacts. The relatively flat terrain of the TIS SEIS study area combined with the proposed structural improvements to the interstate system, including areas of continuous noise barriers, would result in potential indirect impacts. The 1996 TIS FEIS did not identify any cumulative effects.

8.3 2018 Express Lane Alternative (Tolled)

The relation of the proposed action under the 2018 Express Lane Alternative to social and economic components was reviewed to determine the potential for indirect and cumulative impacts. The assessment focused on those construction activities with potential to create indirect secondary or direct cumulative environmental consequences. Unforeseen actions used in this analysis were deemed “likely to occur” or “probable.”

Table 8-1 identifies reasonably foreseeable impact categories and impact classification. **Table 8-2** provides a summary of the potential secondary and cumulative impacts analysis for each of the resources presented in this SCE. Impacts for the No Further Action Alternative and 2018 Express Lane Alternative with associated Design Options A, B, C, D and E for TIS SEIS Segments 2B, 3A, and 3B would be comparable. Generally, the TIS SEIS study area is already highly urbanized. Further, the 2018 Express Lane Alternative would involve expansion of an existing freeway facility primarily within or directly adjacent to the current ROW. As such, the 2018 Express Lane Alternative was not found to spur secondary impacts with the exception of potential induced land use changes and development resulting from improved mobility and access. The various activities affecting resources and people in the TIS SEIS study area as a result of the 2018 Express Lane Alternative could have localized variations at a project level, depending on the specific location of a given effect.

Table 8-1 Indirect and Cumulative Effects

Impact Category	Impact Classification	Description
Type	Positive, neutral, or negative	Compares the final condition of a given resource under the 2018 Express Lane Alternative, with its existing condition under the No Further Action Alternative.
Severity	Minor, moderate or substantial	Considers the relative contribution of the proposed action of the 2018 Express Lane Alternative to a given impact.

Source: FDOT 2019

When viewed cumulatively, however, a broader view of each resource should be considered, as past events extending back nearly a century have completely shaped the landscape that has resulted in the existing urbanized condition. While the proposed action under the 2018 Express Lane Alternative could contribute to cumulative impacts in a few resource categories, there is no or negligibly minor difference between future conditions of the No Further Action Alternative and the 2018 Express Lane Alternative.

Draft

Table 8-2 Potential Indirect and Cumulative Effects of the 2018 Express Lane Alternative

Resource	Indirect Effects	Impact Classification (type/severity)	Cumulative Effects	Impact Classification (type/severity)
Social	As the improved highway would decrease local and neighborhood cut-through traffic, the quality of life in neighborhoods would be enhanced. However, the induced population and employment growth caused by potential secondary development could create an additional strain on community facilities.	Neutral/Minor	<p>As a result of the initial interstate construction in the early 1960s, many established neighborhoods in Tampa were severed. Over the past 30+ years, most of these neighborhoods adjacent to the interstate have reestablished themselves as cohesive units. Collectively with past and future actions, the potential ROW acquisitions directly adjacent to the existing highway should not cause detrimental changes in community character and cohesion.</p> <p>The amount of ROW required would be reduced to the extent possible, alternative access to local road network would be provided, and noise barriers, aesthetic treatments and landscaping would be used to reduce community intrusions.</p>	Negative/Minor
Economic	Indirect effects on property values through growth in the economy as increased demand for new homes and office space spur further investment in Hillsborough County's capital stock. Construction would result in beneficial regional and state economic effects. Indirect effects such as increased spending by workers in the area may also benefit local retail and other services. Increased economic activity tends to attract more trips and induce the creation of jobs related to household spending, such as jobs in grocery and convenience stores. Also, retail and food sales may increase as construction workers may choose to shop in the immediate vicinity of the project. However, temporary economic loss during construction could be an indirect impact, depending on the location of the business and when the temporary economic loss occurs. Job losses and related reductions in indirect and induced economic impacts from spending would be an adverse impact.	Neutral to Positive/Minor	Economic activity could be spurred as land use development occurs in the TIS SEIS study area in conjunction with the 2018 Express Lane Alternative. Increased local hiring and higher incomes in the CRAs are likely to attract new local business, potentially lowering office vacancy rates even though the market in some areas is 'tight.'	Neutral/Minor

Resource	Indirect Effects	Impact Classification (type/severity)	Cumulative Effects	Impact Classification (type/severity)
Land Use Changes	Indirect land use development could occur near the improved highway facility due to enhanced mobility, circulation, and access. This secondary development would result in a potential increase in population and employment, inducing travel along the TIS SEIS study area. The proposed Virgin Trains USA (formerly Brightline) and BRT projects would pass through TIS SEIS study area, which would allow higher density development around proposed stations and thus, be beneficial. Demand for additional office and industrial space as the result of construction related economic growth is likely to follow new job creation, but there is no certainty as to whether new jobs are created in new firms at any point in Hillsborough County or whether new jobs are created in existing firms within the TIS SEIS study area.	Neutral to Positive/Minor	Past actions have shaped land use in the entire Tampa Bay Region. Other proposed land use development and transportation projects that could have a cumulative impact would be greatly influenced by factors outside the control of the 2018 Express Lane Alternative, such as the regional economy and changes in land use and transportation plans. Thus, the 2018 Express Lane Alternative is not expected to have a cumulative contribution to existing or future land use conditions.	Neutral/Minor
Mobility	The 2018 Express Lane Alternative would result in enhanced mobility, circulation, and access.	Neutral to Positive/Minor	The 2018 Express Lane Alternative in conjunction with planned and proposed transit services, and bicycle and pedestrian improvements would further provide enhanced mobility, circulation, and access.	Neutral to Positive/Minor
Aesthetics	Improved mobility and congestion relief is expected to shift some traffic off local arterials and roadways, as well as improve travel times. This effect would be neutral and provide some air quality benefits surrounding intersections with decreased congestion levels. Noise associated with this traffic in local neighborhoods may slightly decrease but would probably be insignificant compared with other urban background noise. Other than the influence of an improved highway facility with decreased congestion levels on potential locations for new secondary development, differences in impact levels on visual resources would be minimal to none.	Neutral to Positive/Minor	As the 2018 Express Lane Alternative is expected to reduce emissions, the overall contribution to the cumulative effect on air quality would be beneficial. On an overall regional scale, any air quality benefits would be minor. The 2018 Express Lane Alternative also would not appreciably change future noise impacts. Due to the urbanized nature of the TIS SEIS study area, no cumulative visual effects are anticipated.	Neutral/Minor



Resource	Indirect Effects	Impact Classification (type/severity)	Cumulative Effects	Impact Classification (type/severity)
Relocation Potential	The improved highway facility might be expected to attract new businesses within the commercially and industrially zoned areas near the TIS SEIS study area that would benefit from decreased traffic delays and improved travel times. .	Neutral/Minor	<p>Other proposed land use development and transportation projects could result in resident or business relocations. Since vacancies exist within the TIS SEIS study area so that both residents and jobs could remain close to existing locations, no loss of neighborhood character or loss of sustainable employment levels would be expected.</p> <p>Property would be acquired in accordance with the <i>Uniform Relocation Assistance and Real Property Acquisition Policies Act</i>. Relocations and displacements related to other land use development and transportation projects would be mitigated as part of their construction, consistent with applicable planning and zoning.</p>	Neutral/Minor
Environmental Justice (EJ)	Secondary land use development could induce growth and travel within EJ communities. This could put a strain on community facilities within those neighborhoods.	Neutral to Positive/Minor	As a result of the initial interstate construction in the early 1960s, many established minority neighborhoods in Tampa were severed. However, over the past 30 years, most of these neighborhoods adjacent to the interstate have reestablished themselves as cohesive units. While displacements have occurred from infrastructure development over time, there has also been an increase in community engagement that followed the inception of the NEPA process and subsequent federal Executive Orders such that EJ is now routinely identified and included in the project development process. Efforts toward more sustainable development patterns have emerged as a result of air quality regulation and livable cities initiatives that call for multi-modal transportation options, better access to jobs, and walkable environments, which may better serve residents including low-income and/or minority households.	Neutral/Minor

Source: FDOT 2019

9. RECOMMENDATIONS AND COMMITMENTS

9.1 Recommended Locally Preferred Alternative (LPA)

In May 2019, FDOT held Public Workshops to receive input on the proposed design for the 2018 Express Lanes Alternative (Tolled), which includes the Westshore interchange and Design Options A, B, C, and D for the Downtown interchange (TIS Segment 2B). FDOT intended to identify a recommended LPA soon thereafter. Many factors, including comments and concerns related to the potential impacts to the Perry Harvey Sr. Park, ROW impacts to downtown neighborhoods, and the need to provide safety improvements in the Downtown Interchange area, led FDOT to develop new Design Option E.

FDOT identified the 2018 Express Lanes Alternative (Tolled) with Design Option E for TIS Segment 2B as the LPA for the TIS. The LPA selection process involved numerous considerations, which balanced engineering and environmental considerations as well as local preference gleaned through both the public involvement process and meetings with stakeholders and local officials. This chapter explains the factors considered by FDOT in recommending for FHWA approval Design Option E, in combination with the Westshore Interchange and Express Lanes from the HFB to Ashley Drive, as the LPA.

9.2 Project Commitments

This section summarizes the Florida Department of Transportation's (FDOT's) commitments to minimize and mitigate impacts on the natural and built environment during the design, construction, and operation of the Recommended Locally Preferred Alternative (LPA). The 1996 Final Environmental Impact Statement (FEIS) contained several commitments. **Section 1.1** Describes the original commitment in plain text and then provides the status of each of these commitments in *italicized text*. **Section 1.2** includes new commitments specific to the Supplemental Environmental Impact Statement (SEIS) and will be updated after the public hearing.

9.2.1 1996 TIS FEIS Commitments

The original commitment displayed in plain text with an update on each commitment provided in *italicized text*.

Pedestrian and Bicycle Facilities: The planned interstate improvements include provisions for the future development of pedestrian and bicycle accommodations on cross streets beneath the interstate. FDOT is committed to developing new interstate overpasses, which ensure that all cross streets have sufficient room to accommodate bicycles and pedestrians during future local road improvement projects.

To date, provisions at all cross streets have been made where bridge structures have been added or replaced. In TIS Segment 1A and 2A, the LPA would reconstruct and add new bridges that accommodate pedestrian and bicycle facilities. In TIS Segment 2B, where many of the structures would be widened, sloped embankment at underpasses with constrained ROW would be cut back, and vertical walls constructed to provide a wider and better connection to accommodate pedestrian and bicycle facilities.

Construction: Activities would result in temporary air, noise, water quality, traffic flow, and visual impacts for those residents, businesses, and travelers within the immediate vicinity of the project. The impacts will be effectively controlled in accordance with FDOT's Standard Specifications for Road and Bridge Construction.

FDOT committed to implementing six specific construction impact mitigation measures in addition to FDOT's Standard Specification for Road and Bridge Construction.

1. The Contractor will use static rollers for compaction of embankment, subgrade, base, asphalt, etc.
2. Pile driving operations will be restricted to the hours of 7:00 a.m. to 9:00 p.m. to avoid interfering with any adjacent noise sensitive land uses or a different foundation design will be considered (i.e., drilled shaft).
3. Preformed pile holes will be required where they are in proximity to vibration sensitive land uses to minimize vibration transfer.
4. Back-up alarm noise from heavy equipment and trucks will be minimized by requiring the Contractor to operate in forward passes or a figure-eight pattern when dumping, spreading, or compacting materials.
5. Restriction of operating hours for lighting the construction areas will be determined and required of the Contractor prior to beginning construction activities requiring lighting.
6. Coordination with the local law enforcement agencies will be undertaken prior to commencing construction activities to ensure that construction-related impacts are minimized or adequately mitigated when work during non-daylight hours is required.

Since 1996, many of the above construction commitments have been incorporated as a standard part of FDOT's Standard Specifications for Road and Bridge Construction. Consequently, the 1996 commitment language will be replaced with language that goes beyond the standard specifications.

FDOT will continue to implement the following:

1. *To avoid interfering with any adjacent noise sensitive land uses, pile driving operations will be restricted to the hours of 7 a.m. to 9 p.m. or a different foundation design will be considered, i.e. drilled shaft.*
2. *Back-up alarm noise from heavy equipment and trucks will be minimized in areas with noise sensitive land uses by requiring the Contractor to operate in forward passes or a figure-eight pattern when dumping, spreading or compacting materials.*

Noise Barriers: Due to the high number of noise sensitive sites identified and evaluated and in response to public comments received throughout the study, FDOT and the FHWA are committed to providing noise barriers as part of the project. FDOT is committed to providing noise barriers that meet both the acoustic and aesthetic goals of the project as identified in the *TIS Master Plan Report* and the *TIS Urban Design Guidelines* and the *Noise Study Report*. Specific noise abatement measures will be reevaluated during final design.

FDOT continues to be committed to provide noise barriers that meet both acoustic and aesthetic goals for the project.

Historic Resources: A Section 106 Memorandum of Agreement (MOA) has been prepared to address mitigation measures for direct and indirect impacts to historic resources. The MOA includes FDOT commitments for the mitigation of impacts to historic structures within the Area of Potential Effect (APE) including the proposed moving and rehabilitation of certain historic structures and numerous design amenities defined in the *TIS Urban Design Guidelines*.

A CRAS Update (September 2018) and Section 106 Effects Analysis Report (January 2020) have been prepared for the SEIS and no new adverse effects were identified beyond the adverse effects identified and mitigated in the TIS FEIS Section 106 MOA. The Stipulations in the MOA continue to be implemented.

Urban Design Guidelines: FDOT developed the *TIS Urban Design Guidelines*, approved by FHWA in December 1994, to minimize indirect adverse visual and auditory impacts to land uses adjacent to the system and to users of the freeway. *The TIS Urban Design Guidelines* will serve as guidelines and mitigation measures for the Section 106 process by providing design standards for unique areas within the corridor including West Tampa, Ybor City,

Seminole Heights, Tampa Heights, Downtown Tampa, and the Westshore area. In addition, the *TIS Urban Design Guidelines* specify mitigation measures for indirect adverse effects to historic properties and communities in the vicinity of the project. The *TIS Urban Design Guidelines* provide guidance on specific aesthetic design requirements for bridge structures; retaining walls and embankments; noise barriers; lighting, fencing, and sign supports; stormwater and surface water management areas; landscaping; public art; utilities; mounds and grading; and recreation facilities.

FDOT has implemented the TIS Urban Design Guidelines on all reconstruction projects to date and continues to be committed to implementing the TIS Urban Design Guidelines.

HART North Transit Terminal and Maintenance Facility on 21st: In the 1996 TIS FEIS, FDOT committed to providing a new facility as part of the Selected Alternative.

This commitment has been completed and fulfilled.

Parks and Recreational Facilities: Conceptual mitigation plans were prepared for the park, coordinated with the City of Tampa and presented to the community for input since the Long-Term Preferred Alternative “uses” a limited amount of land from the Perry Harvey Sr. Park. Mitigation includes berms, landscape materials, a noise barrier, realignment of walkways and paths, replacement of the skateboard facility at a location to be designated by the City, and relocation of the Kid Mason Fendall Center into the Perry Harvey Park.

The SEIS LPA would not impact the Perry Harvey Sr. Park. This commitment no longer applies.

Tampa Heights Greenway: Incorporating existing open space into the proposed project will provide visual linkages to isolated pockets of open space along the corridor. Opportunities to link open space areas will be evaluated during the design phase of the project. FDOT is committed to developing the Tampa Heights Greenway located north of I-275 from the Ashley Street exit ramp to Columbus Drive. The proposed greenway includes both active and passive recreation facilities, bike paths, and pedestrian walkways providing links to Downtown Tampa and other recreation facilities.

The ultimate greenway plan developed as a commitment for the FEIS would not be implemented because the LPA would not impact the NRHP-listed Tampa Heights Historic District. The interim Tampa Heights Greenway would remain in place and the trail located within the greenway would be extended, if feasible.

Multi-Modal Terminal/Parking Garage: The 1996 Long-Term Preferred Alternative provides for the construction of a large downtown multi-modal terminal/HOV parking garage, transit connected, to accommodate buses and cars and provide commuters with convenient access to existing and future mass transit options. The structure will accommodate the future development of high-speed rail, electric

The SEIS LPA does not prohibit future transit projects and can accommodate a downtown multi-modal terminal/parking garage; however, it is not part of the proposed improvement. In 2008, FDOT purchased the former county jail site for expansion of the potential future multimodal center site. Until which time that a transit project is advanced within the interstate corridor, this commitment does not apply. In 2016, FDOT purchased land for a Westshore multi-modal center and has funded a study to evaluate the site configuration and potential plan.

Perry Harvey Sr. Park: The FHWA has determined that there is no feasible and prudent alternative to the use of a limited amount of land from Perry Harvey Sr. Park for public transportation purposes. FDOT is committed to mitigating the potential impacts to Perry Harvey Sr. Park. Conceptual mitigation plans were prepared for the park, coordinated with the City of Tampa and presented to the community for input. Mitigation includes berms, landscape materials, a noise barrier, realignment of walkways and paths, replacement of the skateboard facility at a location to be designated by the City, and relocation of the Kid Mason Fendall Center into the Perry Harvey Park.

The LPA would not impact the Perry Harvey Sr. Park. This commitment no longer applies.

9.2.2 TIS SEIS Commitments

FDOT is committed to:

1. Reconstructing noise barriers that would be altered in length or location as part of the LPA in locations similar to where they currently exist.
2. Constructing a visual barrier between Westshore Boulevard to Lois Avenue along the south side of I-275.
3. Clear spanning over Westshore Boulevard, retaining Lemon Street extension between Westshore Boulevard and Occident Street, providing openings under I-275 for Occident and Trask Streets and providing a 2-way extension of Reo Street to Kennedy Boulevard.
4. Coordinate with transit agencies to address transit during the construction phase.
5. FDOT is committed to coordinating with the Federal Railroad Administration (FRA) on a future reevaluation of the FRA Florida High-Speed Rail FEIS if the TIS SEIS LPA improvements encroach onto the FRA FEIS high-speed rail corridor.

Next Steps

Comments on the TIS Draft SEIS will be considered and addressed in a combined Final SEIS/ROD. After addressing comments to this document, FHWA can determine whether a combined Final SEIS and ROD can be issued based on the criteria outlined in the Final Guidance on Moving Ahead for Progress in the 21st Century Act (MAP-21) Section 1319 *Accelerated Decision Making in Environmental Reviews* (USDOT, 2014), which reads: “Section 1319(b) directs the lead agency, to the maximum extent practicable, to expeditiously develop a single document that consists of an Final SEIS and ROD, unless certain conditions exist.”

Project stakeholders, members of the public, local governments, elected officials, non-governmental organizations, and state and local federal agencies have been, and will continue to be, involved in the TIS SEIS Project throughout engineering, construction, and operations through public meetings, advisory committee and stakeholder meetings, and individual briefings.

FDOT and FHWA will not make a final decision on the proposed action or any alternative until a public hearing has been held on this project and comments received have been taken into consideration.

10. ENVIRONMENTAL JUSTICE, CIVIL RIGHTS, AND RELATED ISSUES

The Title VI and EJ analysis focused on identifying the potential for disproportionately high and adverse environmental impacts on low-income and minority populations as a result of the No Further Action Alternative and Build Alternatives. The analysis also examined the potential for beneficial effects on low-income and minority populations (EJ populations) due to the No Further Action Alternative and Build Alternatives.

FDOT developed the improvements proposed for the 1996 TIS FEIS Long-Term Preferred Alternative and the 2018 Express Lane Alternative in accordance with Title VI of the Civil Rights Act of 1964, Executive Order 12898, and related statutes. No discriminatory criteria were used during the development and selection of alternatives. FDOT did not plan the proposed improvements to impact any specific groups or individuals, but rather to improve the safety, capacity, and operations of the existing interstate facility.

10.1 Coordination and Participation

FDOT developed and designed the Public Involvement Plan for the TIS SEIS to encourage active participation and solicit input from groups who may be affected by and/or benefit from the TIS SEIS project. Documentation of the process can be found in the *Comments and Coordination Report* provided under separate cover (FDOT 2019). Based on the analysis of LEP persons, project outreach efforts have used and will continue to use Spanish languages. This approach for outreach to populations with LEP will continue through project construction. **Section 6.7** provides a summary of coordination activities that FDOT has conducted to date.

FDOT held small group meetings, tours, and workshops at several locations within the TIS SEIS study area. FDOT also attended meetings held by neighborhood associations. Each meeting location was easily accessible by and in proximity to low-income and minority neighborhoods. The series of public meetings held in throughout 2017, 2018 and 2019 provided an opportunity for the public to learn about the proposed project and submit comments and questions.

Public outreach activities offered multiple methods for obtaining information and providing feedback. Means of contact included mailing lists, a dedicated project e-mail, 24-hour bilingual telephone hotline, project website, and collateral materials distributed by mail. Additionally, arrangements were made for members of the public with special needs. Further, all communications were provided in English and Spanish, as necessary. Project newsletters and fact sheets were distributed through mailings, at meetings, to community groups, information centers, and through special outreach efforts. Outreach also included webinars, community working groups, and individual stakeholder meetings scheduled at the request of organizations, community members, or neighborhood associations.

The Tampa Bay Next (TBN) Workforce Development (WFD) Gateway Expressway Pilot Program’s focus was based on the FDOT District 7 listening to the grassroots community through active engagement. The TBN Program resulted in a better understanding community needs. One such need was an explicit desire to receive economic benefits from the large infrastructure projects taking shape in and around their neighborhoods.

Additionally, through a “Peer Exchange Program” sponsored by the FHWA, in April 2017, a group of 28 representatives from Tampa Bay (FDOT/D7 staff, TBN Consultants, Tampa Downtown Partnership, Tampa Bay Partnership Leaders, MPO/Local Government, Citizens [Pinellas. & Hillsborough Counties.], Missouri DOT [MoDOT], FHWA FL Division, and FHWA Missouri Division) visited the MoDOT to learn how they addressed local workforce development and diversity concerns. Of specific interest was the I-64 Work Force Utilization Plan Partnering Agreement.

Lessons learned from the MoDOT Peer Exchange:

- Focus on community needs and values
- Engage at the grassroots level
- Build consensus through inclusive outreach

FDOT District 7 linked its work program to the road and bridge construction employment opportunities by creating the TBN WFD Gateway Expressway Pilot Program that is built upon the foundation of collaborative partnerships where need meets opportunity with:

- **Community Partners** that provide very important recruitment/candidate pre-screening services and ongoing case management of their hired candidates by enhancing and leveraging their respective existing programs to meet the road and bridge construction workforce employment needs of the Joint Venture (Archer Western & The de Moya Group) for the Gateway Expressway Pilot Program. The community partners have been supportive, participatory and engaged in establishing the TBN WFD Gateway Expressway Pilot Program.

Since the project is physically located in Pinellas County, only community partners serving that regional were identified. As new TBN projects come on line, like the HFB, community partners will be expanded, such as those in Hillsborough County whom have already received pre-briefings of the TBN WFD Gateway Expressway Pilot Program and next projects anticipated to come on line.

The community partners engaged in the Gateway Expressway Pilot Program participate due to their ongoing core employment recruitment programs to assist individuals in becoming economically self-sustaining. Their recruitment and related support services provide a “foot up” or “paying it forward” philosophy for economic prosperity in the community. The community partners in Pinellas County include:

- **Pinellas County Urban League (PCUL)** – PCUL’s leadership promotes three broad priorities for service delivery:
 - Ensure that our children are well educated and equipped for economic self-reliance in the 21st century.
 - Help adults attain economic self-sufficiency through good jobs, home ownership, entrepreneurship and wealth accumulation.
 - Ensure our civil rights by eradicating all barriers to equal participation in the economic and social mainstream of America.

PCUL’s focused workforce priority is to assist with helping adults find and retain good jobs, which aligns with the TBN workforce purpose to provide direct economic benefits to communities where the FDOT is constructing infrastructure projects, specifically targeting low-income, and high unemployment areas.

- **Pinellas County Ex-Offender Re-Entry Coalition (PERC)** [PERC, is a member and lead coordinator of St. Pete Works! This program is funded by the City of St. Petersburg Community Redevelopment Area – a workforce collaborative of community organizations working together to increase employment in the Community Redevelopment Area.] – People Empowering and Restoring Communities -This program provides a variety of services. Services that lend themselves to TBN workforce development include: interview skills training; placement assistance; employment referrals; drug testing; temporary housing; transportation referrals; and community service referrals.
- **CareerSource Pinellas** – This State affiliated career development program services a wide range of diverse clientele at different stages of their career education and training development. Through many

of their career readiness programs, such as construction apprenticeship programs, the agency assists with employment preparation, and career interviewing skills, and career placement programs.

- **OnBoard4Jobs** – This is an ongoing FDOT state-wide Construction Careers program to connect road and bridge job seekers to contractors seeking to hire skilled employees. This program targets workers and contractors who participate in “On-the-Job” Training programs. The program services include providing tips on resume development and interviewing techniques and provides services to contractors that include: Construction Career Fairs and local job-specific Job Fairs & Career Resource Events.
- **Industry Partners’** developed and provided classroom, onsite, and in-the-field hard skills training, which was led by the Joint Venture (Archer Western & The de Moya Group) with co-instructional participation by subcontractors for the Gateway Expressway Pilot Program.

The purpose of the WFD program is threefold:

1. To provide direct economic benefits to communities where the department is constructing infrastructure projects, to assist distressed low-income, and high-unemployment areas.
2. To build productive, sustainable relationships with regional and local stakeholders and community members; and
3. To help address the construction labor shortage by recruiting and building a pipeline of workers for infrastructure projects in the Tampa Bay region and increasing the likelihood of department projects staying on time and within budget.

Table 10-1 shows the metrics for the program. Twenty-four people were hired post classes; 20 are currently hired (4 were released due to work performance matters); and 16 were provided official on-the-job training designations.

Table 10-1 Tampa Bay Next Workforce Development Gateway Expressway Pilot Program Metrics

Gateway Expressway Career Course – Class #1 December 2018	Candidates
Attended Orientation	40
Invited to Attend Course	17
Attended First Day of Course*	15
Withdrew During Course (no show)	4
Graduated and Offered Employment	11
Failed Drug Test	2
Hired	
Direct Hire	1
Hired Following Training (12/10/18)	9
Candidates Receiving Wage Increase Post Hire	3
Retention of Candidates 5-Months Post Hire** (5/1/19)	7 (4 assigned OJT)***
Gateway Expressway Career Course – Class #2 February 2019	
Attended Orientation Meeting	20
Invited to Attend Course	20
Attended First Day of Course*	14
Withdrew During Course (no show)	0
Graduated and Offered Employment	14
Failed Drug Test	0
Hired	
Direct Hire	0
Hired Following Training (2/15/19)	14
Candidates Receiving Wage Increase Post Hire	1
Retention of Candidates 3-Months Post Hire** (5/1/19)	13 (12 assigned OJT)***

* Two (2) self-determined post invitations to attend the course that they did not want to participate. Two (2) received jobs, two (2) were non-responsive to community partner outreach prior to course program, one (1) was removed from WFD program prior to course, due to poor behavior in community partner program, and one (1) was tardy 1st day of course and was not authorized to attend course.

** Three (3) candidates were released due to work performance matters. One (1) candidate terminated due to failure to pass random drug test.

***OJT: On the job training

10.2 Protected Populations in the TIS SEIS Study Area

Protected populations, i.e. minority and low-income populations are identified and discussed in **Sections 5.1.4** and **5.1.5**.

10.3 Summary of Project Effects

10.3.1 No Further Action Alternative

Under the No Further Action Alternative, there would be no change in the ROW for TIS SEIS Segments 2A, 2B, 3A, and 3B; therefore, no acquisitions would be required. TIS SEIS Segment 3C has already been constructed. The No Further Action Alternative is different for TIS SEIS Segment 1A as it includes the construction of the outer roadways (general use lanes) approved in the 1997 ROD and, therefore, provides new access under I-275 at Reo Street, Occident Street, and Trask Street. The acquisition of property to construct TIS SEIS Segment 1A (Westshore Area Interchange) does not include any residential properties. All properties required are either vacant or will affect business locations/operations.

As such, the No Further Action Alternative would not have disproportionate adverse impacts on minority and/or low-income communities associated with displacement. Increased and unabated congestion is anticipated to slow economic growth by an average of 25,652 jobs a year through 2035 (TBRPC 2018). Increasing traffic volume and, slowing traffic, can also raise overall fuel and maintenance costs for commuters and transit operators (TBRPC 2018). Extended travel times resulting in the spread of peak travel times across the day, affect commuters’ productivity at work and raise household costs of commuting. Congestion leads commuters to change their travel routes and/or stagger their work hours and indirectly impacts other family members’ travel patterns. The adverse impacts on the transportation network by not addressing operating deficiencies would affect all regional populations equally. Impacts on EJ populations as well as non-EJ populations would occur related to increased roadway congestion (such as degradation in areawide air quality, impaired mobility, and increased travel times to jobs and educational opportunities). In addition, since it would be reasonable to assume some future project or series of projects would be needed to address growing travel demand and heightened levels of congestion, some adverse impacts could occur in association with this future work.

10.3.2 1996 TIS FEIS Long-Term Preferred Alternative (Non-Tolled) and 2018 Express Lanes Alternative (Tolled)

Under the 1996 TIS FEIS Long-Term Preferred Alternative and 2018 Express Lanes Alternative, no impacts are anticipated for the following environmental topics. For that reason, these topics are not discussed further in this section. Please refer to other sections in this document or technical reports prepared for the TIS SEIS project for discussion of these topics.

- Demographics (Section 6.1.1)
- Land Use (Sections 6.3.1 and 6.3.2)
- Ecosystems (*Natural Resources Evaluation Technical Report*)
- Water Resources (*Pond Siting Report, Natural Resources Evaluation Technical Report, and Location Hydraulic Report*)
- Hazardous Materials (*Contamination Screening Evaluation Report*)

Table 10-1 presents a summary of the environmental impacts, both negative and beneficial.

Table 10-2 Summary of Potential Environmental Impacts

Resource Area (Report Section)	1996 TIS FEIS Long-Term Preferred Alternative	2018 Express Lanes Alternative
Community Cohesion (6.1.2)	No change from current conditions. No new connections would be created.	A positive effect to the community with improved mobility for all TIS SEIS Segments and new connections for some TIS Segments depending upon design options. Design Options A and B for TIS SEIS Segments 2B, 3A, and 3B would provide the greatest positive effect with the proposed new connections under the interstate to Robles Park. With the construction of the outer roadways for TIS SEIS Segment 1A approved under the 1997 ROD, new access will be provided under I-275 at Reo Street, Occident Street, and Trask Street.
Safety (6.1.3)	Positive effect to reduce emergency response times for emergency service providers using I-275 and I-4 general-purpose lanes as well as	Reduction in emergency response times. Improvements in emergency evacuations. The “rollercoaster effect” or sight distance issue on I-275 between Hillsborough Avenue and I-4 would be removed under Design Option A, which is expected to improve the safety of that span

Resource Area (Report Section)	1996 TIS FEIS Long-Term Preferred Alternative	2018 Express Lanes Alternative
	improvements for emergency evacuations.	of I-275. Design Options A and B would also include an expansion of the roads' shoulders, which would improve the overall safety of the region and provide a sufficient refuge area for vehicles. The rollercoaster effect under Design Options C, D and E would remain.
Quality of Life/Health (6.1.4)	Managed lanes offer reduced levels of congestion resulting in lower VHT, which leads to lessened vehicle emissions, thus helping to improve air quality. Improving traffic flow also reduces the time vehicles spend idling, which generally produces the maximum emissions per unit time.	
Economic (6.2)	Improved access to employment and services.	Improved access to employment and services.
Modal Choice and Transportation Disadvantaged (6.4.1 and 6.4.2)	The proposed extension of Grove Street would eliminate existing dead-end streets and enhance traffic circulation in the neighborhood.	Intermodal connectivity between major transportation hubs would be improved. Adding express lanes would increase capacity and improve travel times. For the transportation-disadvantaged dependent, improved connectivity and access to the region's employment centers and support services would result in more reliable transit routes. Buses could access express lanes without charge, allowing for faster and more reliable travel times.
Connectivity (6.4.1, 6.4.2, and 6.4.3)	Ramps proposed from North Boulevard (CBD) onto I-275 SB. A new connection under I-275 at Trask St and removal of access to I-275 and Floribaska Avenue. With the Floribaska ramp closure, the travel pattern would shift traffic to other I-275 (MLK Blvd.) and I-4 (14 th and 15 th St. or 21 st and 22 nd St.) access points. North Sherrill St to Memorial Hwy under I-275 would be reconnected.	New local street connection at Reo, Occident and Trask are proposed in Segment 1A. Under Design Options A and B, the connectivity between residential and nonresidential areas is expected to improve for motorized vehicles, bicycles and pedestrians (Adalee, Plymouth, 26 th Ave and Emily). New or changed connections include express lanes to/from TIA, Kennedy Boulevard/Reo Street access to I-275, I-275 off ramp to Doyle Carlton, Morgan Street express lane connections, Himes Avenue and USF (I-275 north) express lane connections. North Boulevard would be connected to I-275 in all Design Options except Design Option E. Design Options C, D and E would not provide local street connections. The Floribaska Boulevard/I-275 interchange would remain open in Design Option E.
Accessibility (6.4.4)	Overall access to the neighborhoods adjacent to I-275 and I-4 would be maintained and traffic circulation within existing communities would be improved. The Tampa Heights neighborhood would experience minor changes to traffic circulation.	
Travel Delay (6.4.4)	Total Travel Delay would be reduced.	2045 AM Peak 30% to 61% decrease 2045 PM Peak 16% to 38% decrease Design Option A would see the highest decrease; Design Options C, D and E would see the lowest decreases
Parking (6.4.5)	The proposed parking garage at the Marion Street transit station would create 2,800 spaces as well as additional opportunities for surface lots under the I-275 mainline viaducts through downtown Tampa. With the widening associated with this	All parking impacts would occur in TIS Segment 2B in downtown Tampa. Design Options A and B would affect the most, while Design Option E affect the least. Additional spaces would be created as part of the Marion Street transit station and under I-275 in downtown Tampa and west of the Hillsborough River adjacent to Julian B. Lane Park. While parking will be

Resource Area (Report Section)	1996 TIS FEIS Long-Term Preferred Alternative	2018 Express Lanes Alternative
	alternative, some of the surface parking spaces along Kay Street would be lost.	provided as part of the Westshore Intermodal Center, it is not for general use purposes; parking is intended to be provided for interaction with transit services (i.e., kiss-n-ride and rideshare purposes). Parking pertaining to private development at the intermodal center site is being considered; parking needs associated with this private development would be subject to traditional zoning parking requirements.
Noise (6.5.1)	Noise barriers have been and would be constructed to mitigate for noise impacts.	Noise sensitive sites have been identified in all TIS Segments except Segment 1A. Both EJ and non-EJ populations living near the interstate would be affected. Noise barriers would be constructed to mitigate noise reports. Most potential sensitive sites would occur in TIS Segment 2B, the largest TIS Segment. Noise barriers will be provided to mitigate the impacts.
Viewshed (6.5.3)	There would be no changes from existing conditions.	Design Options C, D and E would require less ROW Design than Options A and B
Relocations (6.6)	1,014 residential units and 159 business units To date, FDOT has acquired 890 of the properties that were identified.	<p><u>TIS Segment 1A</u> 0 residential units and 21 business units</p> <p><u>TIS Segment 2B</u> <u>Option A:</u> 336 residential units and 52 business units 410 in EJ Block Groups 25 in Non-EJ Block Groups <u>Option B:</u> 321 residential units and 47 business units 363 in EJ Block Groups 19 in Non-EJ Block Groups <u>Option C:</u> 28 residential units and 8 business units 22 in EJ Block Groups 17 in Non-EJ Block Groups <u>Option D:</u> 96 residential units and 17 business units 93 in EJ Block Groups 9 in Non-EJ Block Groups <u>Option E:</u> 6 residential units and 1 business unit All in EJ Block Groups</p> <p><u>TIS Segment 3B</u> 1 residential units and 0 business units</p>
Construction (7.0)	During construction, there are likely to be temporary disruptions to neighborhood cohesion and quality of life in EJ and non-EJ areas due to noise and traffic flow. Communities near construction areas may also experience limited access or detours during construction. These impacts are likely to be felt throughout the TIS SEIS study area.	
Indirect and Cumulative (8.0)	Indirect, or secondary, land use development could induce growth and travel within Title VI and EJ communities. This could put a strain on community facilities within those neighborhoods. The cumulative impacts of land use development and transportation projects could occur in EJ	

Resource Area (Report Section)	1996 TIS FEIS Long-Term Preferred Alternative	2018 Express Lanes Alternative
	communities. However, these projects are expected to be constructed regardless of TIS SEIS project.	

Source: FDOT 2018

*EJ block groups as having 50% or greater population that is minority and/or EJ block groups with 19% or more low-income

10.3.3 Literature Review – Effects of Tolling on Low-Income Populations

The operation of managed lanes under the 2018 Express Lane Alternative may include tolling to manage congestion. As such, it is important to consider whether or not tolling under the 2018 Express Lane Alternative could disproportionately affect low-income populations. The following describes national and regional studies concerning potential equity issues associated with highway congestion pricing and potential effects of tolling from the TIS SEIS Project.

Benefits and Impacts of Tolling

Traditional methods of financing highway improvements have included fuel tax, sales tax, and flat-rate tolls, which are generally regressive forms of taxation, whereby lower-income and higher-income populations contribute equally to fund transportation projects. Generally, all studies concluded that all income groups would use the tolled facilities and that impacts of congestion pricing are not necessarily related to income, but are more based on choice, flexibility of personal schedules, and alternative routes available to users. While higher-income populations use the managed lanes more often than lower-income populations, the most important aspect of managed lanes and tolling is that they offer commuters a choice (FHWA 2017). The consensus of all studies reviewed is that the use of tolled facilities by low-income users is a driver’s willingness to pay (FHWA 2009). Some users may not choose to pay for managed lane access every day but have less personal schedule flexibility. For example, a commuter is running late for work, or running late to pick up a child from daycare are two examples of circumstances that can alter an individual’s value of time. The opportunity to pay a toll in exchange for more reliable travel and/or reduced travel time results in on-time arrival at places of employment and eliminates potential penalties such as day care service late fees. A survey of users of Miami’s I-95 Express Lanes Project shows that users value the reliable travel time. An estimated 76 percent of those who have used the express lanes believe it is a more reliable trip than trips using the general purpose lanes.

In addition, general-purpose lanes and transit operations benefit from the introduction of managed lanes. The general-purpose lanes benefit from the SOV shift out of the general purpose lanes to the managed lanes. Transit operations benefit through the travel time reliability provided by the tolling policy, which maintain vehicle speeds and exempts transit from paying a toll. Lower-income populations are generally more reliant on transit and use it more than higher income populations. Therefore, the transit benefits provided by managed lanes benefit lower-income and transit-dependent populations.

The FHWA report *Urban Partnership Agreement, Low-Income Equity Concerns of U.S. Road Pricing Initiatives* (FHWA 2011b) outlines the equity issues of pricing as it relates to low-income drivers and offers insights from states with toll operations in place. Another paper, *Lexus Lanes or Corolla Lanes? Spatial Use and Equity Patterns of the I-394 MnPASS Lanes* (Patterson and Levinson 2008), cites some specific equity benefits of managed lanes, such as vehicle shifts away from the general purpose lanes improving travel conditions on such lanes. The study recognized that managed lanes benefit transit operations by providing a reliable, congestion-free, commuting alternative to SOV travel. Managed lanes make the corridor more efficient and support a long-term strategy of moving more people through the corridor. Evaluations of the variably priced 91 express lanes in California report that low-income drivers use the express lanes and are as likely to approve of the lanes as drivers with higher incomes. In the study, over half of commuters with household incomes under \$25,000 a year approved of providing toll lanes. In a 2006 survey of users of the I-394 high occupancy toll (HOT) lanes in Minnesota, usage

was reported across all income levels, including by 79 percent of higher income respondents, 70 percent of middle-income respondents, and 55 percent of lower-income respondents. Support for the managed lanes was also found to be high across income levels with 71 percent of higher income respondents, 61 percent of middle-income respondents, and 64 percent of lower-income respondents.

The *Atlanta Regional Managed Lane System Plan, Technical Memorandum 9: Social Equity and Environmental Effects Evaluation* (HNTB 2010) report provides a high-level study of the regional effects of managed lanes on EJ populations and the potential air quality effects. The study concluded that EJ communities would not be disproportionately affected by managed lanes and that the congestion reduction resulted in the potential for air quality benefits. An education campaign, outreach to traditionally underrepresented populations in the planning process, inclusive payment methods (e.g., a cash payment method option), and access to information regarding the operations and benefits of managed lanes were keys to minimize perceived effects to EJ communities.

As demonstrated in *Income Base Equity Impacts of Congestion Pricing* (FHWA 2009), other systems throughout the US have demonstrated that there is not a disproportionate adverse impact on low-income populations. These include the I-25 in Denver, Colorado, SR 91 in Orange County, California, I-15 in Salt Lake City, Utah, I-394 in Minneapolis, I-95 in Miami, Florida, as well as others. It is important to note that every toll system is different in terms of occupancy requirements and operational policies and has different goals and objectives when anticipating the correlation between these facilities and the one proposed for the TIS SEIS project. Evidence shows that “approval ratings are equally high for all income groups, 80 percent range, because all income groups value the ‘insurance’ of a reliable trip time when they absolutely need it.” Overall, travelers across all income levels appreciate the choice to pay for a reliable travel time. These facilities have proven usage across all household income levels; therefore, it is reasonable to assume that the TIS SEIS project may also realize usage across all household incomes.

Policies to Ensure Equitable Implementation

The FHWA publication *Income-Based Equity Impacts of Congestion Pricing: A Primer* (FHWA 2008) provides an overview of congestion pricing, its effect on low-income groups, and identifies ways to mitigate potential unequal distribution of benefits through examples provided by managed lanes system in operation across the country. Pertinent to the TIS SEIS project, the report presents findings of income equity and modal equity based on current literature and U.S. Department of Transportation (USDOT) studies from the federal Urban Partnership Agreement Program and the Congestion Demonstration Program.

The main topics to be addressed are accessibility and distribution of benefits and burdens across income levels and travel modes. The issue of access to toll equipment is important to address. Lower-income populations may not have financial resources such as credit cards and bank accounts to establish tolling accounts, or they may lack sufficient financial resources to pay deposits on electronic toll payment equipment, such as transponders. These conditions may limit use of the facilities by low-income groups. However, there are measures, including the use of cash machines to secure deposits for toll usage that have been used to mitigate such concerns.

In its study, *Impacts of Congestion Pricing on Low-Income Populations, Efforts to Measure and Respond to Income-Equity Concerns*, FHWA (2017) highlighted policies and programs that agencies have implemented to address potential equity issues related to access to toll passes. In Los Angeles, California, LA Metro implemented policies to accommodate low-income commuters. The first is a Transit Credit for "frequent transit riders" (many of whom would be low-income). Commuters riding a minimum of 16 round trips using their electronic fare card within 60 days would be eligible for a credit of \$5 every 30 days or a maximum of \$60 for the 1-year demonstration period in transit or toll credit. The second program is a Toll Credit, which is a one-time-per-household account setup fee waiver of \$25 (the anticipated value of the transponder), which would be credited to the transponder account. Because each express lane user, whether paying or not, must have a transponder, both general-purpose and HOV lane users could be eligible for this credit (FHWA 2017).

The policies implemented by LA Metro to accommodate low-income commuters ensured that pricing was equitable and affordable. Excess toll revenues were invested back into the communities, which resulted in improved operations for all modes, benefitting the entire community, particularly low-income populations that are disproportionately reliant on the transit system. As such, LA Metro was able to alleviate adverse outcomes for low-income populations while ensuring that accessibility options were enhanced for all commuters across the board.

Studies have shown that revenue sources and the planned use of tolling revenues influence public support from all income groups for congestion pricing transportation projects. On San Diego's I-15 HOT lanes, equity concerns are being addressed through the dedication of toll revenue to support transit service. This I-15 Project demonstrates the benefits of tolling as a demand management tool and suggests that transit benefits reduce the impact of pricing on low-income individuals.

In Austin, Texas, the Central Texas Regional Mobility Authority (CTRMA) implemented the following policies to ensure equitable implementation of following across all of all of its facilities:

- Toll waiver for public transit vehicles and registered car/van pools.
- A violations policy that allows several opportunities to pay delinquent tolls prior to advancing unpaid tolls to a collection agency and municipal courts, where fees and fines of up to \$250 can be assessed.
- Multiple options for rate discounts and for payment methods, including pay-by-mail, making it possible for those who do not have a credit card to use the toll roads as well.
- Allowing sufficient time to pay a toll bill before accruing additional costs also benefits those without the means for prompt payment.

The study demonstrated that, regardless of race or socioeconomic status, the proposed project would benefit all residents alike within the study area by increasing mobility along the project limits for both drivers and transit users, providing a reliable route for transit, and facilitating reliable emergency response.

10.4 Findings Regarding Disproportionate Adverse Effects

A disproportionately high and adverse effect on minority and low-income populations means an adverse effect that:

- Is predominantly borne by a minority population and/or a low-income population, or
- Will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

Determinations of whether a project will have disproportionately high and adverse effects must take into consideration “mitigation and enhancement measures that will be taken and all offsetting benefits to the affected minority and low-income populations...” (USDOT Order, Section 8.b).

Of the 58 U.S. Census block groups in the TIS SEIS study area, 40 contained higher percentages of persons living below the poverty level than the City of Tampa (21 percent) (ACS 2012-2016). Sixty-nine percent of the block groups in the TIS SEIS study area are EJ areas, so it is to be expected that adverse effects will be experienced by EJ populations. As shown in **Table 10-2**, the percentages of low-income and minority populations by TIS SEIS Segments are similar in all TIS SEIS Segments except TIS Segment 1A. While TIS SEIS Segment 1A has a lower percentage of the population living below the poverty level, it has a higher percentage of minority populations than the City of Tampa. Therefore, all TIS SEIS Segments are categorized as EJ areas.

Table 10-3 Percentages of EJ Populations by TIS Segment – 2012-2016

Area	Percentage Minority	Median Household Income	Percentage of Population Living below Poverty Level
TIS Segment 1A	58%	\$46,385	16%
TIS Segment 2A	87%	\$35,000	45%
TIS Segment 2B	72%	\$28,500	36%
TIS Segment 3A	87%	\$24,211	41%
TIS Segment 3B	81%	\$26,407	32%
TIS SEIS Study Area	73%	\$29,250	32%
City of Tampa	54%	\$45,874	21%

SOURCE: US Census Bureau ACS 5-Year estimates (2012-2016)

The following potential direct and indirect adverse effects on EJ populations in the TIS SEIS study area are described in the preceding pages. Some of these are long-term and others are short-term effects.

- Parking impacts
- Business property acquisitions, including some business relocations
- Residential property relocations
- Moderate visual effects
- Noise and vibration impacts during construction and operation
- Business disruption during construction

The implementation of the 2018 Express Lane Alternative is anticipated to generate adverse impacts to the minority and low-income communities. The adverse effects of the potential relocations would be concentrated in TIS SEIS Segments 2B and 3A where the percentage of the population is 72 percent and 87 percent, respectively (ACS 2012-2016). The percentage of the persons living below the poverty level is 36 percent and 41 percent, respectively (ACS 2012-2016). As described in **Section 9**, all property acquisition and relocations would be conducted in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (42 USC 4601 et seq. and 49 CFR Part 24 and 23 CFR Part 710). With slightly higher than average residential vacancy rates, it is reasonable to assume that residents would be able to relocate within the TIS SEIS study area.

Since the general use, non-tolled lanes that are available today would to be available in the future, all users would realize travel time benefits. Under the 2018 Express Lane Alternative, users of the tolled and general use lanes would benefit from travel time savings. Users would be able to purchase the SunPass by phone, in person, or from retail locations located throughout the region. Under 2018 Express Lane Alternative, transit users may receive additional benefits because they would not be required to pay a toll for usage of the managed lanes and may benefit from the facility’s operational minimum speed of 45 mph. Other benefits of the 2018 Express Lane Alternative include:

- Improved mobility through the project vicinity
- Higher speeds and reduced travel delays
- Improved pedestrian and bicycle connections and access
- Improved access to employment, educational, recreational, shopping, and cultural opportunities
- Improved overall health with improvements and extensions of the trail system and safety improvements

These improvements would benefit low-income and minority areas throughout the TIS SEIS study area, as well as the Tampa Bay Region, including transit-dependent residents of those areas. The 2018 Express Lane Alternative is located largely within EJ communities, and thus both adverse and beneficial effects would be experienced by minority and low-income communities.

The 2018 Express Lane Alternatives account for all the community amenities that would be impacted as part of this project. Design Options A, B, and D for TIS SEIS Segments 2B, 3A, and 3B all directly impact the building THJrCA subleases. Design Options A, B, and D can each accommodate a community garden and a greenway, but with slightly different configurations. Another benefit to Design Options A, B and D of the 2018 Express Lane Alternative is that the Tampa Heights Greenway would be constructed in its new alignment, significantly extending the limits, connecting from a new trailhead to be constructed on Columbus Drive all the way to Water Works Park. This new alignment would provide a bicycle/pedestrian connection to all of the development along the Hillsborough River and the Tampa Riverwalk. Design Option C would provide the least number of amenities with limited additional property available for greenway enhancements and more difficulty connecting to the Tampa Riverwalk.

As temporary construction activities would occur throughout the corridor, affecting EJ and non-EJ populations, no disproportionately high and adverse effects to EJ populations would occur.

As described in **Section 9**, where there are adverse impacts, FDOT has committed to apply the mitigation measures equally through the TIS SEIS study area. FDOT will continue to provide enhanced outreach to EJ communities, particularly Spanish-speaking communities with limited English proficiency, to implement mitigation strategies effectively in those communities.

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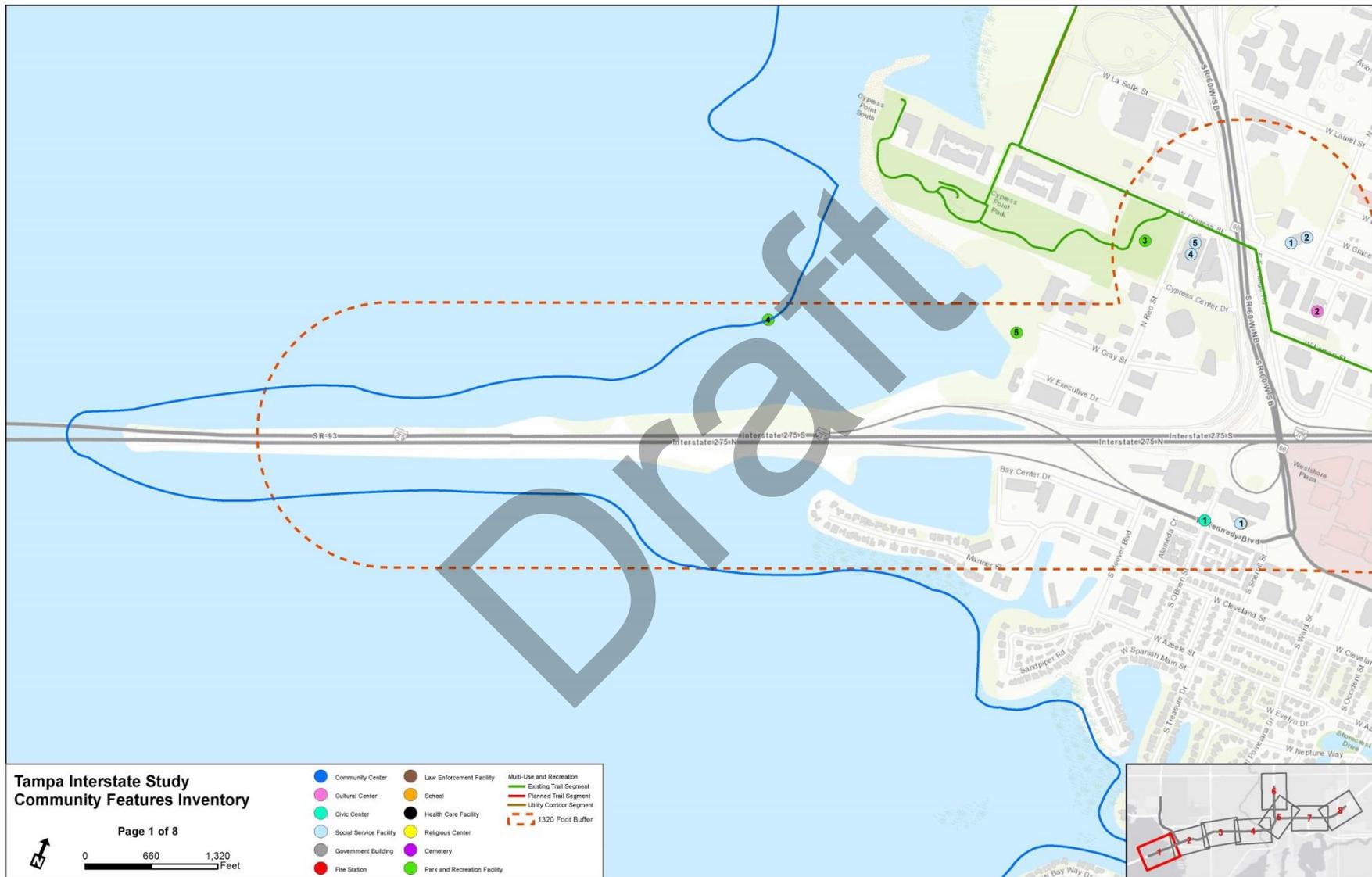
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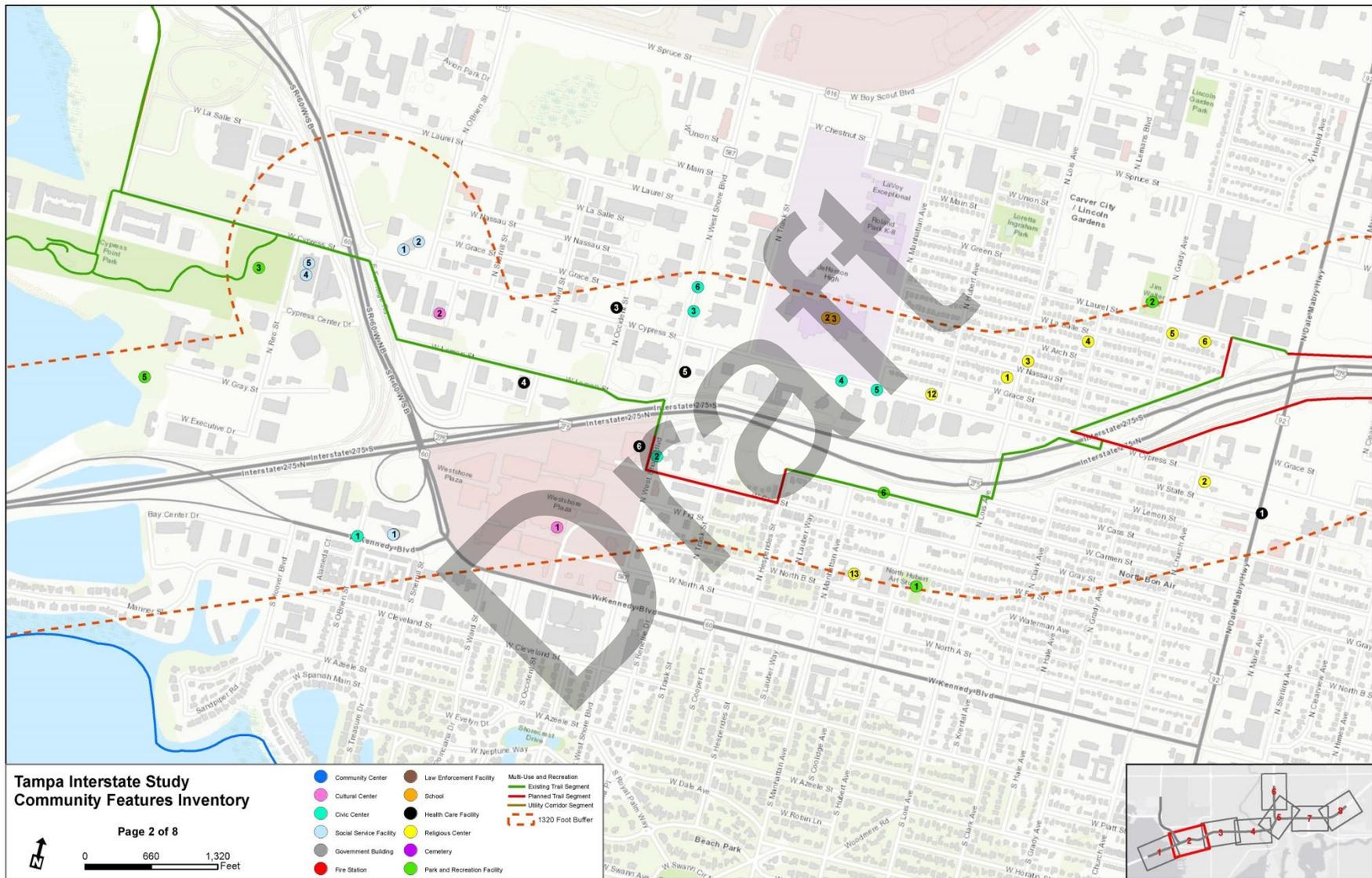
APPENDIX A
Community Features Facility Map

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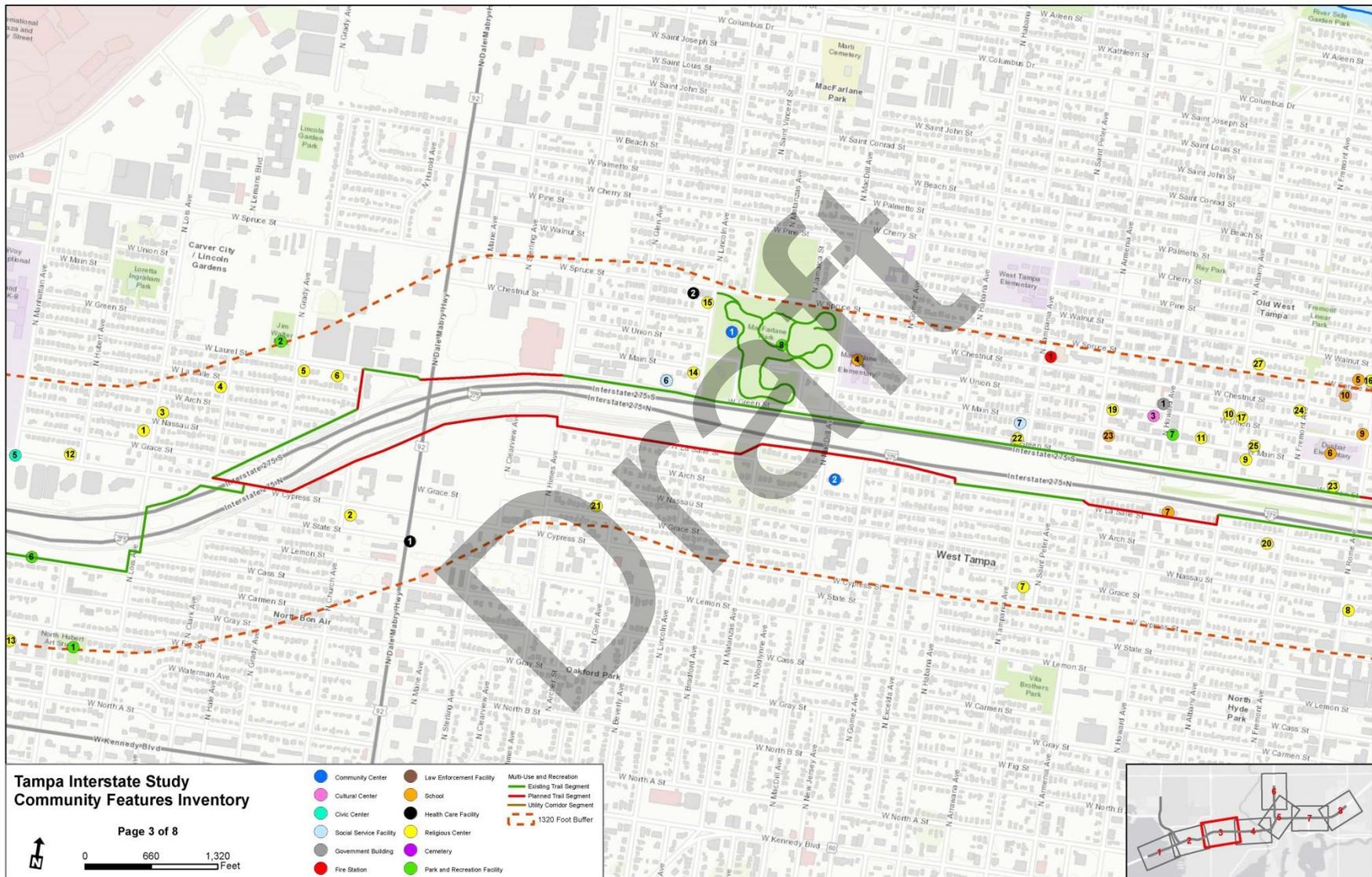
Source: University of Florida GeoPlan Center. FGDL. <https://www.fgdl.org>. Accessed May, 2018

Figure 5-1a Community Features Facility Map (1 of 8)



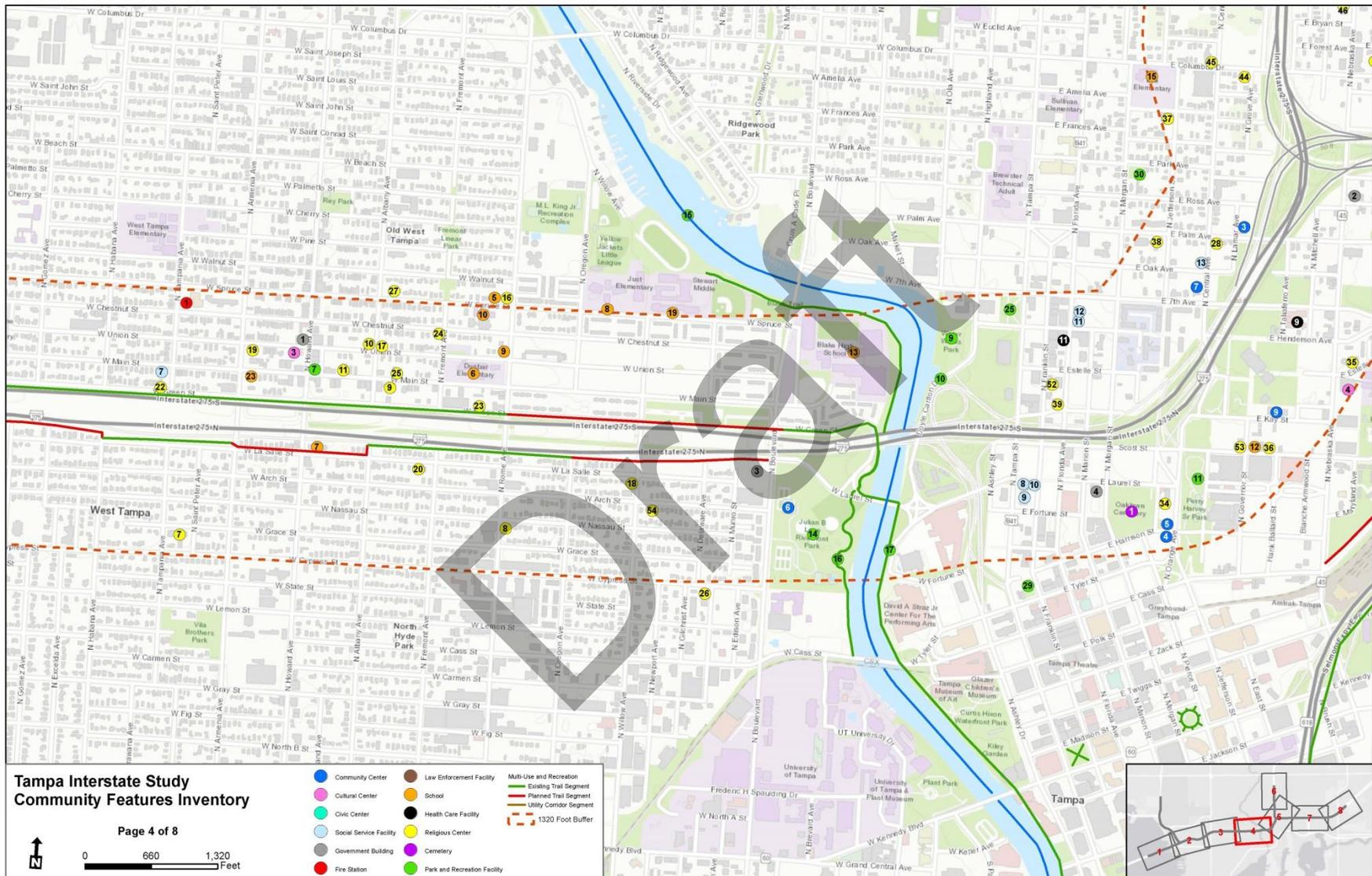
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Figure 5-1b Community Features Facility Map (2 of 8)



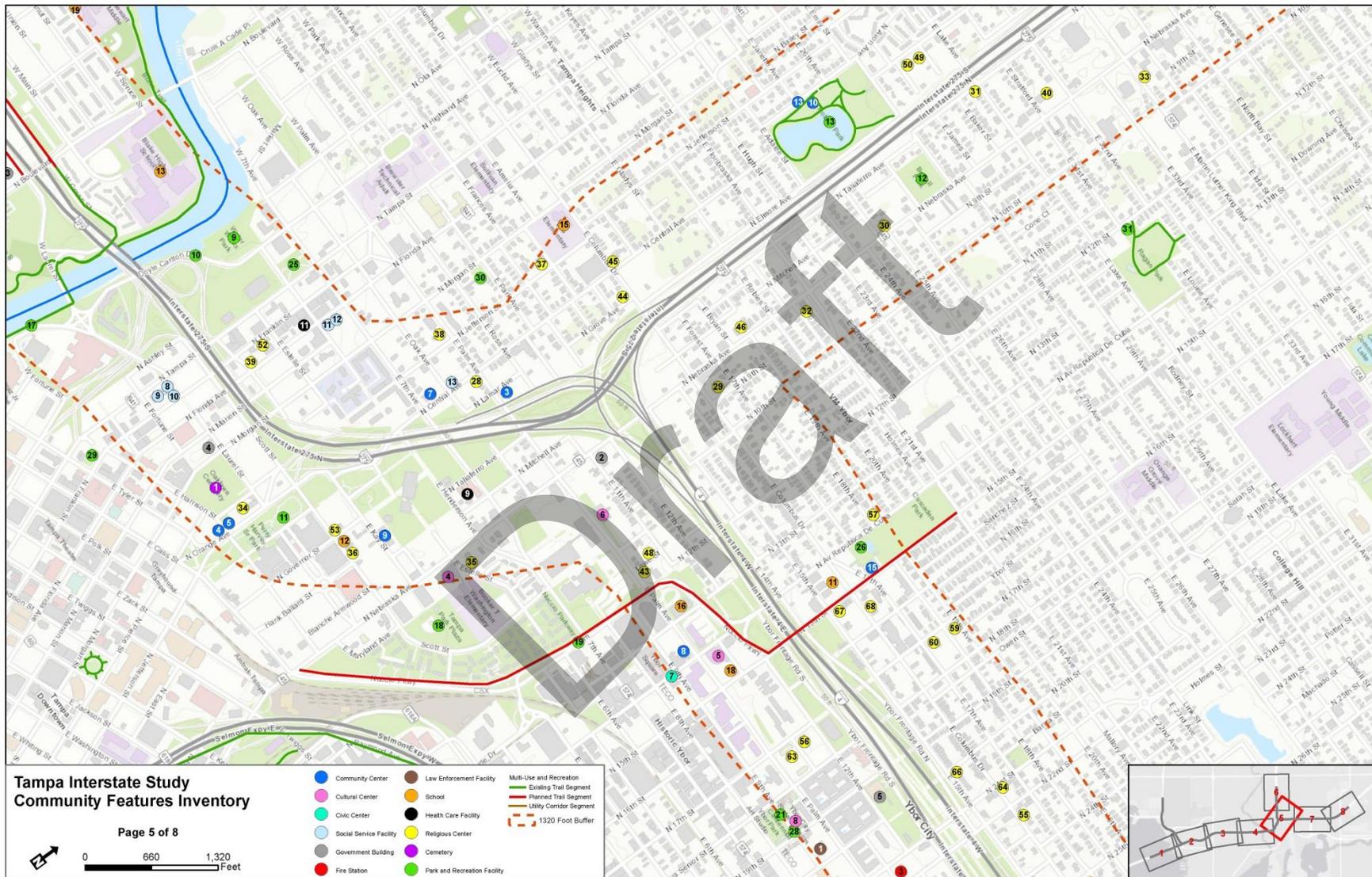
Source: University of Florida GeoPlan Center. FGDL. <https://www.fgdl.org>. Accessed May, 2018

Figure 5-1c Community Features Facility Map (3 of 8)



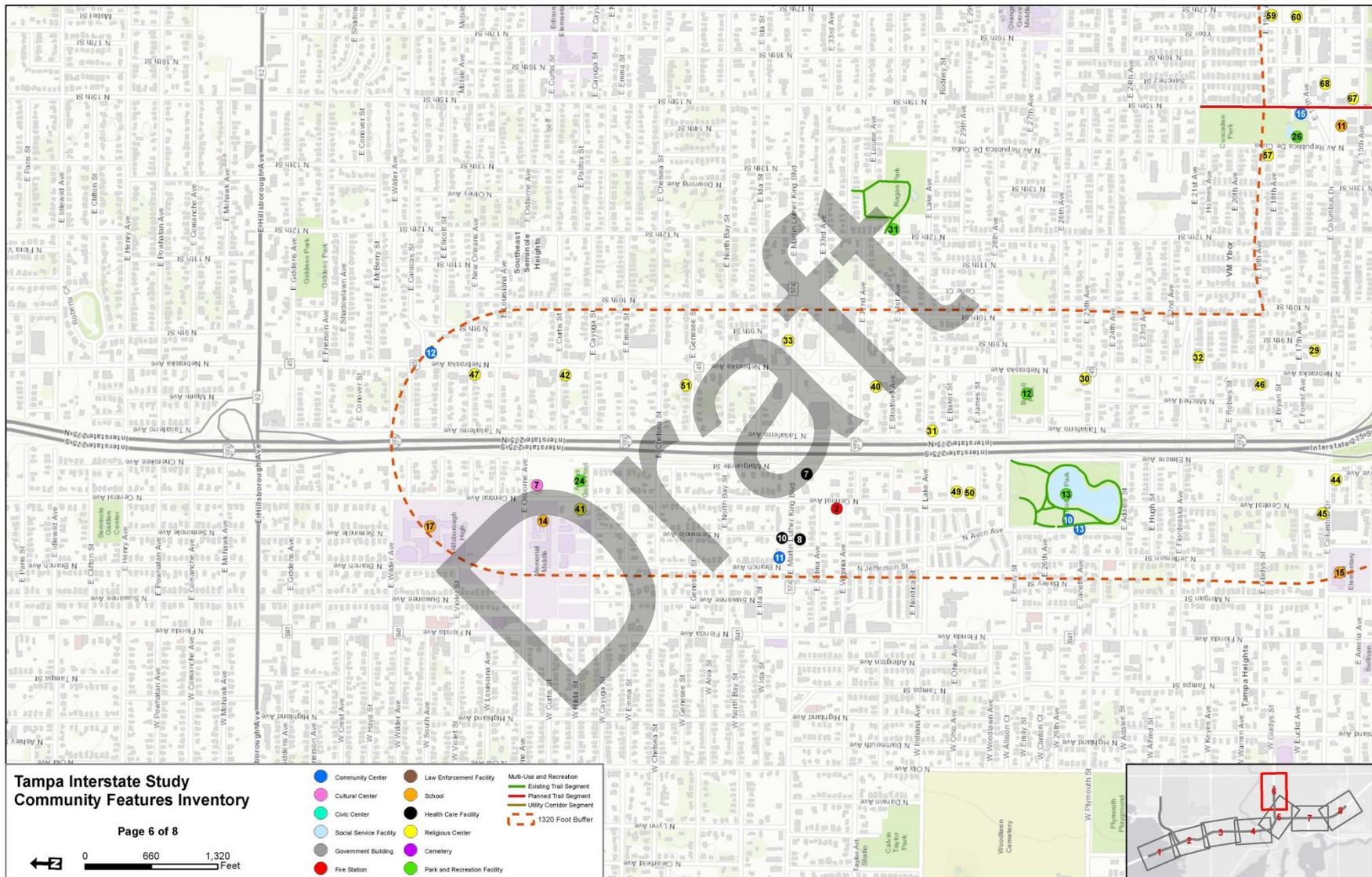
Source: University of Florida GeoPlan Center. FGDL. <https://www.fgdl.org>. Accessed May, 2018

Figure 5-1d Community Features Facility Map (4 of 8)



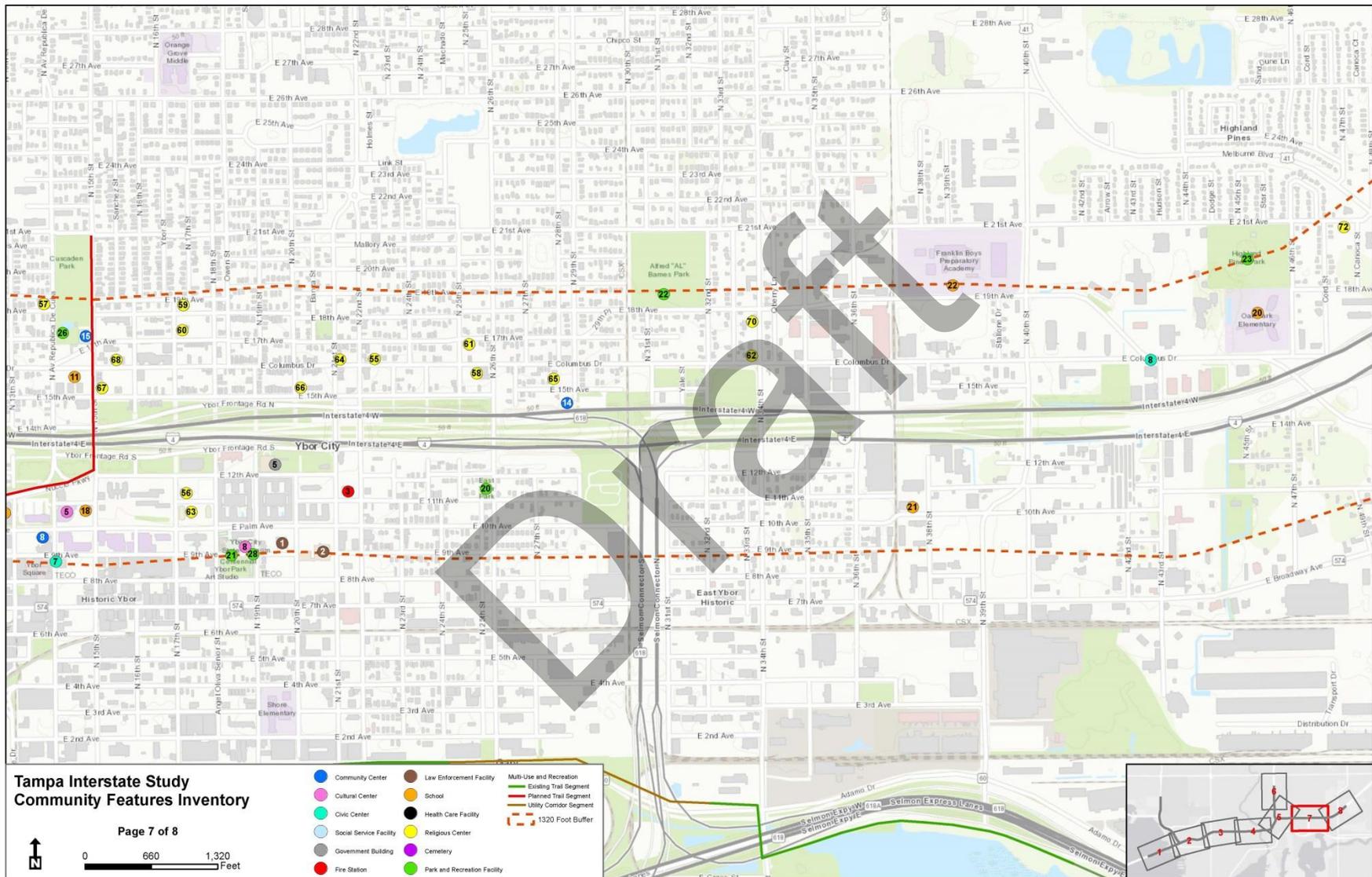
Source: University of Florida GeoPlan Center. FGDL. <https://www.fgdl.org>. Accessed May, 2018

Figure 5-1e Community Features Facility Map (5 of 8)



Source: University of Florida GeoPlan Center. FGDL. <https://www.fgdl.org>. Accessed May, 2018

Figure 5-1f Community Features Facility Map (6 of 8)



Source: University of Florida GeoPlan Center. FGDL. <https://www.fgdl.org>. Accessed May, 2018

Figure 5-1g Community Features Facility Map (7 of 8)

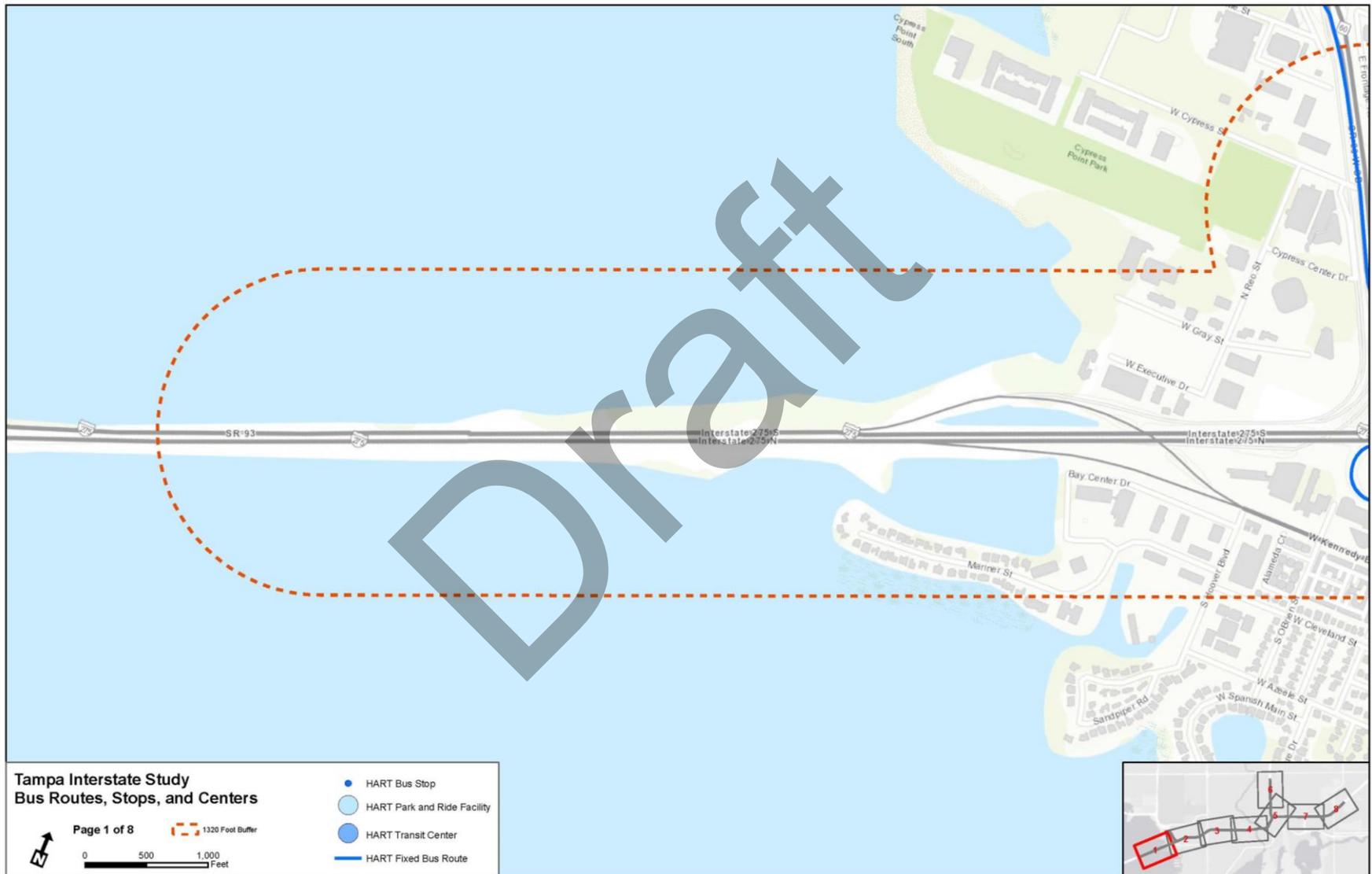


Source: University of Florida GeoPlan Center. FGDL. <https://www.fgdl.org>. Accessed May, 2018

Figure 5-1h Community Features Facility Map (8 of 8)

Draft

APPENDIX B
Transit Facility Map



Source: HART. www.gohart.org. Accessed May, 2018/Bus Routes. HART_ROUTES. 2018-02-14/Bus Stops. HART_STOPS. 2018-02-14/Transit and Transfer Centers. HARTTRANSIT_TRANSFERCTR. 2012-04-08

Figure 6-4a Existing Transit Facilities (1 of 8)



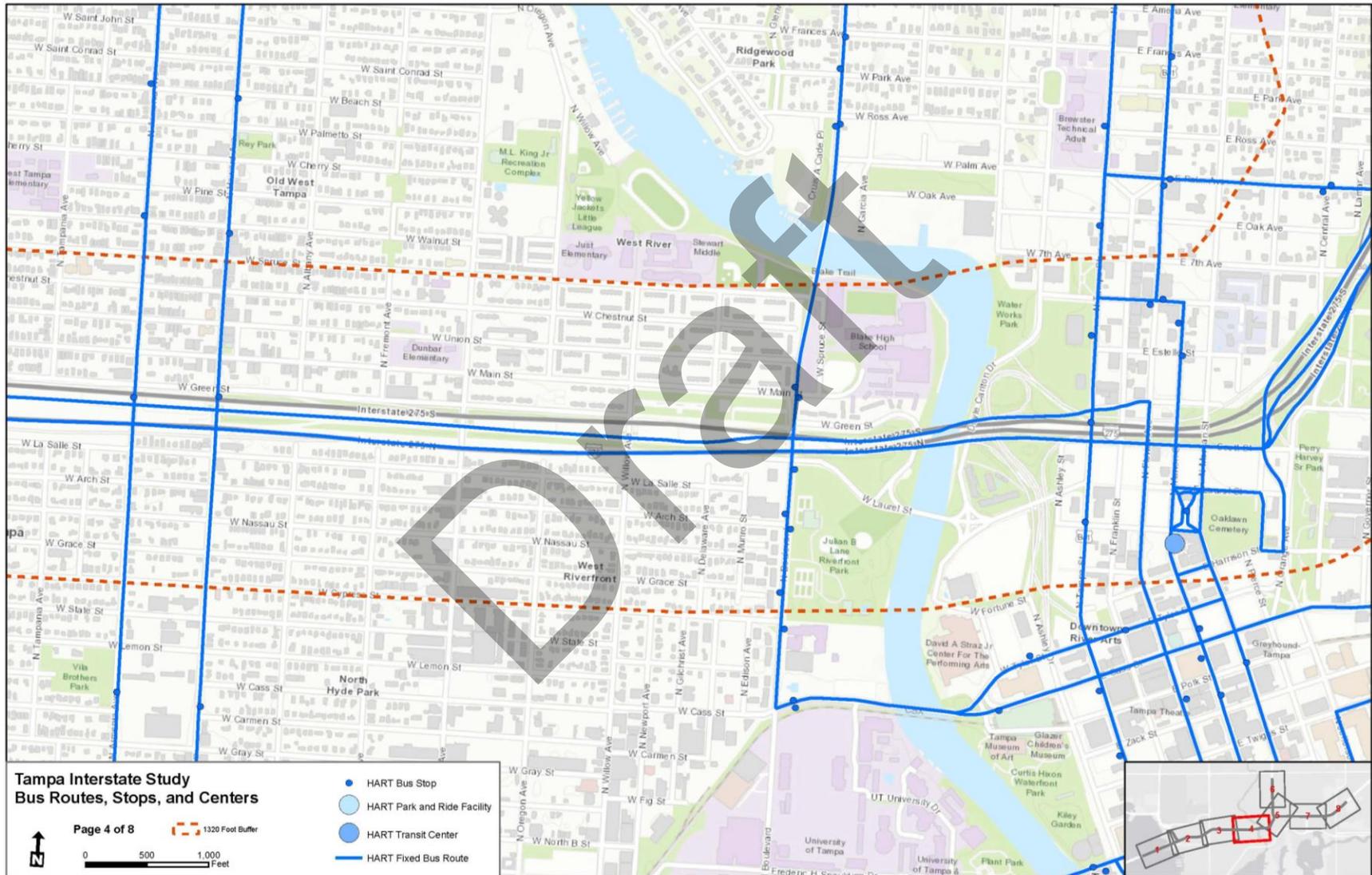
Source: HART. www.gohart.org. Accessed May, 2018/Bus Routes. HART_ROUTES. 2018-02-14/Bus Stops. HART_STOPS. 2018-02-14/Transit and Transfer Centers. HARTTRANSIT_TRANSFERCTR. 2012-04-08

Figure 6-4b Existing Transit Facilities (2 of 8)



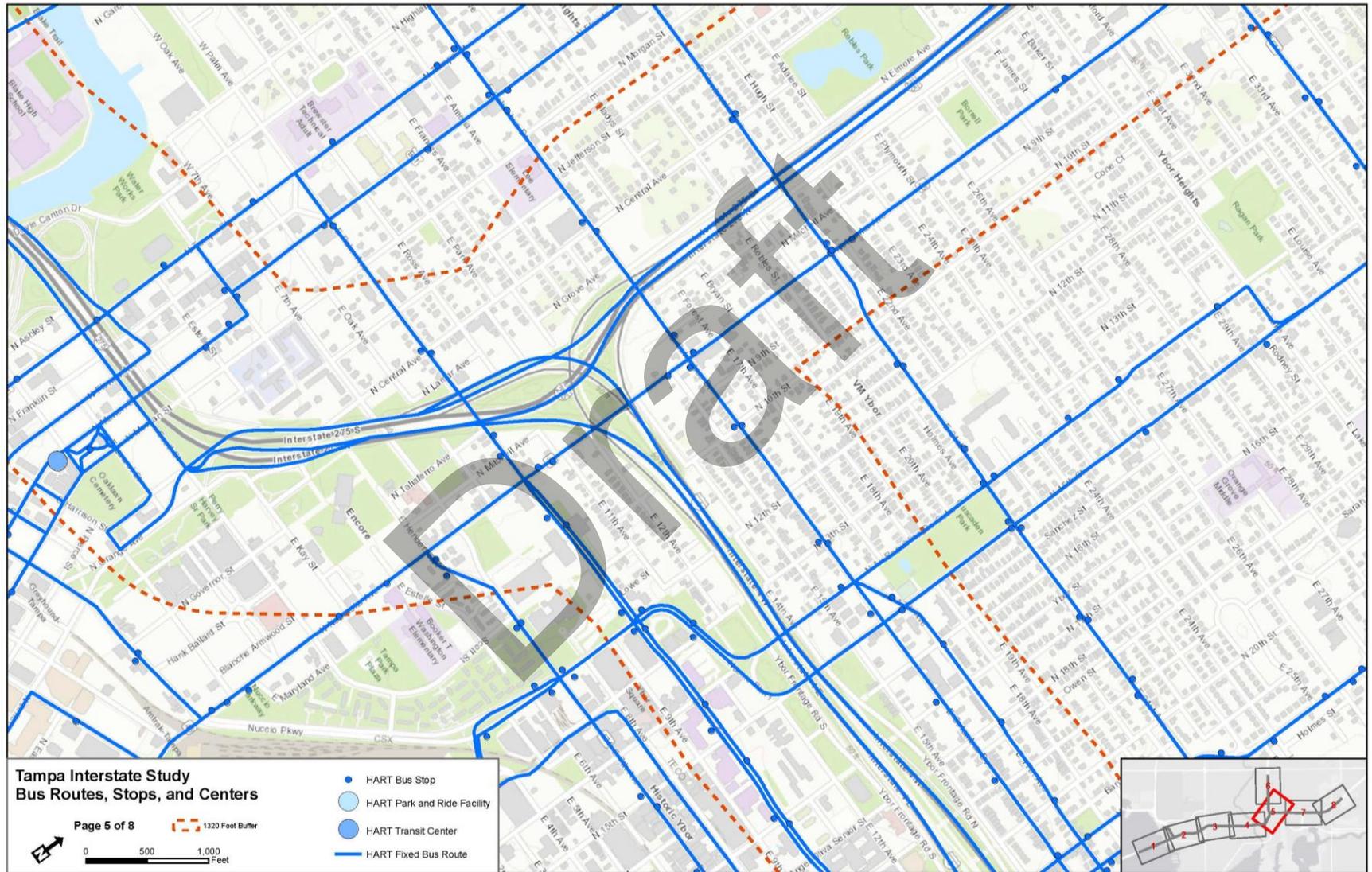
Source: HART. www.gohart.org. Accessed May, 2018/Bus Routes. HART_ROUTES. 2018-02-14/Bus Stops. HART_STOPS. 2018-02-14/Transit and Transfer Centers. HARTTRANSIT_TRANSFERCTR. 2012-04-08

Figure 6-4c Existing Transit Facilities (3 of 8)



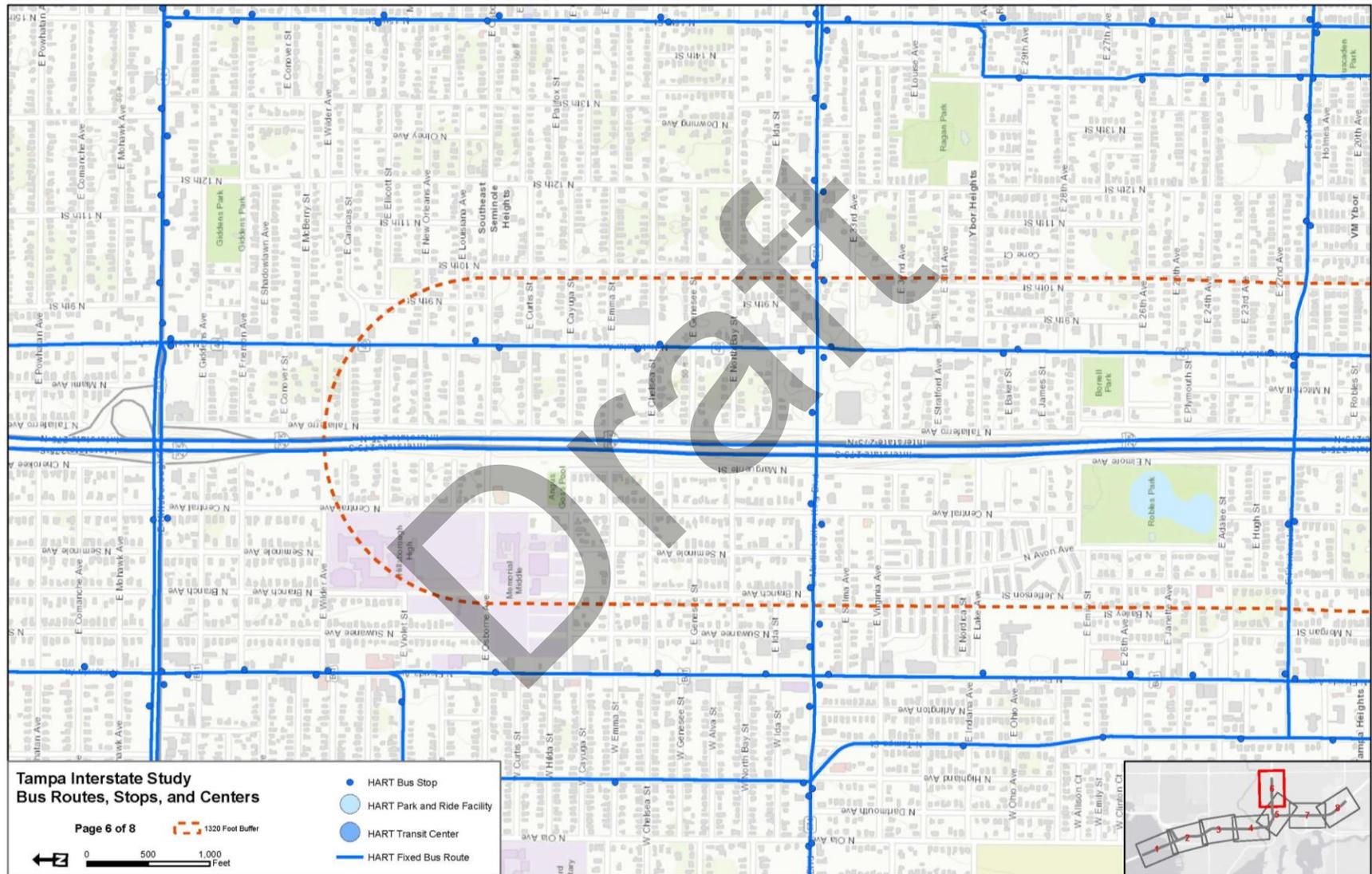
Source: HART. www.gohart.org. Accessed May, 2018/Bus Routes. HART_ROUTES. 2018-02-14/Bus Stops. HART_STOPS. 2018-02-14/Transit and Transfer Centers. HARTTRANSIT_TRANSFERCTR. 2012-04-08

Figure 6-4d Existing Transit Facilities (4 of 8)



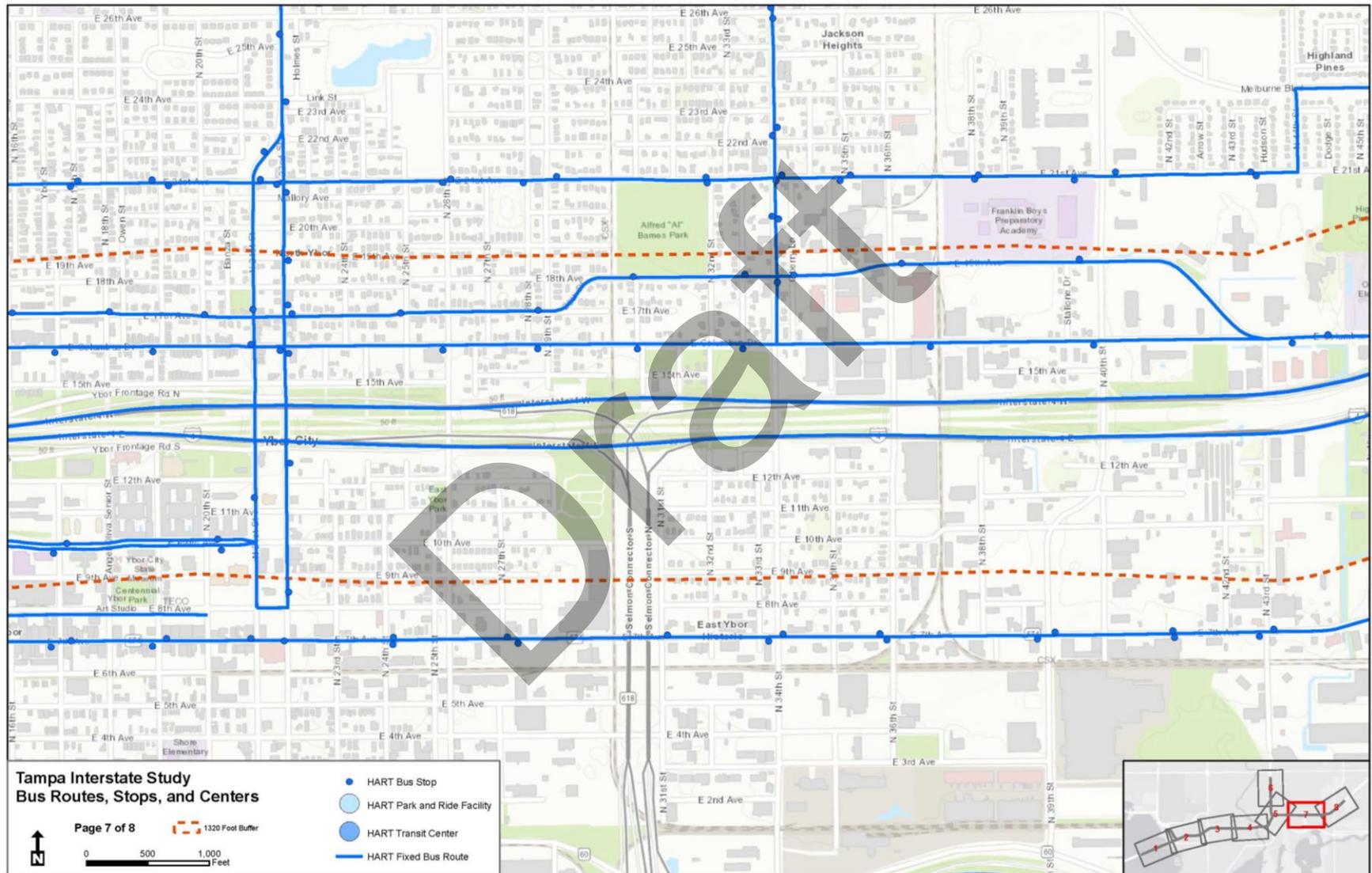
Source: HART. www.gohart.org. Accessed May, 2018/Bus Routes. HART_ROUTES. 2018-02-14/Bus Stops. HART_STOPS. 2018-02-14/Transit and Transfer Centers. HARTTRANSIT_TRANSFERCTR. 2012-04-08

Figure 6-4e Existing Transit Facilities (5 of 8)



Source: HART. www.gohart.org. Accessed May, 2018/Bus Routes. HART_ROUTES. 2018-02-14/Bus Stops. HART_STOPS. 2018-02-14/Transit and Transfer Centers. HARTTRANSIT_TRANSFERCTR. 2012-04-08

Figure 6-4f Existing Transit Facilities (6 of 8)



Source: HART. www.gohart.org. Accessed May, 2018/Bus Routes. HART_ROUTES. 2018-02-14/Bus Stops. HART_STOPS. 2018-02-14/Transit and Transfer Centers. HARTTRANSIT_TRANSFERCTR. 2012-04-08

Figure 6-4g Existing Transit Facilities (7 of 8)



Source: HART. www.gohart.org. Accessed May, 2018/Bus Routes. HART_ROUTES. 2018-02-14/Bus Stops. HART_STOPS. 2018-02-14/Transit and Transfer Centers. HARTTRANSIT_TRANSFERCTR. 2012-04-08

Figure 6-4h Existing Transit Facilities (8 of 8)

APPENDIX C
**Federal Railroad Administration
Correspondence**

Draft



U.S. Department
of Transportation
**Federal Railroad
Administration**

1200 New Jersey Ave, SE
Washington, DC 20590

FEB 02 2018

Mr. David Gwynn, P.E.
Florida Department of Transportation District Seven
11201 North McKinley Drive

Tampa, FL 33612

Attn: Kirk Bogen, P.E., District Environmental Management Engineer

**Re: Participating Agency Response for the Tampa Interstate Study
and General Comments on the I-4 Project Development and Environment
Study**

Dear Secretary Gwynn:

Thank you for the opportunity to review the supporting documents for the Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS) Project, including the Preliminary Alternatives Screening Evaluation Technical Memo from November 2017, and the I-4 Project Development and Environment (PD&E) Study from east of 50th Street to the Polk Parkway. The Federal Railroad Administration (FRA) is reviewing the TIS SEIS document as a participating agency by invitation from the Federal Highway Administration (FHWA) and as a courtesy review of the I-4 PD&E Study. The National Environmental Policy Act (NEPA) responsibilities for the I-4 PD&E Study are being carried out by FDOT's Office of Environmental Management (OEM) pursuant to 23 U.S.C Section 327 and a Memorandum of Understanding (dated December 14, 2016 and executed by FHWA and FDOT). FRA is interested in these Projects, particularly as it relates to the Florida High Speed Rail (FHSR) Tampa to Orlando project, which is planned to operate in common right-of-way (ROW) with the proposed improvements.

In 2005, FRA and FHWA completed a Final Environmental Impact Statement (FEIS) for the planned FHSR project, which was followed by a 2009 reevaluation and Record of Decision (ROD) in 2010. FHWA was also a cooperating agency for both the 2005 FEIS and 2009 reevaluation. The 2005 FEIS, 2009 reevaluation and 2010 ROD for the FHSR project are available on FRA's website (<https://www.fra.dot.gov/Page/P0403>). The 2005 preferred alternative for the FHSR project defined the system to operate primarily within the existing ROW of I-4 and S.R. 528 for approximately 88-miles between the Orlando International Airport and Downtown Tampa, utilizing gas turbine-powered locomotives.

FRA defined the preferred alternative for the FHSR project in the 2005 FEIS as follows:

The Preferred Alternative, Alternative, begins at the Downtown Tampa Station located between Tampa Street and Marion Street, I-275, and Fortune Street. The FHSR alignment follows I-275 along the south and east ROW of this transportation corridor. The alignment is in the southeast quadrant of the I-275/I-4 interchange with the rail alignment crossing into the I-4 median in the area of 15th Street. The majority of the FHSR alignment between the Tampa station and the crossing into the I-4 median is within the Ultimate ROW identified in the TIS for future interstate improvements, however, some additional ROW will be required.

The 2009 reevaluation and 2010 ROD for the FHSR project included a refined preferred alternative (RPA) to confirm the alignment for the project and modify the technology from gas-turbine to an electric-powered system. The 2009 RPA generally maintained the alignment of the preferred alternative from the 2005 FEIS, but with a confirmation of the location of the system alignment and station sites. In particular, the RPA confirmed the alignment through, and evaluated the environmental impacts for, the following sections of the FHSR project in Tampa:

- Tampa Downtown Station Area: *The Tampa station area was expanded to include the 3.2-acre former jail site which was purchased by FDOT for use as an intermodal center.*
- I-4/I-275 Interchange Ramp D adjacent to Perry Harvey Senior Park: *The FHSR alignment at Perry Harvey, Sr. Park, was shifted eastward to lie concentric with the new northbound I-275 ramp D that was constructed since the 2005 FEIS. In the vicinity of the park the centerline shifted up to 49-feet closer for a short distance, and adjusted the track centerline to 22-feet from the outside edge of the highway structure in order to minimize the use of public parkland.*
- I-4/I-275 Proposed Flyover Ramp widening adjacent to Ybor City National Historic Landmark District: *The FHSR alignment was shifted easterly to allow for the required 22-foot clearance from the edge of I-275. The design of the spiral curve was shortened to provide clearance of the building at 2104 Nebraska Avenue. Continuing along this curve, the alignment was also shifted southerly to accommodate the future widening of the southbound I-275 to the eastbound I-4 flyover ramp. The FHSR project would continue to remain within the limits of the Ultimate ROW limits approved in the TIS through this area.*
- Transition to I-4 Median and I-4/Selmon Expressway Connector: *The FHSR alignment between 14th Street and 22nd Street was adjusted for compatibility with the modified I-4 interchange configuration. The revised alignment would cross the eastbound lanes further to the east at an improved crossing angle that will facilitate bridge design and construction. The FHSR alignment is accommodated in the I-4/Selmon Expressway Connector design.*

In review of the TIS SEIS Preliminary Alternatives Screening Evaluation Technical Memo from November 2017, FRA has no comment on the removal of the Beltway or Boulevard Alternatives. FRA supports the advancement of the Express Lane Alternative, particularly with the accommodation of future transit. As part of this review, FDOT provided multiple concepts to modify the I-275 and I-4 Interchange and construct new express lanes from I-275 through I-4 to the east.

FRA reviewed the concept plans, and noted the highway improvements that would affect the planned alignment of the FHSR project.

- Existing Interchange with Elevated Express Lanes - North Option: This option includes new eastbound ramps located in the southeast quadrant of the interchange extending to approximately 15th Street, which would occupy the alignment previously planned for the FHSR project. The location of these ramps may require the FHSR project to incur additional ROW impacts should the FHSR plan to continue along the alignment to the south of the highway west of 15th Street.
- Existing Interchange with Elevated Express Lanes - South Option: This option includes new express lanes located south of I-275 from downtown Tampa to the I-4 interchange and new eastbound ramps located in the southeast quadrant of the interchange extending to approximately 15th Street, which would occupy the alignment previously planned for the FHSR project. The location of the new express lanes and ramps may require the FHSR project to incur additional ROW impacts and affect the ability for FHSR to construct the planned multimodal station at the site of the RPA in Downtown Tampa should the FHSR plan to continue along the alignment to the south of the highway west of 15th Street.
- Reconstructed Interchange with (or without) Express Lanes to the North: Each of these options, with or without Express Lanes serving I-275 to the North, include the full-scale reconstruction of I-275 from Downtown Tampa to the I-4 interchange with the relocation of the existing general purpose eastbound lanes on new ROW south and east of the existing highway alignment. The relocation of the existing general purpose eastbound lanes would occupy the alignment previously planned for the FHSR project, including the site of the planned multimodal station in Downtown Tampa. Each of these options would, however, accommodate future transit within the center of the I-275 and I-4 ROW and include space for a multimodal station between Tampa and Marion Streets in Downtown Tampa.

There may be future opportunities for a transit envelope outside of the interstate right of way. Relocating the FHSR project out of the I-275/I-4 ROW, would enable FDOT to utilize the interstate ROW previously preserved for transit for highway purposes and reduce the cost to construct the TIS improvements and the associated property impacts. Along the I-4 corridor from the I-4/Selmon Expressway Connector to the Polk Parkway, FDOT presented a typical section which would encroach on the future transit corridor at this time, but would accommodate a future transit by reconstructing the roadway or elevating the transit system.

FRA appreciates the opportunity to review the Screening Evaluation Technical Memo for the TIS SEIS Project as well as the supplemental materials provided by FDOT during the coordination meeting on December 13, 2017. In response to the screening evaluation, FRA has no comment on the removal of the Beltway or Boulevard Alternatives. FRA supports the advancement of the Express Lane Alternative, particularly with the accommodation of future transit. As FDOT continues to advance the development of design for the Express Lane Alternative, FRA acknowledges that the preferred alternative for the TIS SEIS Project may require a modification to the planned FHSR project, which FRA would need to consider during a reevaluation of the FHSR FEIS in a future environmental review.

FRA recognizes that the TIS SEIS Project may affect the proposed FHSR project in the following areas:

- Increased ROW acquisition costs and impacts required to realign the FHSR project along the I-275/I-4 ROW.
- Increased construction costs to provide a safety barrier between the high-speed rail and highway traffic, including the potential construction of the FHSR project on an elevated viaduct in constrained sections of the corridor.
- Relocation of the FHSR project onto an alternate alignment from the I-4/Selmon Expressway Connector to Downtown Tampa, including the potential relocation of the planned Downtown Tampa Station.

FRA's point of contact for this project will be Mr. John Winkle who can be reached at 202-493-6067 or John.Winkle@DOT.Gov. Thank you for the opportunity to participate in the preparation of this Supplemental EIS.

Sincerely,



Marlys Osterhues
Chief, Environmental and Corridor Planning Division

CC: Cathy Kendall, FHWA
Jason Watts, FDOT Office of Environmental Management
John Winkle, FRA
Randy Brown, FRA