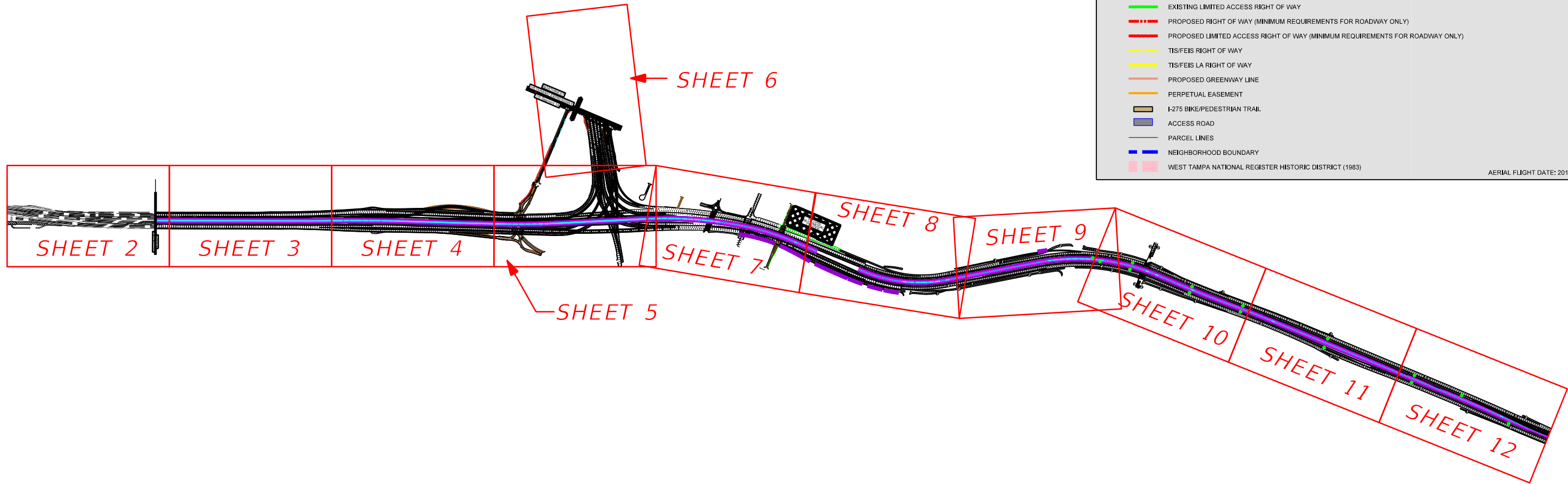


## APPENDIX A

# Draft SEIS Design Concepts



PROPOSED EXPRESS LANE

PROPOSED EXPRESS LANE - BRIDGE

EXISTING NB / WB SR 60 MANAGED LANE

PROPOSED GENERAL USE LANE

PROPOSED GENERAL USE LANE - BRIDGE

PROPOSED NON-INTERSTATE FACILITY

VETERANS EXPRESSWAY TRANSITION LANE

TRANSIT CORRIDOR

EXISTING OR UNDER CONSTRUCTION

REMOVAL OF EXISTING ROADWAY PAVEMENT

VISUAL BARRIERS

3 NUMBER OF GENERAL USE LANES

2 2 NUMBER OF EXPRESS LANES

1 NUMBER OF MANAGED LANES

1 AUX NUMBER OF AUXILIARY LANES

STORMWATER MANAGEMENT FACILITY

EXISTING RIGHT OF WAY

EXISTING LIMITED ACCESS RIGHT OF WAY

PROPOSED RIGHT OF WAY (MINIMUM REQUIREMENTS FOR ROADWAY ONLY)

PROPOSED LIMITED ACCESS RIGHT OF WAY (MINIMUM REQUIREMENTS FOR ROADWAY ONLY)

TIS/FEIS RIGHT OF WAY

TIS/FEIS LA RIGHT OF WAY

PROPOSED GREENWAY LINE

PERPETUAL EASEMENT

I-275 BIKE/PEDESTRIAN TRAIL

ACCESS ROAD

PARCEL LINES

NEIGHBORHOOD BOUNDARY

WEST TAMPA NATIONAL REGISTER HISTORIC DISTRICT (1983)

LEGEND

B BUSINESS RELOCATION

EASEMENT OWNED BY FDOT

OWNED BY FDOT

FULL OR PARTIAL ACQUISITION

AERIAL FLIGHT DATE: 2017

REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			TAMPA INTERSTATE STUDY SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
10/23/19	DRAFT TIS SEGMENTS 1A AND 2A SEIS.			93	HILLSBOROUGH	258337-2		
							SHEET LAYOUT	1 OF 12





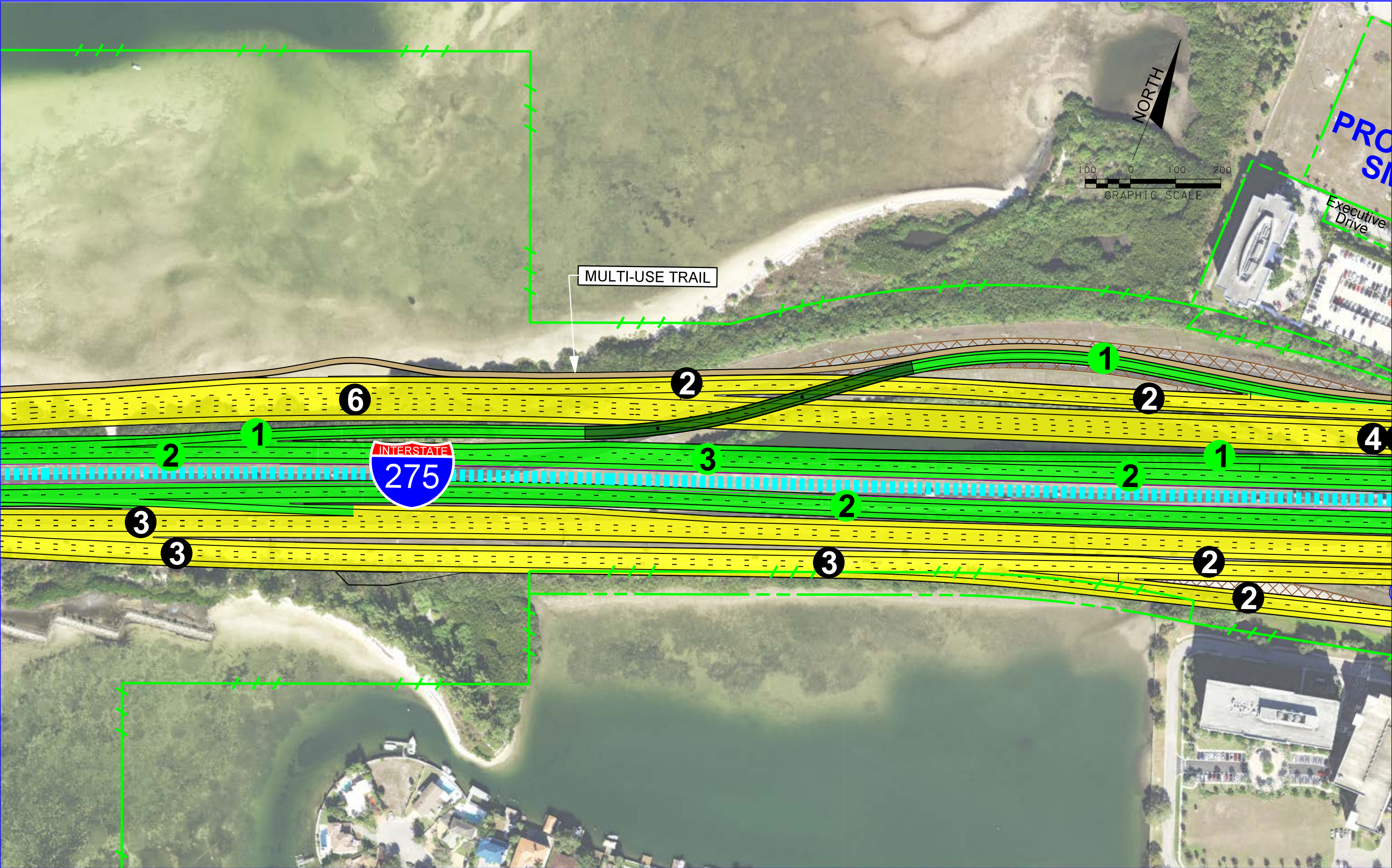
REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			TAMPA INTERSTATE STUDY SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT  PLAN SHEET	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION					
10/23/19	DRAFT TIS SEGMENTS 1A AND 2A SEIS.			ROAD NO.	COUNTY	FINANCIAL PROJECT ID		2 OF 12
				93	HILLSBOROUGH	258337-2		





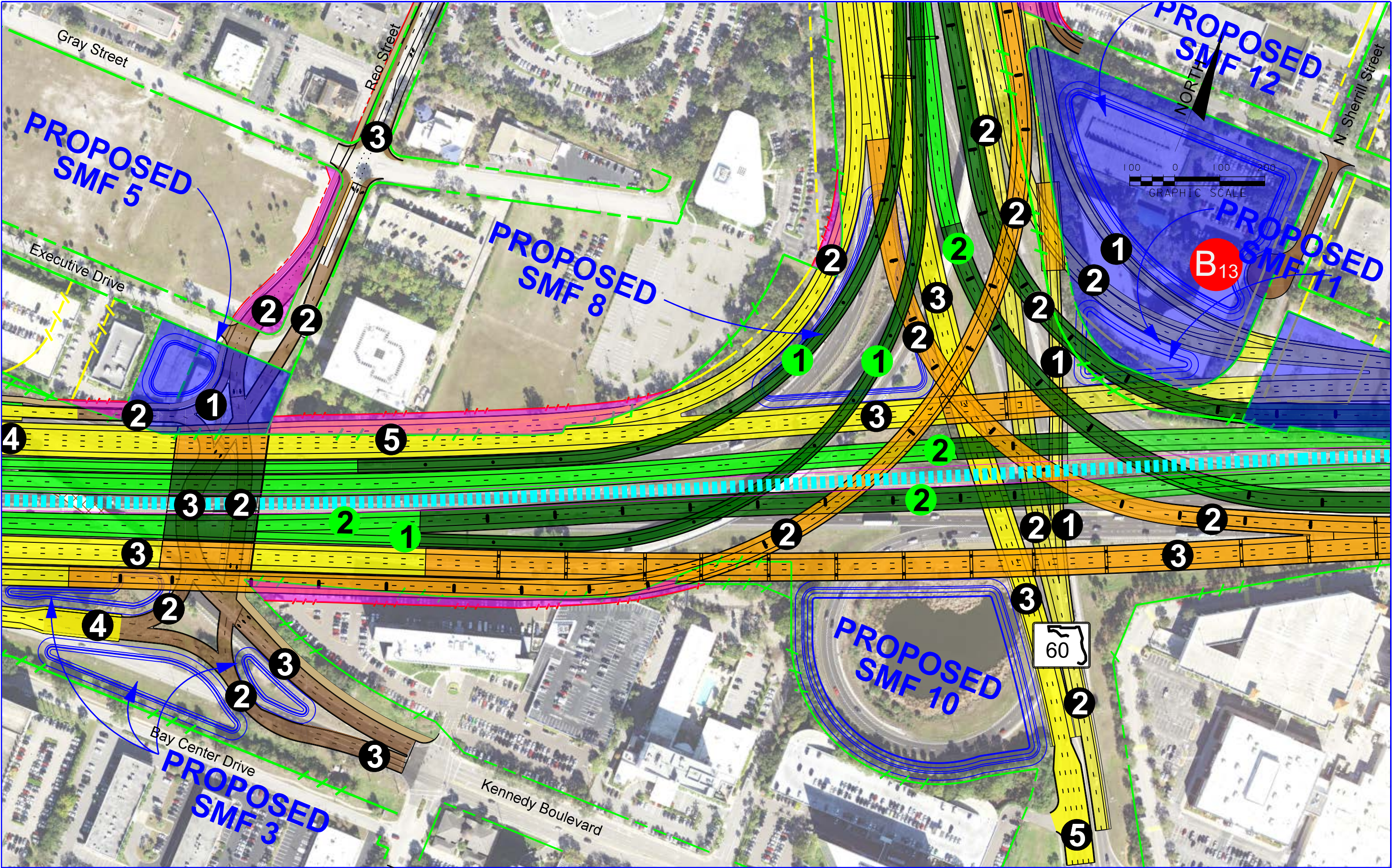
REVISIONS					STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			TAMPA INTERSTATE STUDY SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT  PLAN SHEET	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
10/23/19	DRAFT TIS SEGMENTS 1A AND 2A SEIS.				93	HILLSBOROUGH	258337-2		
								3 OF 12	





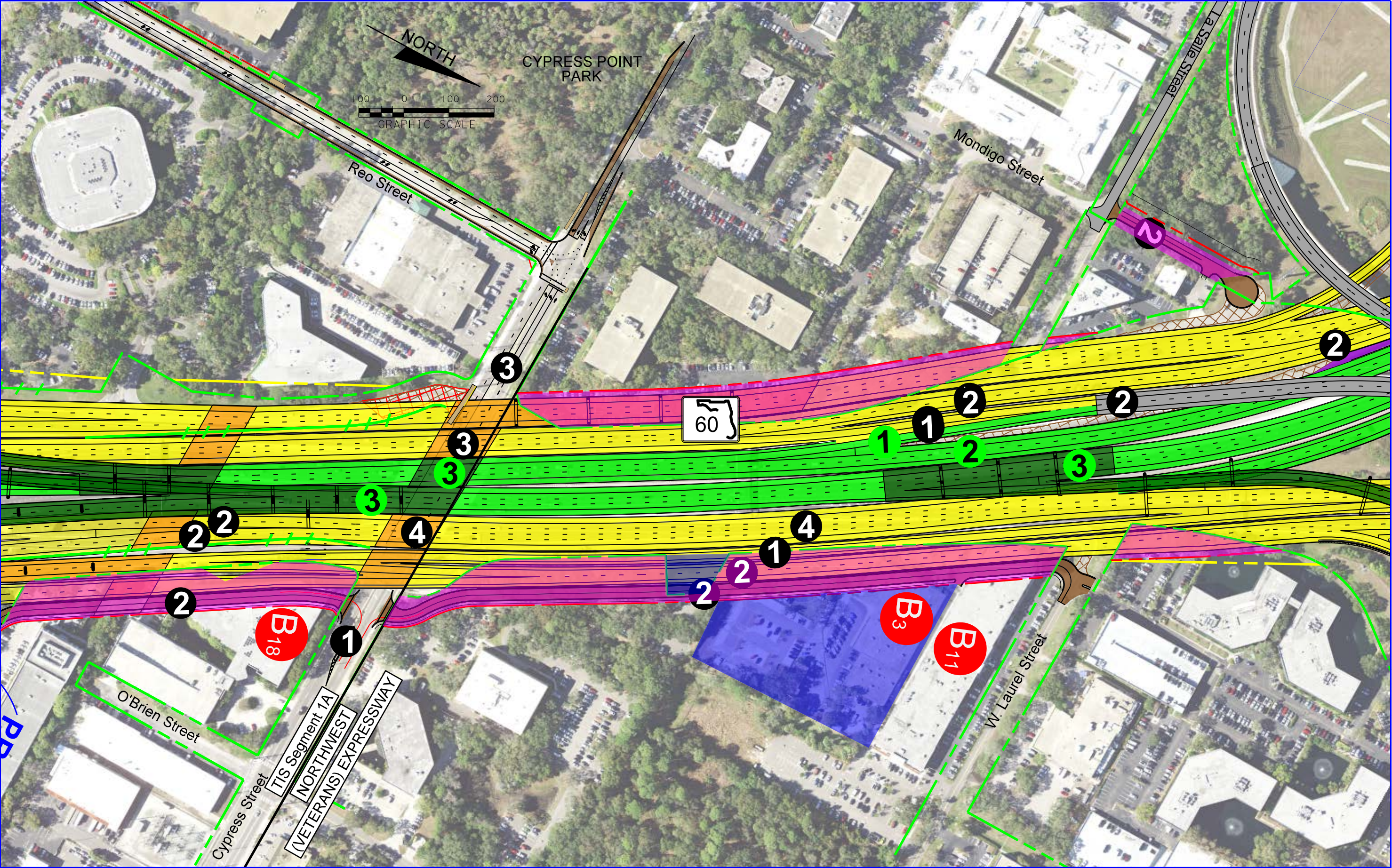
REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			TAMPA INTERSTATE STUDY SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT  PLAN SHEET	SHEET NO.  4 OF 12
DATE	DESCRIPTION	DATE	DESCRIPTION					
10/23/19	DRAFT TIS SEGMENTS 1A AND 2A SEIS.			ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				93	HILLSBOROUGH	258337-2		





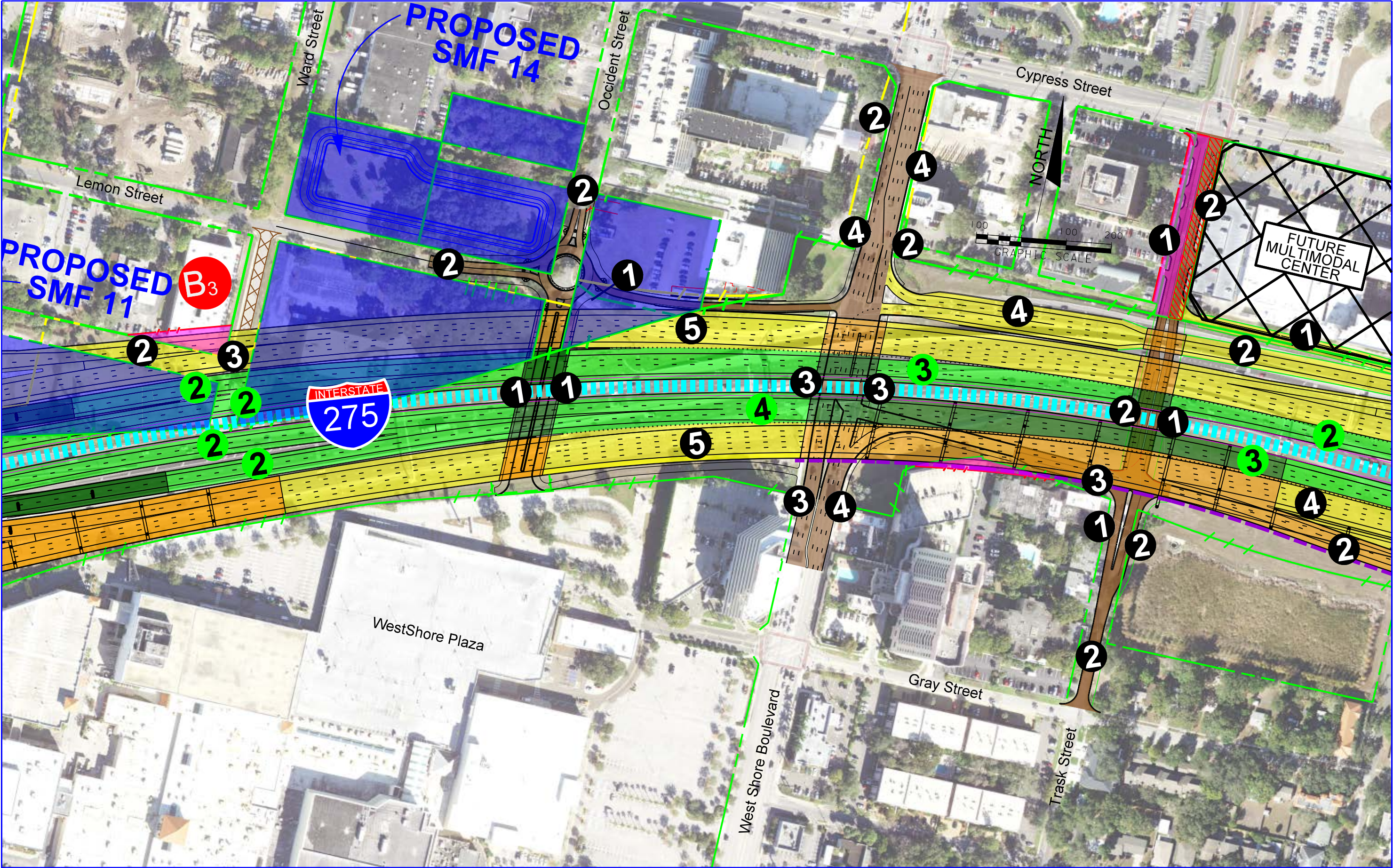
REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			TAMPA INTERSTATE STUDY SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT  PLAN SHEET	SHEET NO.  5 OF 12
DATE	DESCRIPTION	DATE	DESCRIPTION					
10/23/19	DRAFT TIS SEGMENTS 1A AND 2A SEIS.			ROAD NO. 93	COUNTY HILLSBOROUGH	FINANCIAL PROJECT ID 258337-2		





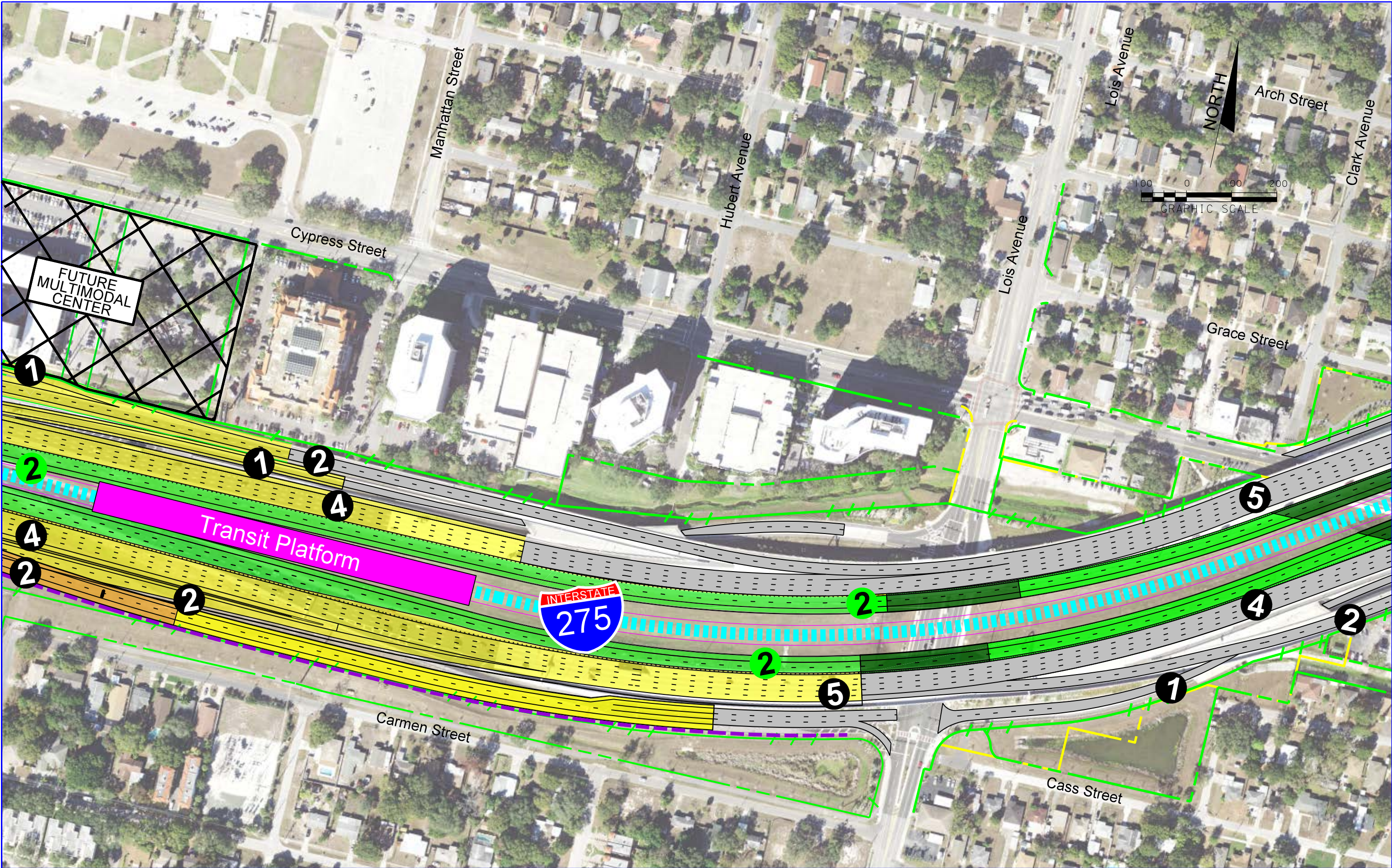
REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			TAMPA INTERSTATE STUDY SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT  PLAN SHEET	SHEET NO.  6 OF 12
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
10/23/19	DRAFT TIS SEGMENTS 1A AND 2A SEIS.			93	HILLSBOROUGH	258337-2		





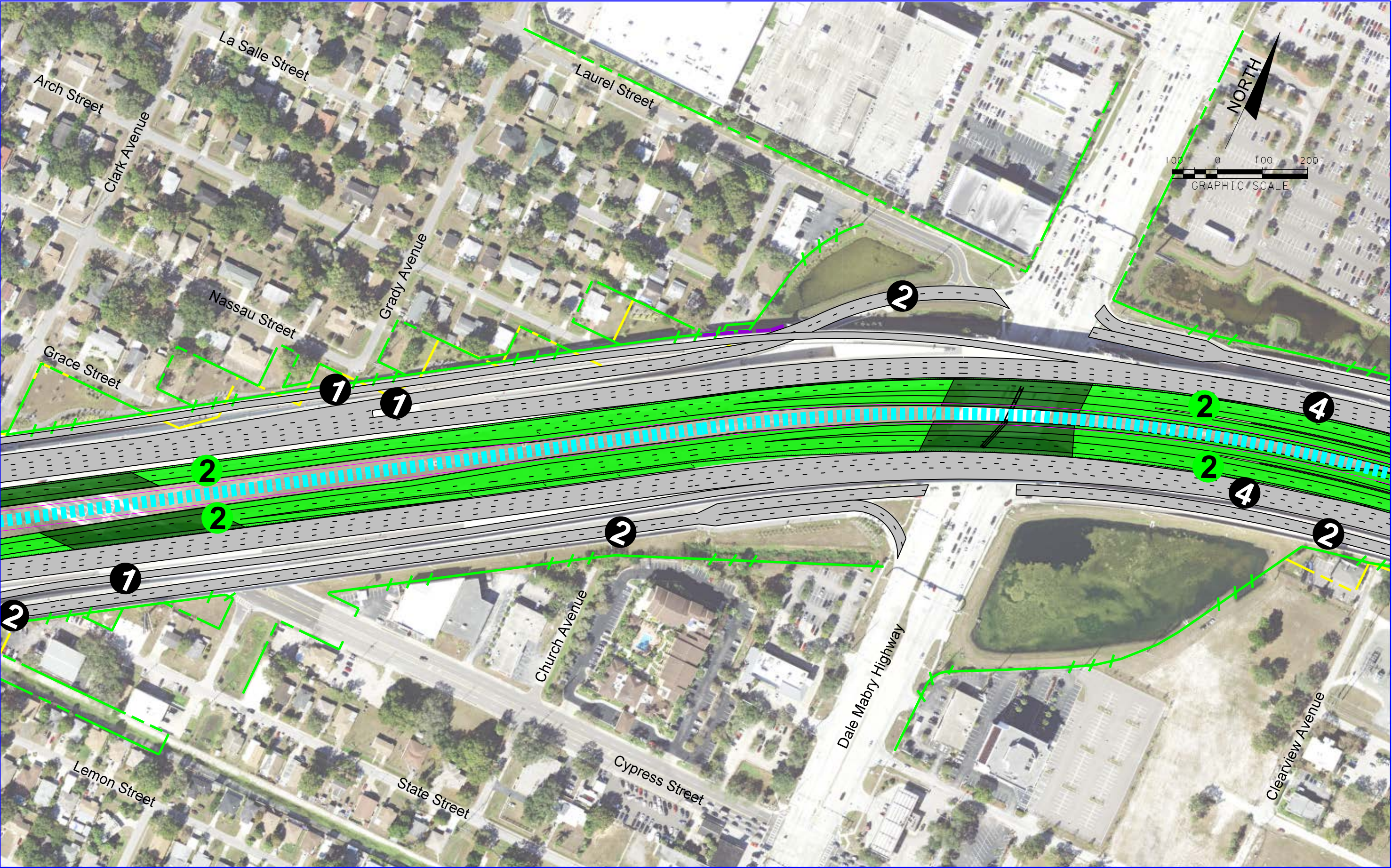
REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			TAMPA INTERSTATE STUDY SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT  PLAN SHEET	SHEET NO.  7 OF 12
DATE	DESCRIPTION	DATE	DESCRIPTION					
10/23/19	DRAFT TIS SEGMENTS 1A AND 2A SEIS.			ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				93	HILLSBOROUGH	258337-2		





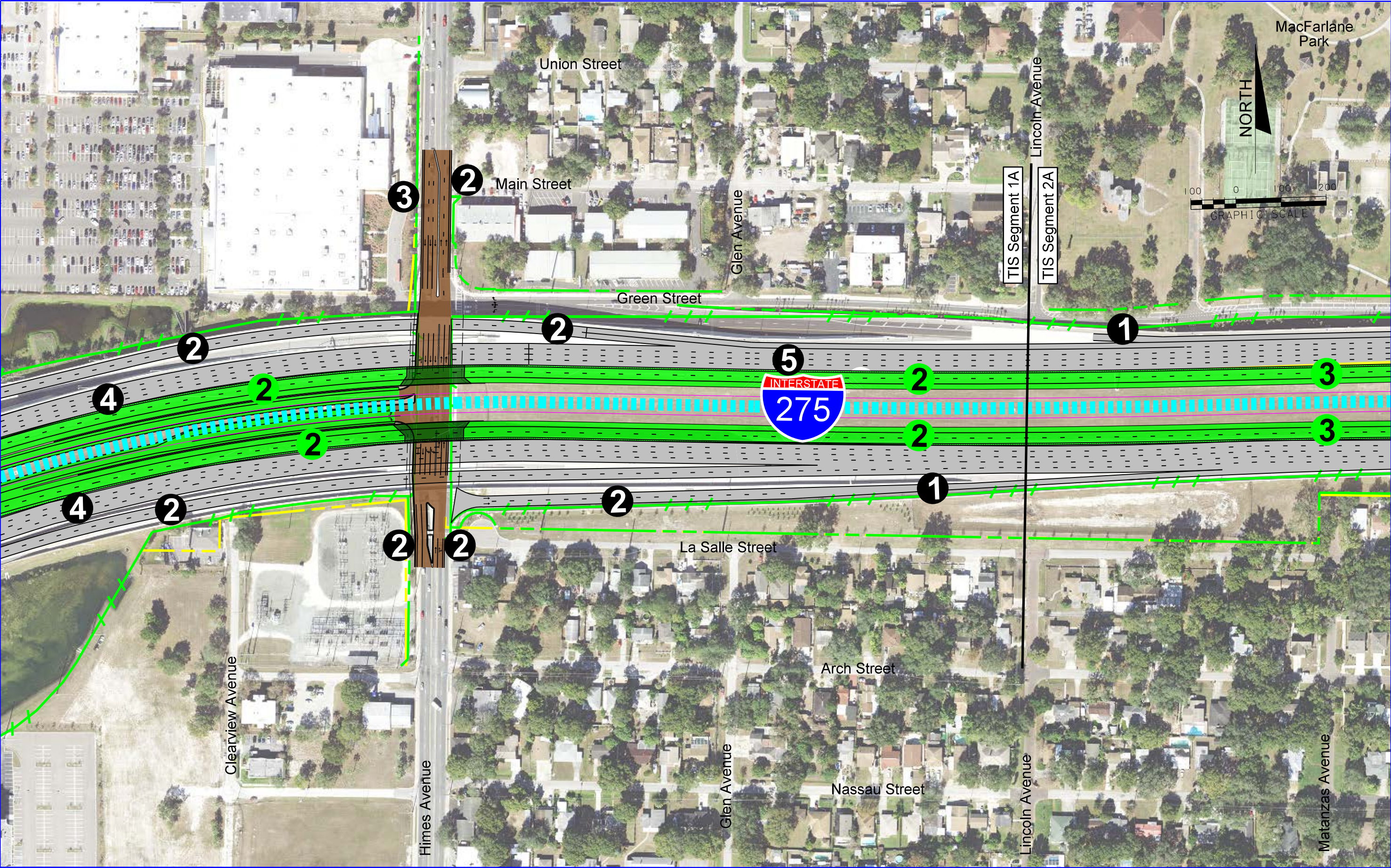
REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			TAMPA INTERSTATE STUDY SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT  <i>PLAN SHEET</i>	SHEET NO.  8 OF 12
DATE	DESCRIPTION	DATE	DESCRIPTION					
10/23/19	DRAFT TIS SEGMENTS 1A AND 2A SEIS.			ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				93	HILLSBOROUGH	258337-2		





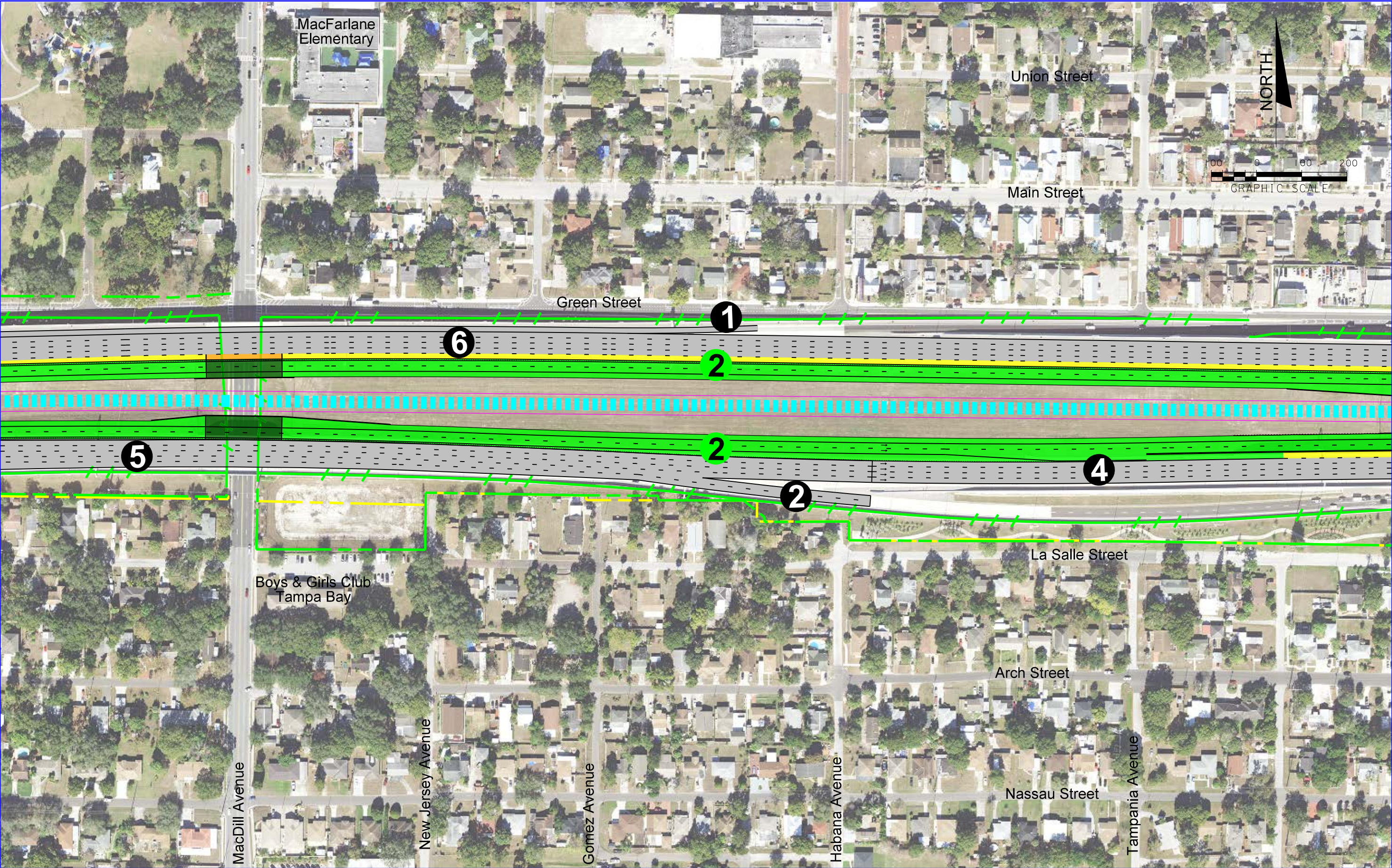
REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			TAMPA INTERSTATE STUDY SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT  PLAN SHEET	SHEET NO.  9 OF 12
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
10/23/19	DRAFT TIS SEGMENTS 1A AND 2A SEIS.			93	HILLSBOROUGH	258337-2		





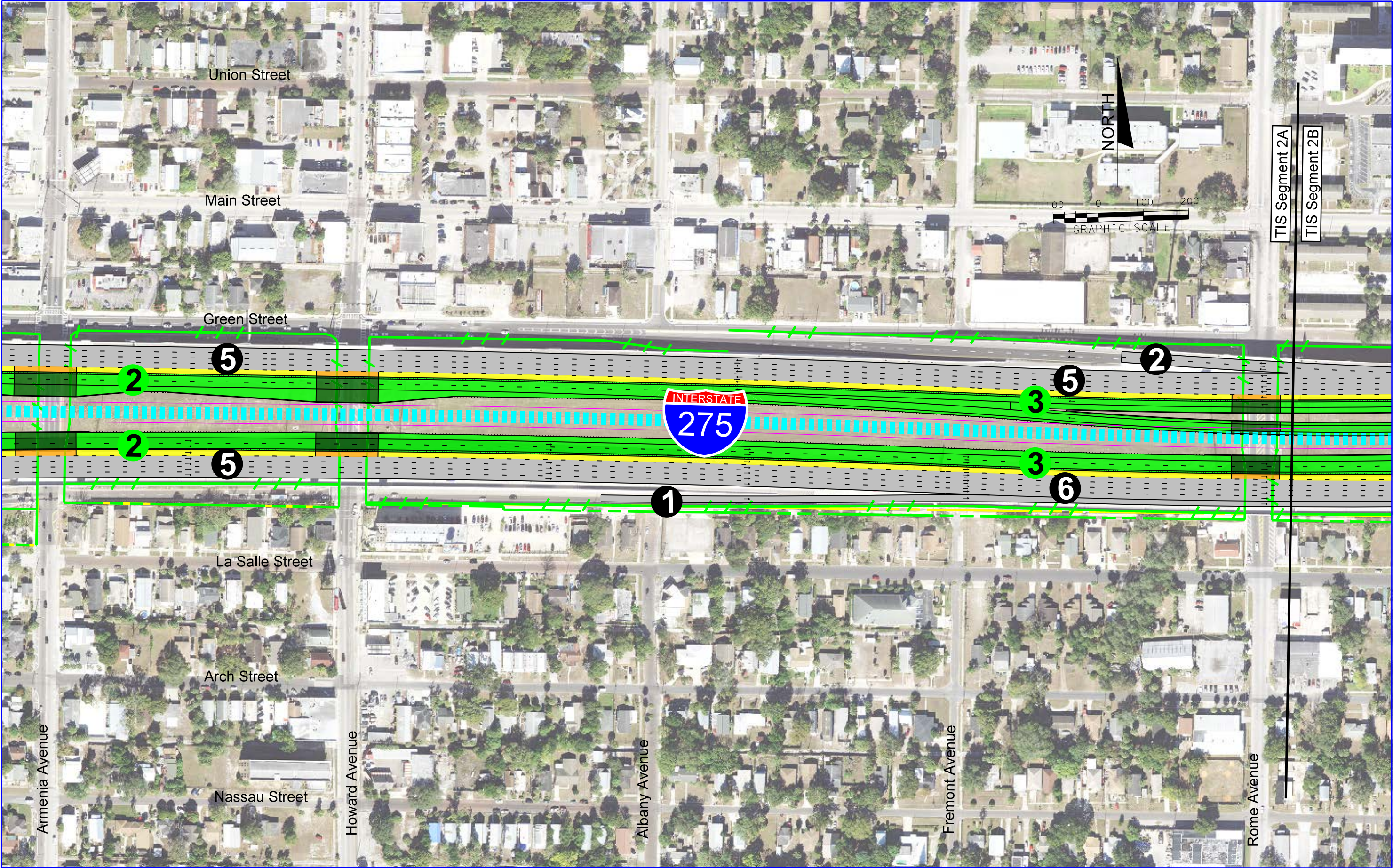
REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			TAMPA INTERSTATE STUDY SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT  PLAN SHEET	SHEET NO.  10 OF 12
DATE	DESCRIPTION	DATE	DESCRIPTION					
10/23/19	DRAFT TIS SEGMENTS 1A AND 2A SEIS.			ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				93	HILLSBOROUGH	258337-2		





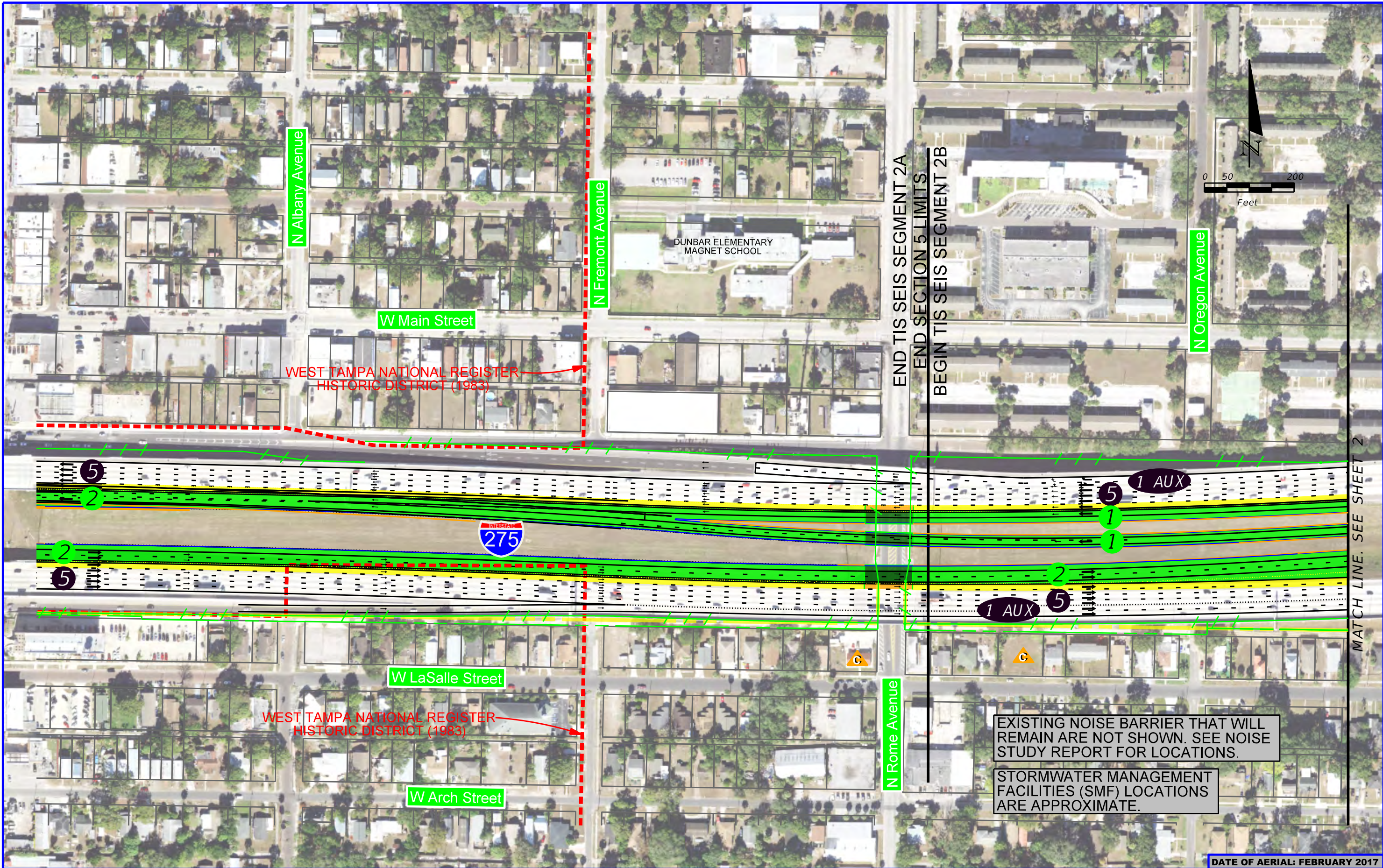
REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			TAMPA INTERSTATE STUDY SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT  PLAN SHEET	SHEET NO.  11 OF 12
DATE	DESCRIPTION	DATE	DESCRIPTION					
10/23/19	DRAFT TIS SEGMENTS 1A AND 2A SEIS.			ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				93	HILLSBOROUGH	258337-2		





REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			TAMPA INTERSTATE STUDY SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT  PLAN SHEET	SHEET NO.  12 OF 12
DATE	DESCRIPTION	DATE	DESCRIPTION					
10/23/19	DRAFT TIS SEGMENTS 1A AND 2A SEIS.			ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				93	HILLSBOROUGH	258337-2		





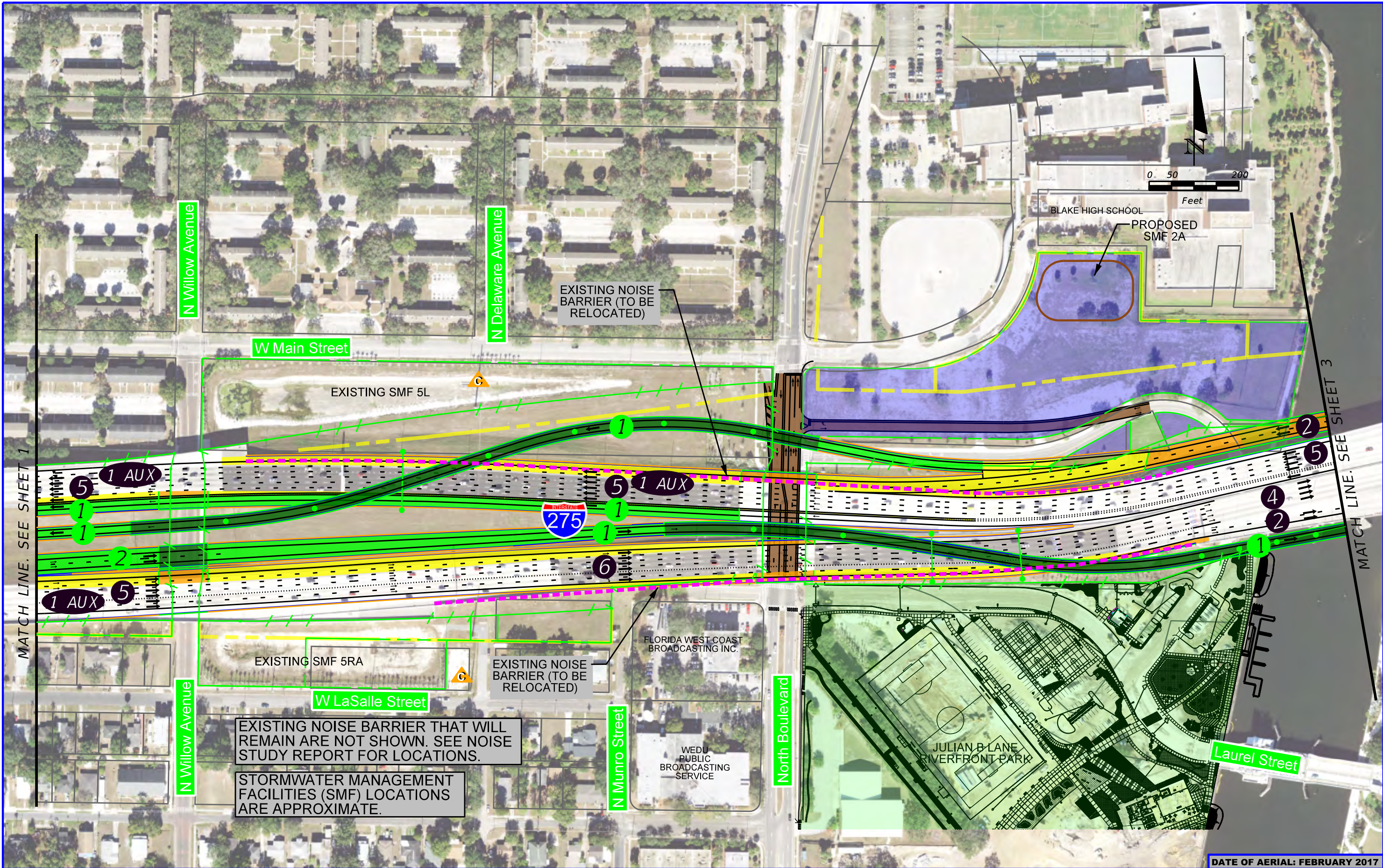
<b>LEGEND</b>		PROPOSED EXPRESS LANE		EXISTING ROADWAY REMOVAL		EXISTING RIGHT OF WAY		RESIDENTIAL RELOCATIONS		OWNED BY FDOT
		PROPOSED EXPRESS LANE - BRIDGE		NUMBER OF GENERAL USE LANES		EXISTING LIMITED ACCESS RIGHT OF WAY		BUSINESS RELOCATIONS		POTENTIALLY CONTAMINATED SITES
		PROPOSED GENERAL USE LANE		NUMBER OF GENERAL USE LANES		TIS/FEIS RIGHT OF WAY		PARK PROPERTIES		EXISTING NOISE BARRIER (TO BE RELOCATED)
		PROPOSED GENERAL USE LANE - BRIDGE		NUMBER OF AUXILIARY LANES		PROPOSED RIGHT OF WAY (TBD)				POTENTIAL NOISE BARRIER
		PROPOSED NON-INTERSTATE FACILITY				PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)				

DATE OF AERIAL: FEBRUARY 2017

**Tampa Interstate Study (TIS) Segments 2B, 3A & 3B**  
**PREFERRED ALTERNATIVE**  
**WPI Segment No. : 258337-2**

2A/2B	SHEET NO.
1	1





LEGEND

PROPOSED EXPRESS LANE

PROPOSED EXPRESS LANE - BRIDGE

PROPOSED GENERAL USE LANE

PROPOSED GENERAL USE LANE - BRIDGE

PROPOSED NON-INTERSTATE FACILITY

EXISTING ROADWAY REMOVAL

NUMBER OF GENERAL USE LANES

NUMBER OF GENERAL USE LANES

1 AUX

NUMBER OF AUXILIARY LANES

EXISTING RIGHT OF WAY

EXISTING LIMITED ACCESS RIGHT OF WAY

TIS/FEIS RIGHT OF WAY

PROPOSED RIGHT OF WAY (TBD)

PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)

RESIDENTIAL RELOCATIONS

BUSINESS RELOCATIONS

PARK PROPERTIES

OWNED BY FDOT

POTENTIALLY CONTAMINATED SITES

EXISTING NOISE BARRIER (TO BE RELOCATED)

POTENTIAL NOISE BARRIER

DATE OF AERIAL: FEBRUARY 2017

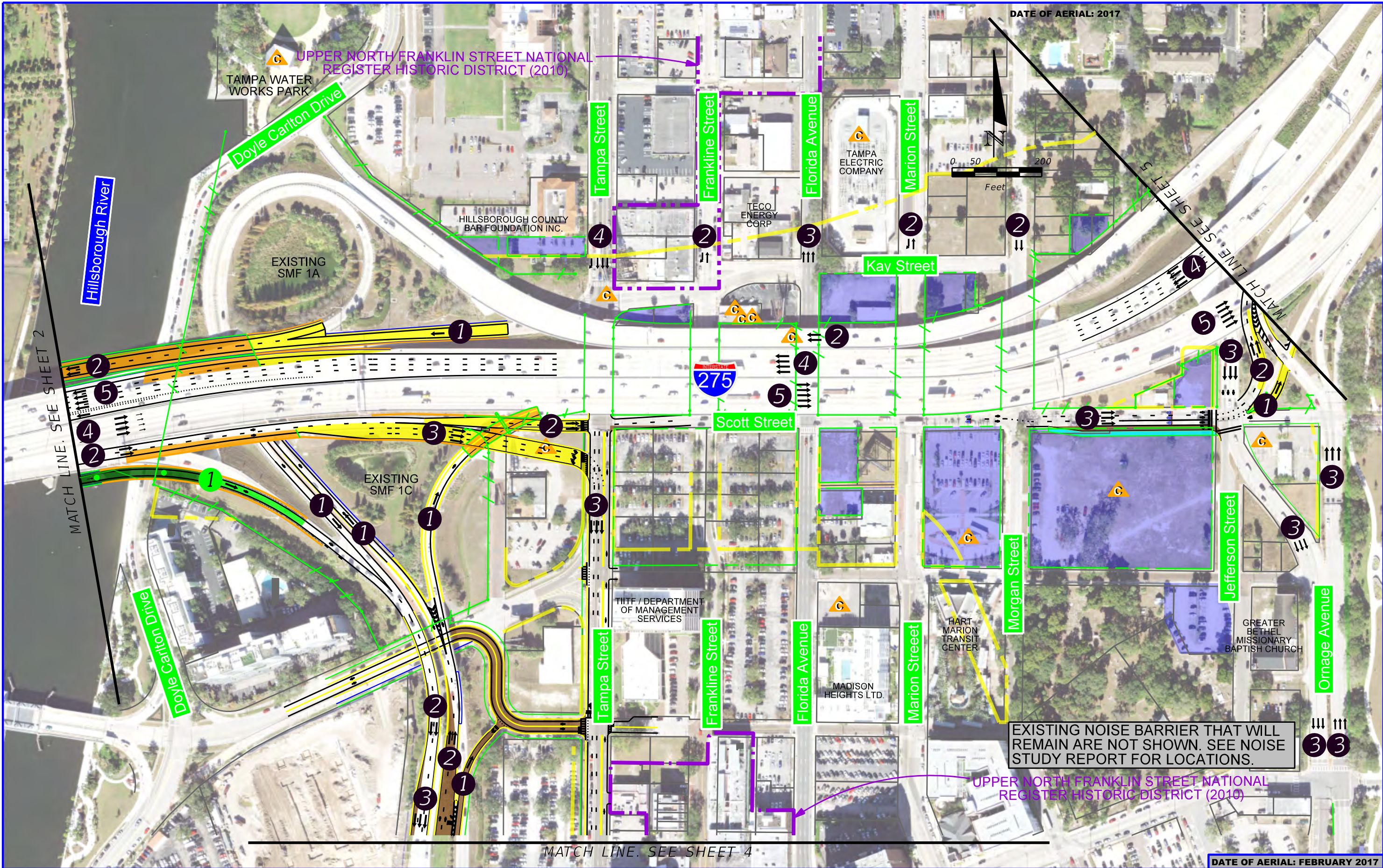
Tampa Interstate Study (TIS)  
Segments 2B, 3A & 3B  
PREFERRED ALTERNATIVE  
WPI Segment No. : 258337-2

2B  
2

SHEET NO.  
2

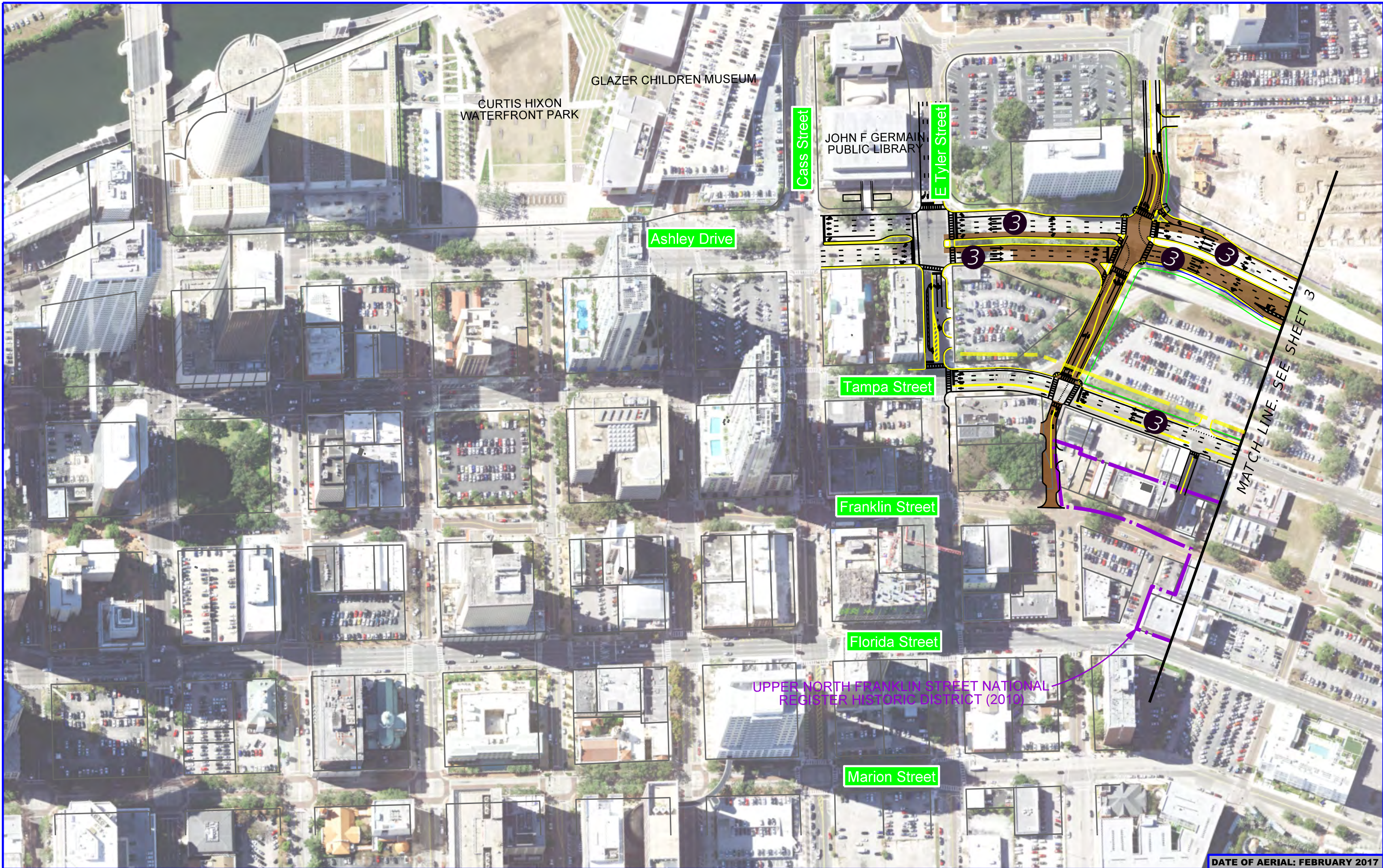
USER: 5devorm 5/14/2020 9:52:55 AM F:\PROJECT\5157275\43382112201\roadway\PrefAlternative\PLANRD02.dgn





LEGEND		EXISTING ROADWAY REMOVAL		EXISTING RIGHT OF WAY		RESIDENTIAL RELOCATIONS		OWNED BY FDOT		Tampa Interstate Study (TIS)		2B	
PROPOSED EXPRESS LANE		EXISTING ROADWAY REMOVAL		EXISTING RIGHT OF WAY		Rx	RESIDENTIAL RELOCATIONS	OWNED BY FDOT		Segments 2B, 3A & 3B		SHEET	
PROPOSED EXPRESS LANE - BRIDGE		NUMBER OF GENERAL USE LANES		EXISTING LIMITED ACCESS RIGHT OF WAY		Bx	BUSINESS RELOCATIONS	POTENTIALLY CONTAMINATED SITES		PREFERRED ALTERNATIVE		NO.	
PROPOSED GENERAL USE LANE		NUMBER OF GENERAL USE LANES		TIS/FEIS RIGHT OF WAY			PARK PROPERTIES	EXISTING NOISE BARRIER (TO BE RELOCATED)		WPI Segment No. : 258337-2		3	3
PROPOSED GENERAL USE LANE - BRIDGE		NUMBER OF AUXILIARY LANES		PROPOSED RIGHT OF WAY (TBD)				POTENTIAL NOISE BARRIER					
PROPOSED NON-INTERSTATE FACILITY				PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)									





DATE OF AERIAL: FEBRUARY 2017

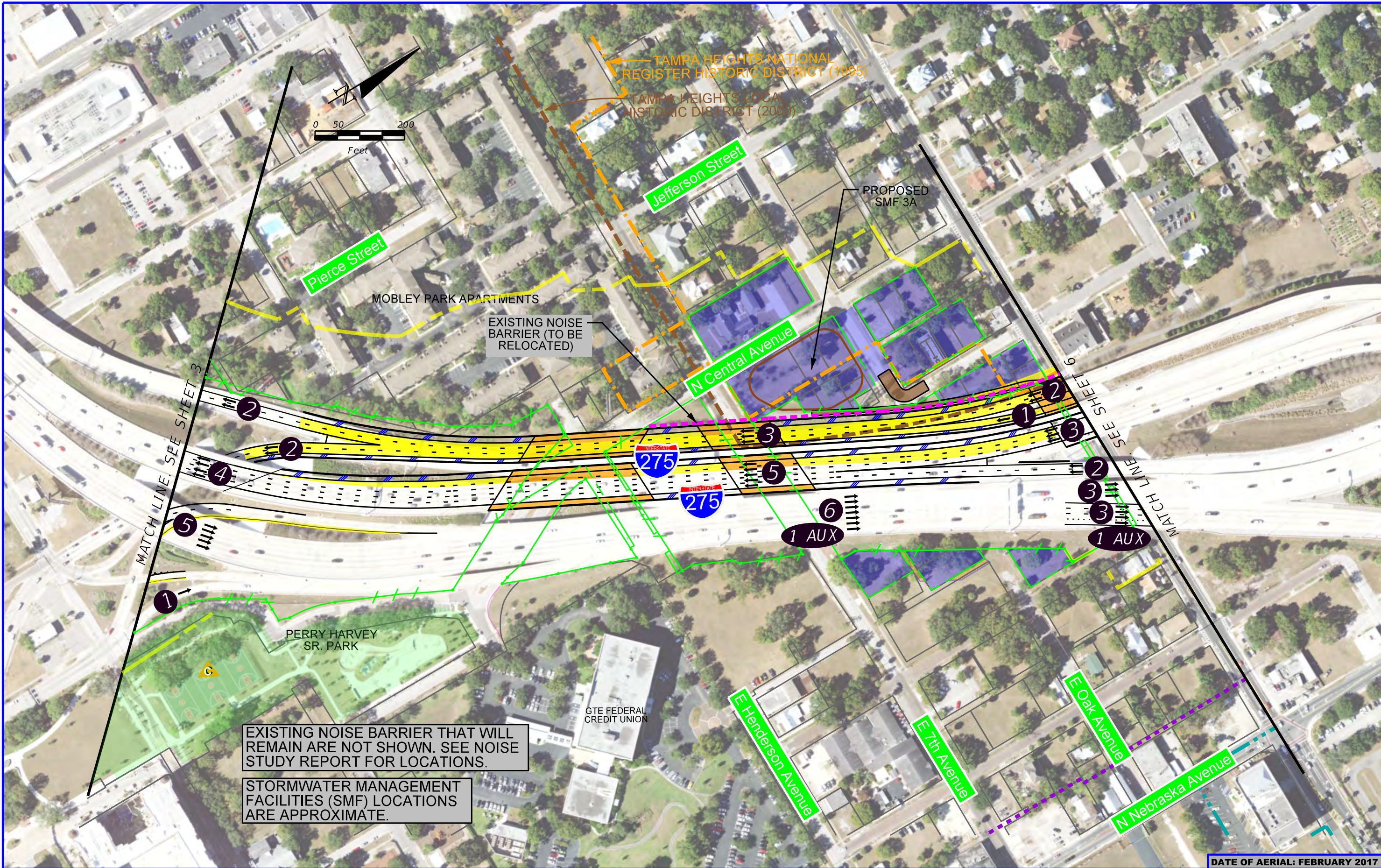
<b>LEGEND</b>	PROPOSED EXPRESS LANE	EXISTING ROADWAY REMOVAL	EXISTING RIGHT OF WAY	RESIDENTIAL RELOCATIONS	OWNED BY FDOT
	PROPOSED EXPRESS LANE - BRIDGE	NUMBER OF GENERAL USE LANES	EXISTING LIMITED ACCESS RIGHT OF WAY	BUSINESS RELOCATIONS	POTENTIALLY CONTAMINATED SITES
	PROPOSED GENERAL USE LANE	NUMBER OF GENERAL USE LANES	TIS/FEIS RIGHT OF WAY	PARK PROPERTIES	EXISTING NOISE BARRIER (TO BE RELOCATED)
	PROPOSED GENERAL USE LANE - BRIDGE	NUMBER OF AUXILIARY LANES	PROPOSED RIGHT OF WAY (TBD)		POTENTIAL NOISE BARRIER
	PROPOSED NON-INTERSTATE FACILITY		PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)		



**Tampa Interstate Study (TIS)**  
Segments 2B, 3A & 3B  
**PREFERRED ALTERNATIVE**  
WPI Segment No. : 258337-2

2B	SHEET NO.
4	4





EXISTING NOISE BARRIER THAT WILL REMAIN ARE NOT SHOWN. SEE NOISE STUDY REPORT FOR LOCATIONS.

STORMWATER MANAGEMENT FACILITIES (SMF) LOCATIONS ARE APPROXIMATE.

LEGEND									
	PROPOSED EXPRESS LANE		EXISTING ROADWAY REMOVAL		EXISTING RIGHT OF WAY		RESIDENTIAL RELOCATIONS		OWNED BY FDOT
	PROPOSED EXPRESS LANE - BRIDGE		NUMBER OF GENERAL USE LANES		EXISTING LIMITED ACCESS RIGHT OF WAY		BUSINESS RELOCATIONS		POTENTIALLY CONTAMINATED SITES
	PROPOSED GENERAL USE LANE		NUMBER OF GENERAL USE LANES		TIS/FEIS RIGHT OF WAY		PARK PROPERTIES		EXISTING NOISE BARRIER (TO BE RELOCATED)
	PROPOSED GENERAL USE LANE - BRIDGE		NUMBER OF AUXILIARY LANES		PROPOSED RIGHT OF WAY (TBD)				POTENTIAL NOISE BARRIER
	PROPOSED NON-INTERSTATE FACILITY				PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)				

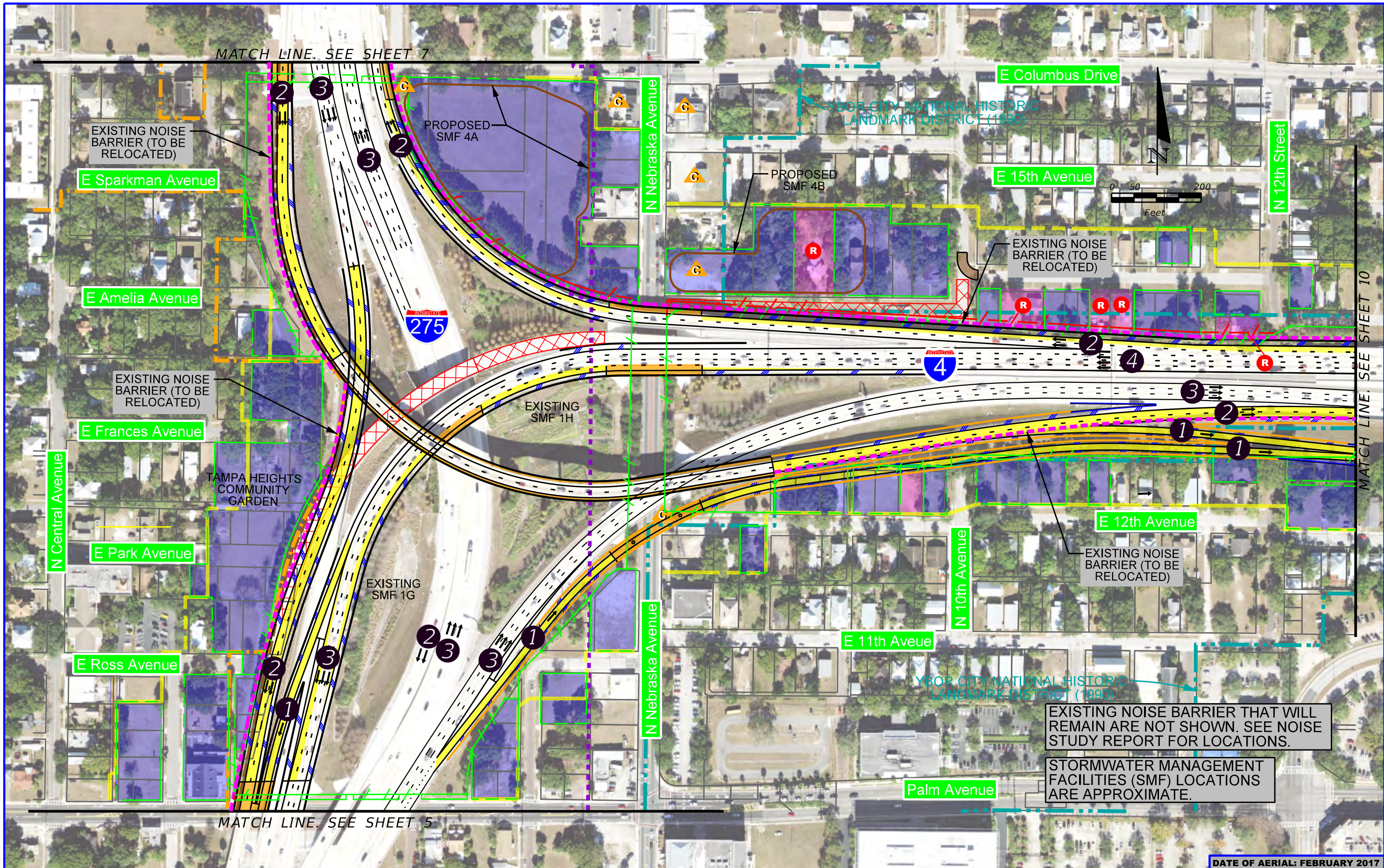
DATE OF AERIAL: FEBRUARY 2017



Tampa Interstate Study (TIS)  
Segments 2B, 3A & 3B  
PREFERRED ALTERNATIVE  
WPI Segment No. : 258337-2

2B	SHEET NO.
5	5





<b>LEGEND</b>	PROPOSED EXPRESS LANE	EXISTING ROADWAY REMOVAL	EXISTING RIGHT OF WAY	RESIDENTIAL RELOCATIONS	OWNED BY FDOT
	PROPOSED EXPRESS LANE - BRIDGE	NUMBER OF GENERAL USE LANES	EXISTING LIMITED ACCESS RIGHT OF WAY	BUSINESS RELOCATIONS	POTENTIALLY CONTAMINATED SITES
	PROPOSED GENERAL USE LANE	NUMBER OF GENERAL USE LANES	TIS/FEIS RIGHT OF WAY	PARK PROPERTIES	EXISTING NOISE BARRIER (TO BE RELOCATED)
	PROPOSED GENERAL USE LANE - BRIDGE	NUMBER OF AUXILIARY LANES	PROPOSED RIGHT OF WAY (TBD)		POTENTIAL NOISE BARRIER
PROPOSED NON-INTERSTATE FACILITY		PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)			

DATE OF AERIAL: FEBRUARY 2017

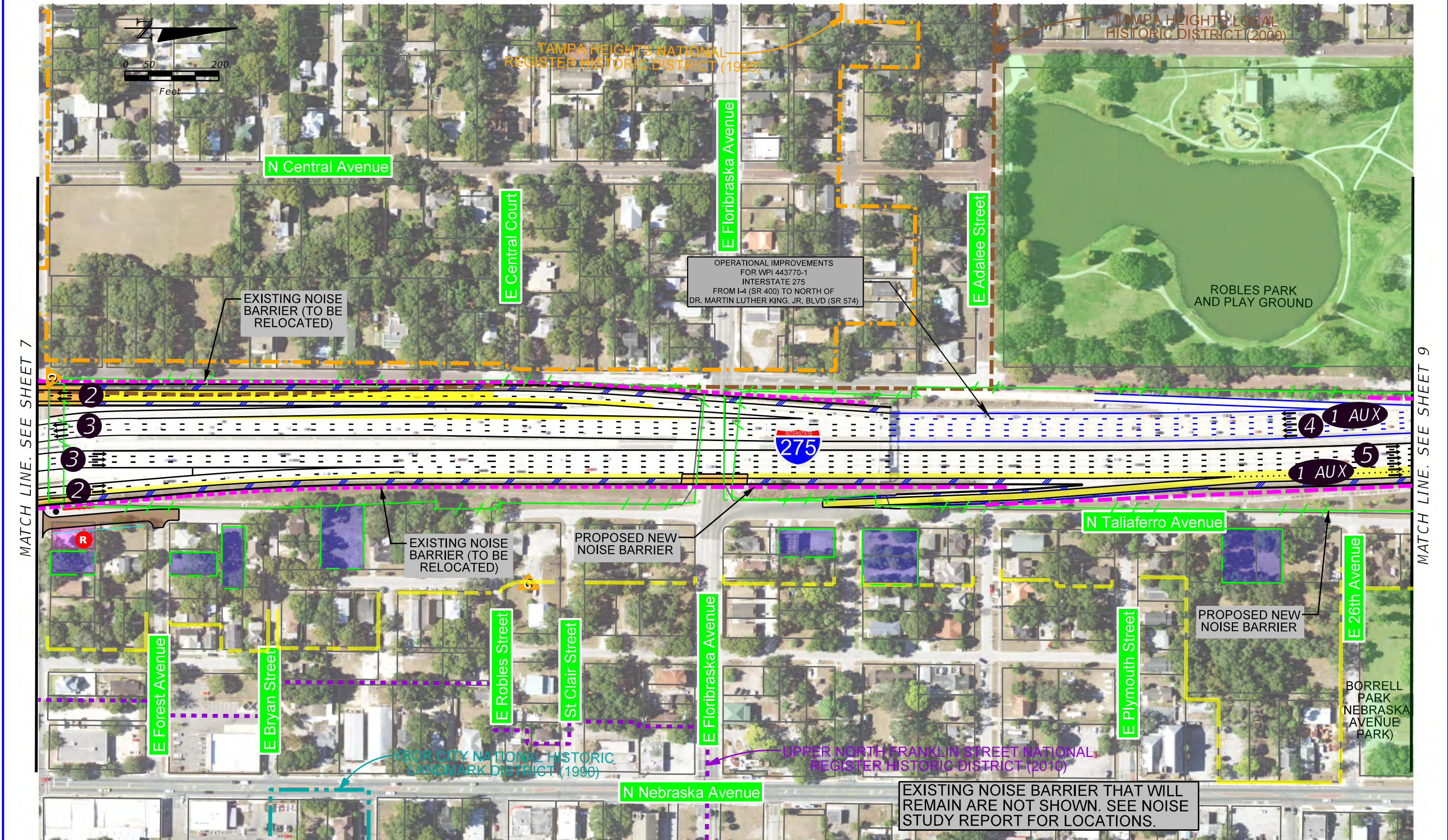
**Tampa Interstate Study (TIS)**  
Segments 2B, 3A & 3B  
PREFERRED ALTERNATIVE  
WPI Segment No. : 258337-2

**FDOT**

USER: 5devorm 05/11/20 13:40:44 F:\PROJECT\5157275\43382112201\roadway\PrefAlternative\PLANRD06.dgn

MATCH LINE. SEE SHEET 10





<b>LEGEND</b>	PROPOSED EXPRESS LANE	EXISTING ROADWAY REMOVAL	EXISTING RIGHT OF WAY	RESIDENTIAL RELOCATIONS	OWNED BY FDOT
	PROPOSED EXPRESS LANE - BRIDGE	EXISTING LIMITED ACCESS RIGHT OF WAY	TIS/FEIS RIGHT OF WAY	BUSINESS RELOCATIONS	POTENTIALLY CONTAMINATED SITES
	PROPOSED GENERAL USE LANE	PROPOSED RIGHT OF WAY (TBD)	PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)	PARK PROPERTIES	EXISTING NOISE BARRIER (TO BE RELOCATED)
	PROPOSED GENERAL USE LANE - BRIDGE				POTENTIAL NOISE BARRIER
PROPOSED NON-INTERSTATE FACILITY	EXISTING NOISE BARRIER THAT WILL REMAIN ARE NOT SHOWN. SEE NOISE STUDY REPORT FOR LOCATIONS.				

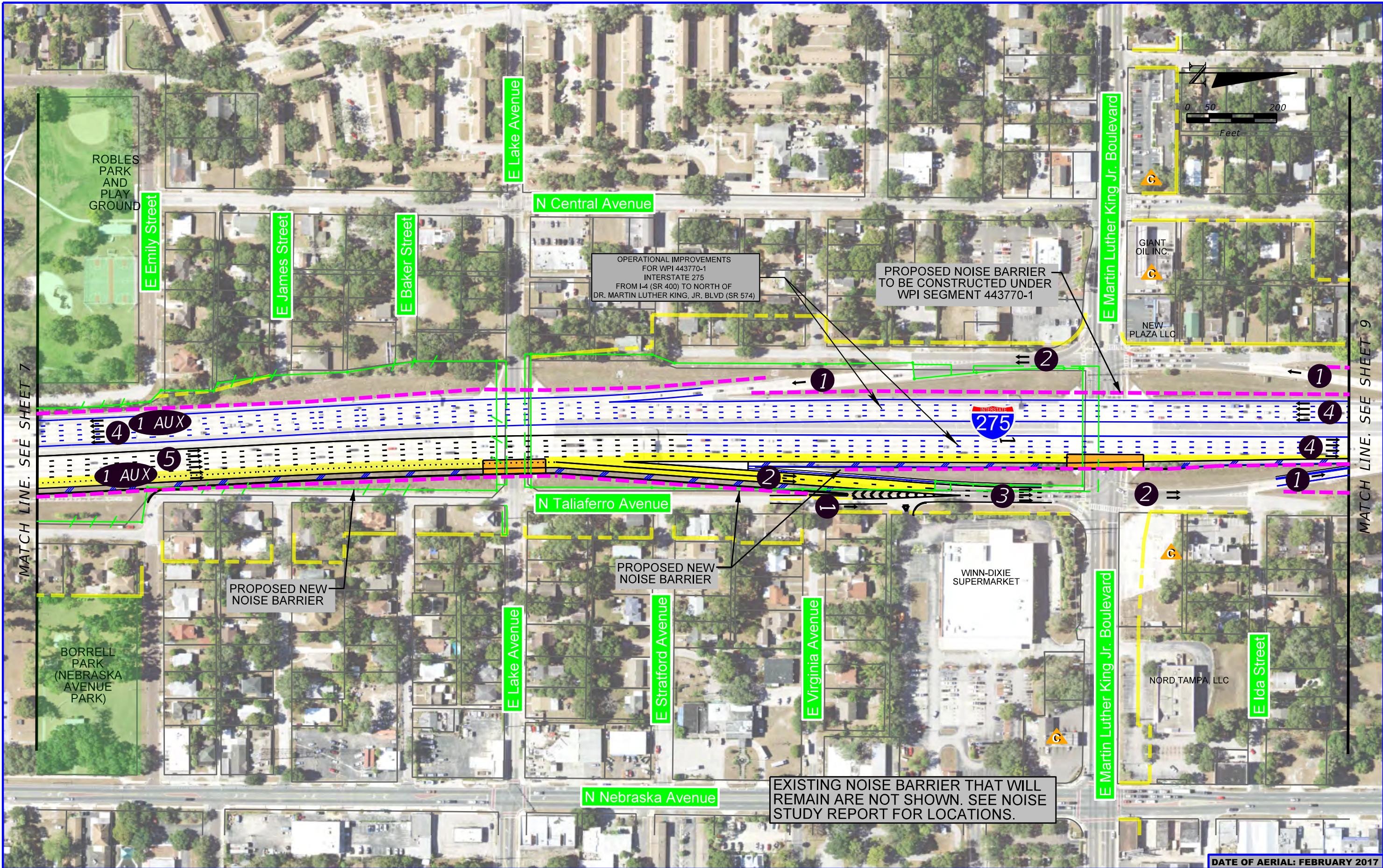
DATE OF AERIAL: FEBRUARY 2017

**Tampa Interstate Study (TIS)**  
Segments 2B, 3A & 3B  
**PREFERRED ALTERNATIVE**  
WPI Segment No. : 258337-2

2B SHEET NO. 7

USER: 5devorm 5/11/2020 11:16:37 AM F:\PROJECT\5157275\43382112201\roadway\PrefAlternative\PLANRD07.dgn





<b>LEGEND</b>	PROPOSED EXPRESS LANE	EXISTING ROADWAY REMOVAL	EXISTING RIGHT OF WAY	RESIDENTIAL RELOCATIONS	OWNED BY FDOT
	PROPOSED EXPRESS LANE - BRIDGE	EXISTING LIMITED ACCESS RIGHT OF WAY	EXISTING LIMITED ACCESS RIGHT OF WAY	BUSINESS RELOCATIONS	POTENTIALLY CONTAMINATED SITES
	PROPOSED GENERAL USE LANE	TIS/FEIS RIGHT OF WAY	TIS/FEIS RIGHT OF WAY	PARK PROPERTIES	EXISTING NOISE BARRIER (TO BE RELOCATED)
	PROPOSED GENERAL USE LANE - BRIDGE	PROPOSED RIGHT OF WAY (TBD)	PROPOSED RIGHT OF WAY (TBD)	POTENTIAL NOISE BARRIER	
PROPOSED NON-INTERSTATE FACILITY	PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)				

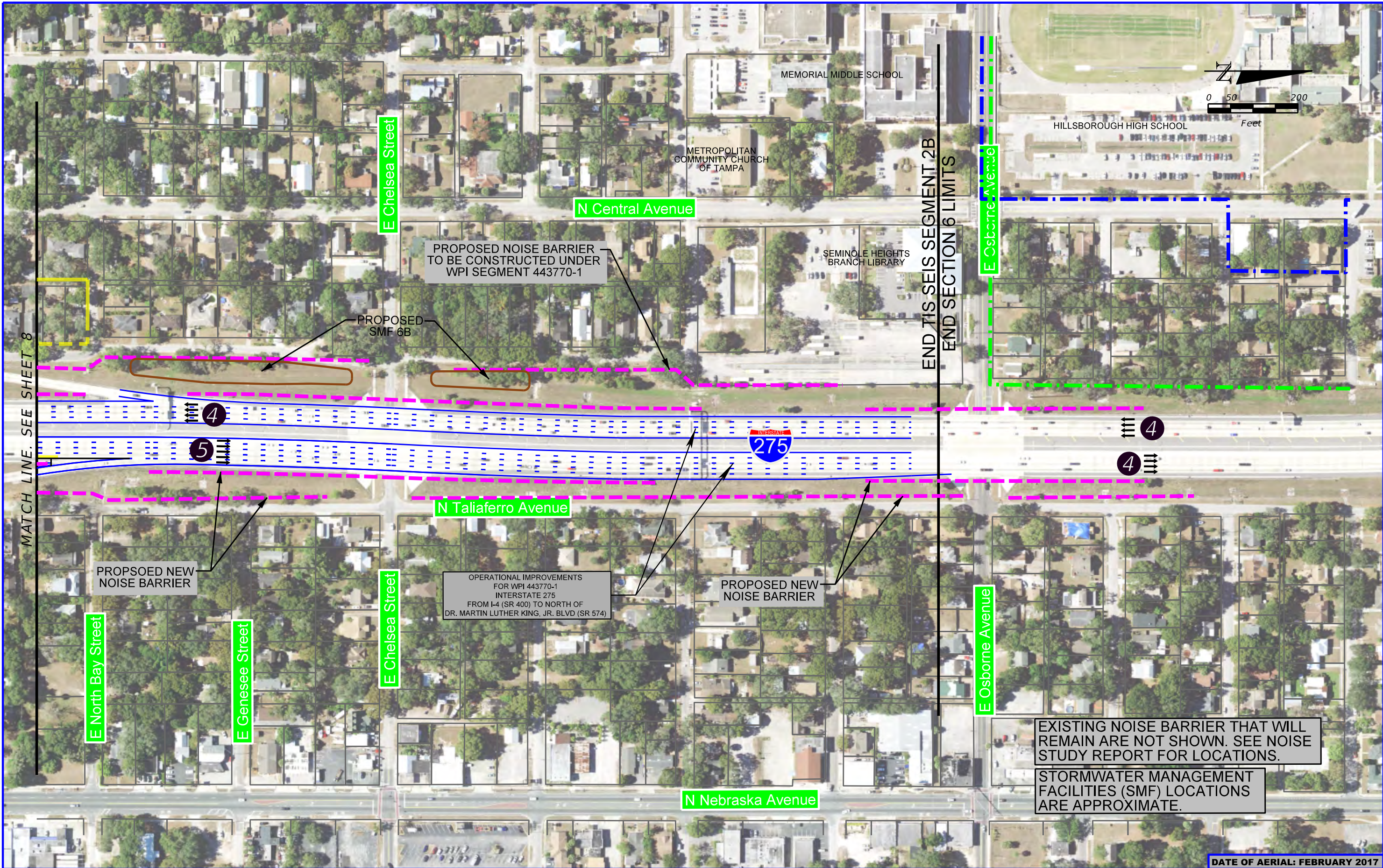
DATE OF AERIAL: FEBRUARY 2017

**Tampa Interstate Study (TIS)**  
Segments 2B, 3A & 3B  
**PREFERRED ALTERNATIVE**  
WPI Segment No. : 258337-2

2B  
8

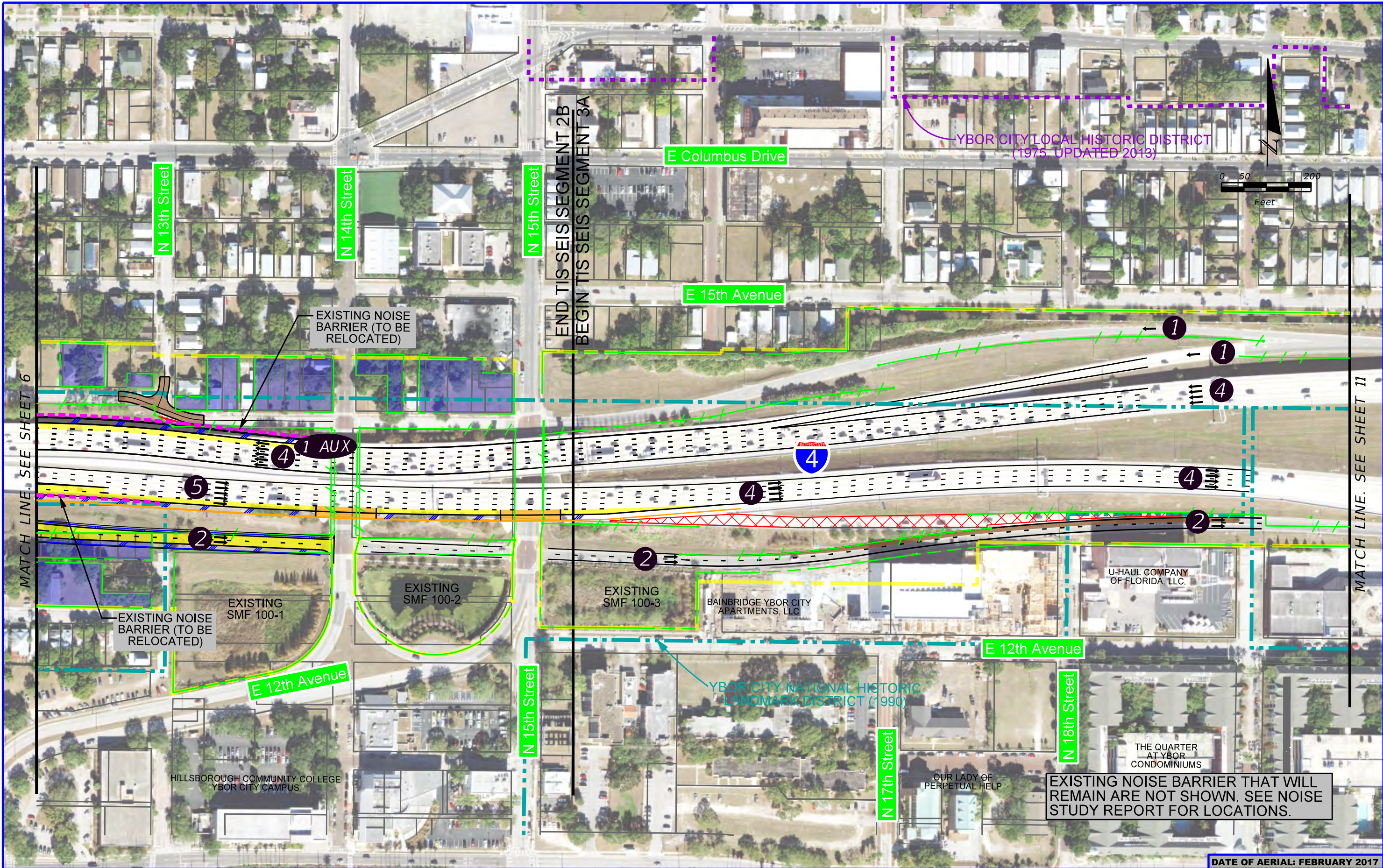
SHEET NO.  
8





LEGEND									
	PROPOSED EXPRESS LANE		EXISTING ROADWAY REMOVAL		EXISTING RIGHT OF WAY		RESIDENTIAL RELOCATIONS		OWNED BY FDOT
	PROPOSED EXPRESS LANE - BRIDGE		NUMBER OF GENERAL USE LANES		EXISTING LIMITED ACCESS RIGHT OF WAY		BUSINESS RELOCATIONS		POTENTIALLY CONTAMINATED SITES
	PROPOSED GENERAL USE LANE		NUMBER OF GENERAL USE LANES		TIS/FEIS RIGHT OF WAY		PARK PROPERTIES		EXISTING NOISE BARRIER (TO BE RELOCATED)
	PROPOSED GENERAL USE LANE - BRIDGE		NUMBER OF AUXILIARY LANES		PROPOSED RIGHT OF WAY (TBD)				POTENTIAL NOISE BARRIER
	PROPOSED NON-INTERSTATE FACILITY				PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)				





LEGEND

PROPOSED EXPRESS LANE

PROPOSED EXPRESS LANE - BRIDGE

PROPOSED GENERAL USE LANE

PROPOSED GENERAL USE LANE - BRIDGE

PROPOSED NON-INTERSTATE FACILITY

EXISTING ROADWAY REMOVAL

NUMBER OF GENERAL USE LANES

NUMBER OF GENERAL USE LANES

NUMBER OF AUXILIARY LANES

EXISTING RIGHT OF WAY

EXISTING LIMITED ACCESS RIGHT OF WAY

TIS/FEIS RIGHT OF WAY

PROPOSED RIGHT OF WAY (TBD)

PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)

Rx

Bx

Px

RESIDENTIAL RELOCATIONS

BUSINESS RELOCATIONS

PARK PROPERTIES

C

OWNED BY FDOT

POTENTIALLY CONTAMINATED SITES

EXISTING NOISE BARRIER (TO BE RELOCATED)

POTENTIAL NOISE BARRIER

DATE OF AERIAL: FEBRUARY 2017

Tampa Interstate Study (TIS)  
Segments 2B, 3A & 3B  
PREFERRED ALTERNATIVE  
WPI Segment No. : 258337-2

3A/2B

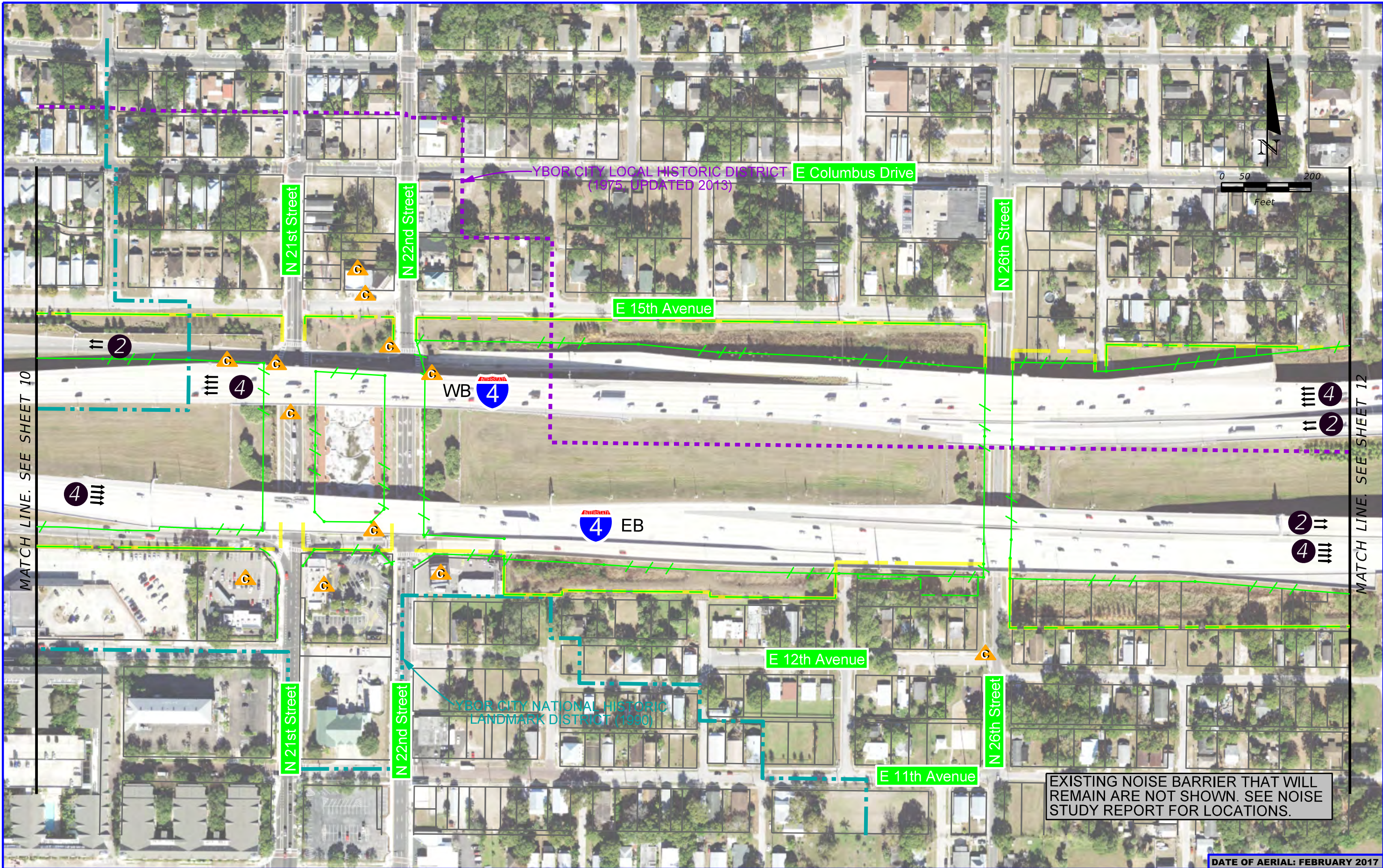
SHEET NO.

10

10

USER: 5devorm 05/11/20 13:45:32 F:\PROJECT\5157275\43382112201\roadway\Pref Alternative\PLANRD10.dgn





EXISTING NOISE BARRIER THAT WILL REMAIN ARE NOT SHOWN. SEE NOISE STUDY REPORT FOR LOCATIONS.

DATE OF AERIAL: FEBRUARY 2017

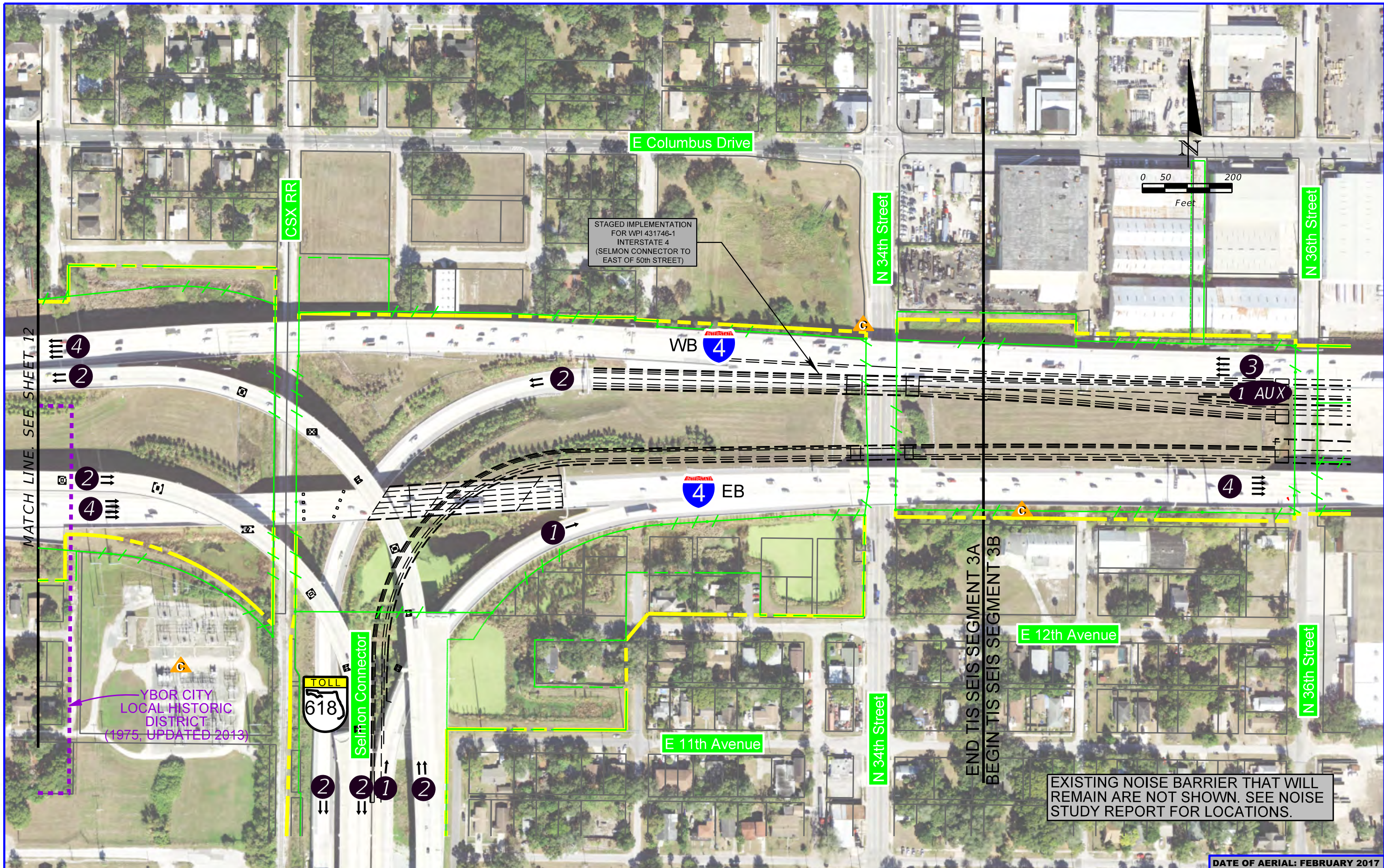
<b>LEGEND</b>	PROPOSED EXPRESS LANE	EXISTING ROADWAY REMOVAL	EXISTING RIGHT OF WAY	RESIDENTIAL RELOCATIONS	OWNED BY FDOT
	PROPOSED EXPRESS LANE - BRIDGE	NUMBER OF GENERAL USE LANES	EXISTING LIMITED ACCESS RIGHT OF WAY	BUSINESS RELOCATIONS	POTENTIALLY CONTAMINATED SITES
	PROPOSED GENERAL USE LANE	NUMBER OF GENERAL USE LANES	TIS/FEIS RIGHT OF WAY	PARK PROPERTIES	EXISTING NOISE BARRIER (TO BE RELOCATED)
	PROPOSED GENERAL USE LANE - BRIDGE	NUMBER OF AUXILIARY LANES	PROPOSED RIGHT OF WAY (TBD)		POTENTIAL NOISE BARRIER
	PROPOSED NON-INTERSTATE FACILITY		PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)		



Tampa Interstate Study (TIS)  
Segments 2B, 3A & 3B  
PREFERRED ALTERNATIVE  
WPI Segment No. : 258337-2

3A	SHEET NO.
2	11





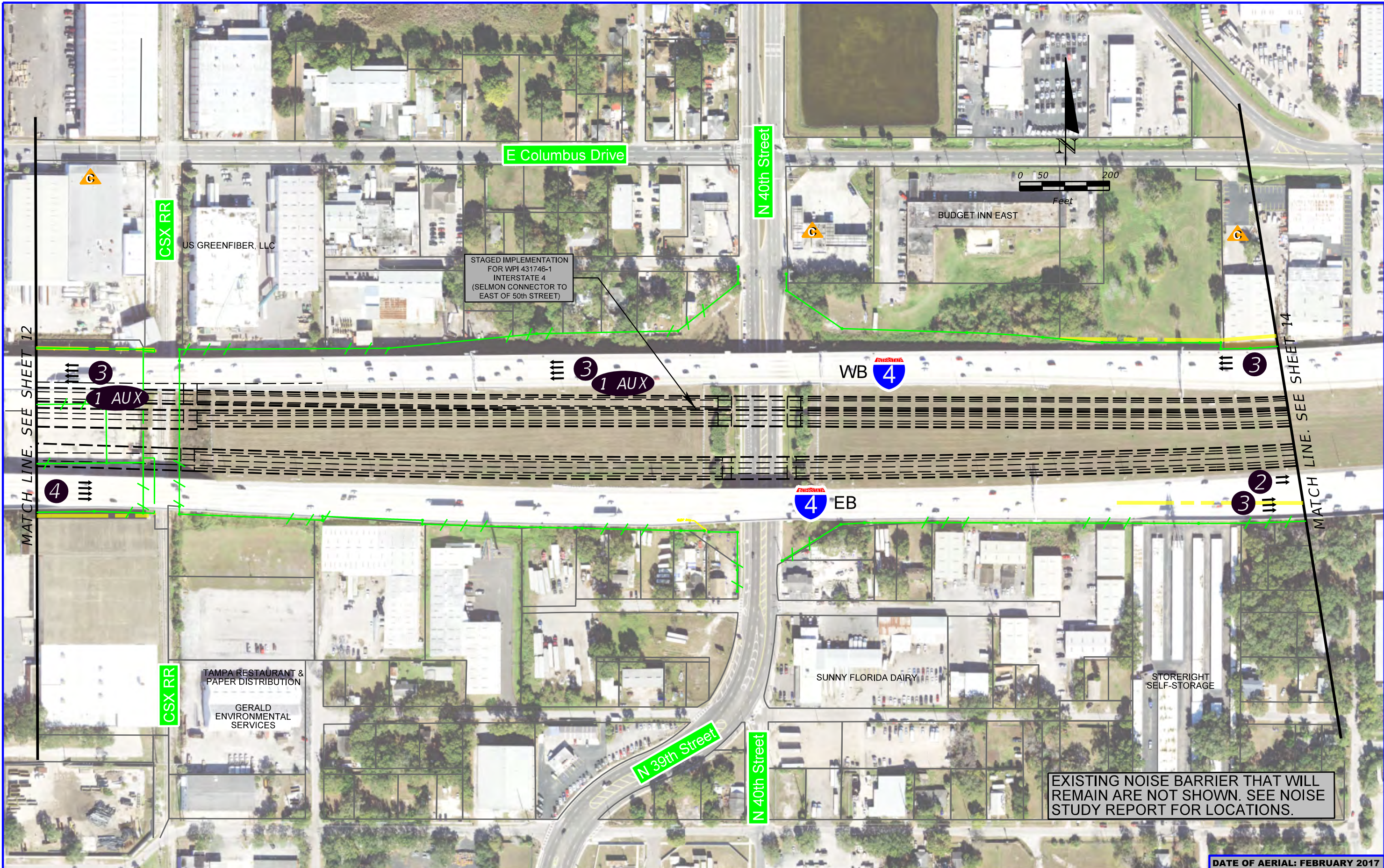
<b>LEGEND</b>	PROPOSED EXPRESS LANE	EXISTING ROADWAY REMOVAL	EXISTING RIGHT OF WAY	RESIDENTIAL RELOCATIONS	OWNED BY FDOT
	PROPOSED EXPRESS LANE - BRIDGE	NUMBER OF GENERAL USE LANES	EXISTING LIMITED ACCESS RIGHT OF WAY	BUSINESS RELOCATIONS	POTENTIALLY CONTAMINATED SITES
	PROPOSED GENERAL USE LANE	NUMBER OF GENERAL USE LANES	TIS/FEIS RIGHT OF WAY	PARK PROPERTIES	EXISTING NOISE BARRIER (TO BE RELOCATED)
	PROPOSED GENERAL USE LANE - BRIDGE	NUMBER OF AUXILIARY LANES	PROPOSED RIGHT OF WAY (TBD)	POTENTIAL NOISE BARRIER	
PROPOSED NON-INTERSTATE FACILITY		PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)			

DATE OF AERIAL: FEBRUARY 2017

**Tampa Interstate Study (TIS)**  
Segments 2B, 3A & 3B  
**PREFERRED ALTERNATIVE**  
WPI Segment No. : 258337-2

3A/3B SHEET NO.  
31 12





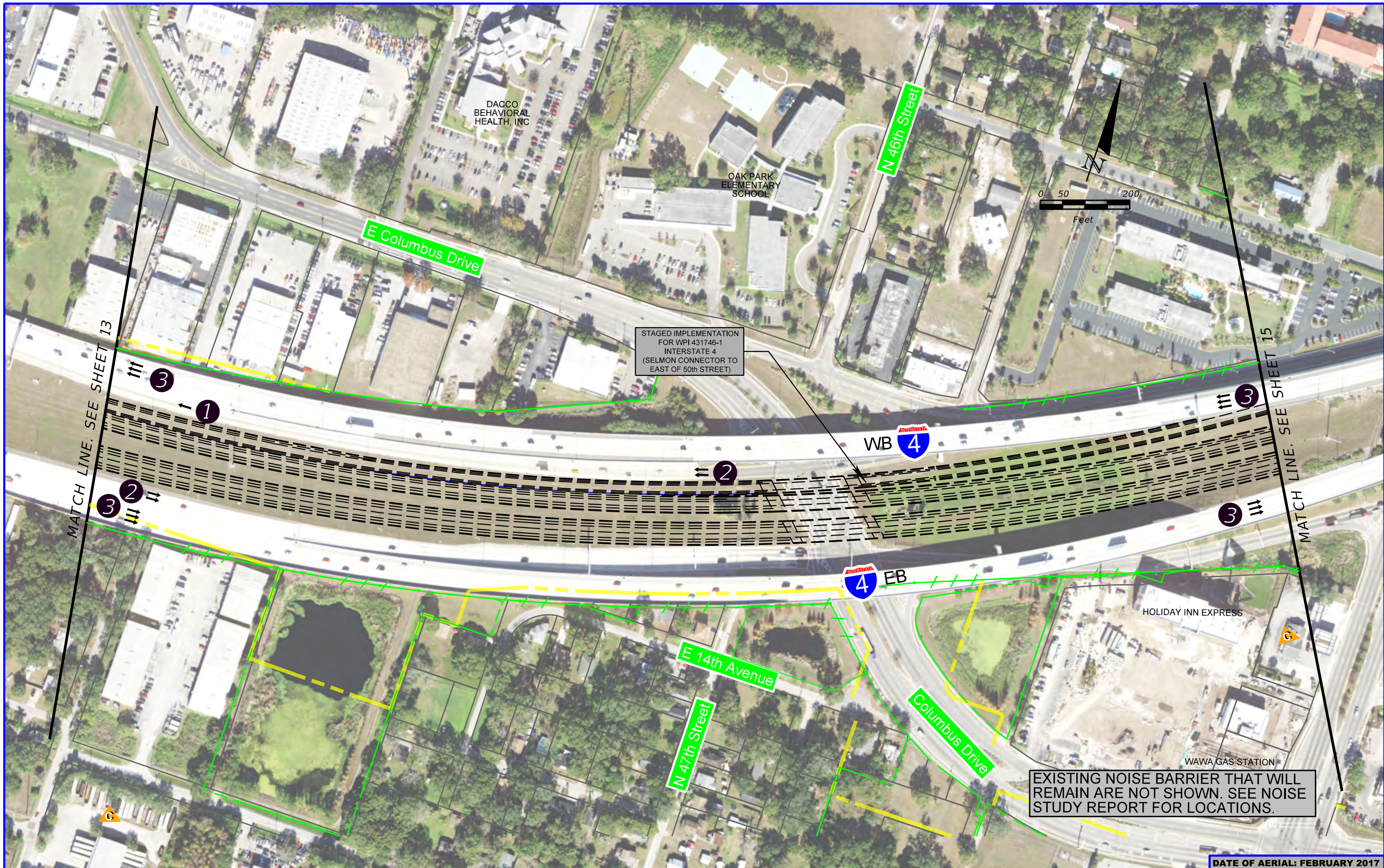
<b>LEGEND</b>		PROPOSED EXPRESS LANE		EXISTING ROADWAY REMOVAL		EXISTING RIGHT OF WAY		RESIDENTIAL RELOCATIONS		OWNED BY FDOT
		PROPOSED EXPRESS LANE - BRIDGE		NUMBER OF GENERAL USE LANES		EXISTING LIMITED ACCESS RIGHT OF WAY		BUSINESS RELOCATIONS		POTENTIALLY CONTAMINATED SITES
		PROPOSED GENERAL USE LANE		NUMBER OF GENERAL USE LANES		TIS/FEIS RIGHT OF WAY		PARK PROPERTIES		EXISTING NOISE BARRIER (TO BE RELOCATED)
		PROPOSED GENERAL USE LANE - BRIDGE		NUMBER OF AUXILIARY LANES		PROPOSED RIGHT OF WAY (TBD)				POTENTIAL NOISE BARRIER
		PROPOSED NON-INTERSTATE FACILITY				PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)				

DATE OF AERIAL: FEBRUARY 2017

**Tampa Interstate Study (TIS)**  
Segments 2B, 3A & 3B  
PREFERRED ALTERNATIVE  
WPI Segment No. : 258337-2

3B	SHEET NO.
2	13





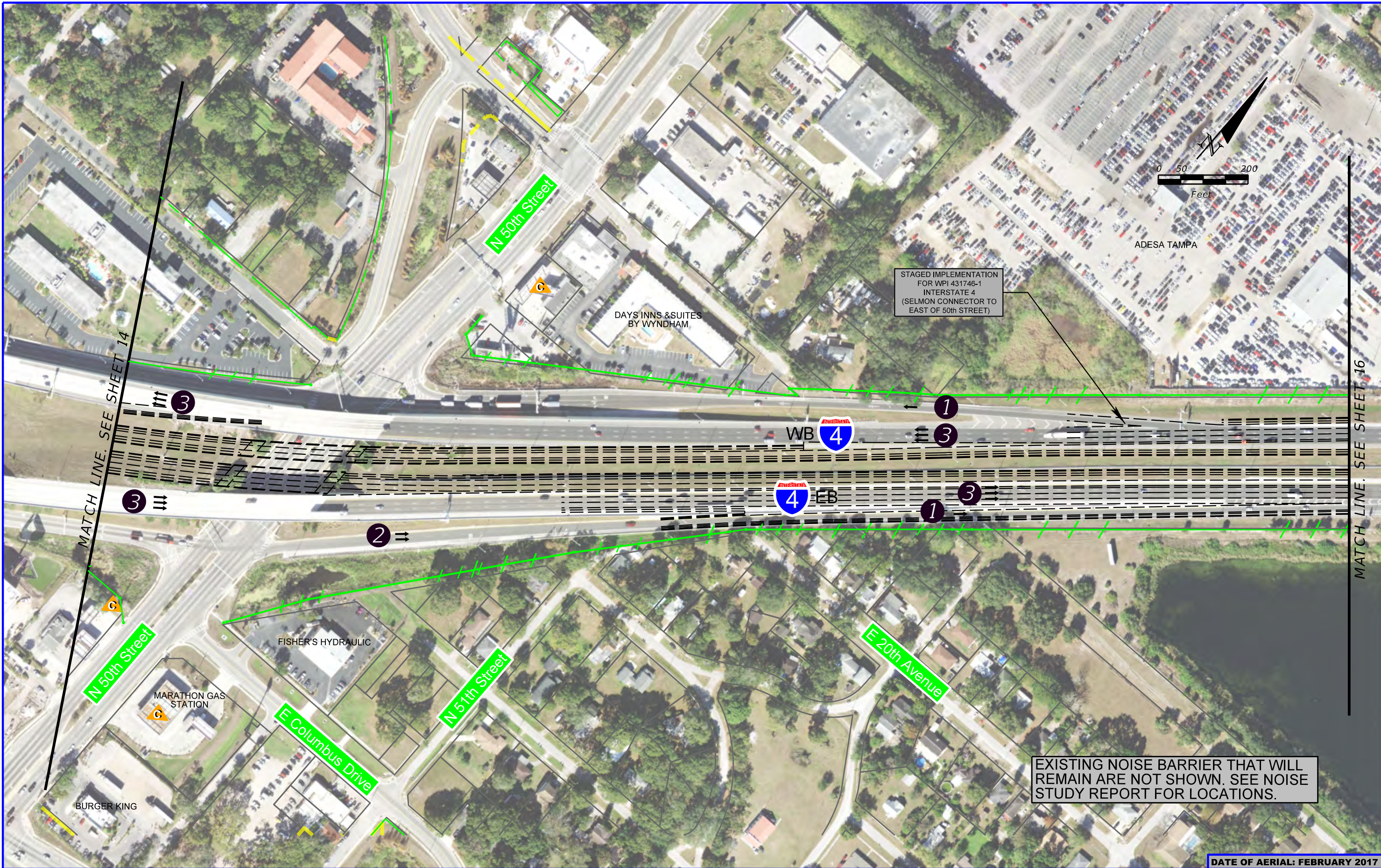
<b>LEGEND</b>		PROPOSED EXPRESS LANE		EXISTING ROADWAY REMOVAL		EXISTING RIGHT OF WAY		RESIDENTIAL RELOCATIONS		OWNED BY FDOT
		PROPOSED EXPRESS LANE - BRIDGE		NUMBER OF GENERAL USE LANES		EXISTING LIMITED ACCESS RIGHT OF WAY		BUSINESS RELOCATIONS		POTENTIALLY CONTAMINATED SITES
		PROPOSED GENERAL USE LANE		NUMBER OF GENERAL USE LANES		TIS/FEIS RIGHT OF WAY		PARK PROPERTIES		EXISTING NOISE BARRIER (TO BE RELOCATED)
		PROPOSED GENERAL USE LANE - BRIDGE		NUMBER OF AUXILIARY LANES		PROPOSED RIGHT OF WAY (TBD)				POTENTIAL NOISE BARRIER
		PROPOSED NON-INTERSTATE FACILITY				PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)				

**DATE OF AERIAL: FEBRUARY 2017**

**Tampa Interstate Study (TIS) Segments 2B, 3A & 3B PREFERRED ALTERNATIVE WPI Segment No. : 258337-2**

3B	SHEET NO.
3	14





ADESA TAMPA

STAGED IMPLEMENTATION  
FOR WPI 431746-1  
INTERSTATE 4  
(SELMON CONNECTOR TO  
EAST OF 50th STREET)

EXISTING NOISE BARRIER THAT WILL  
REMAIN ARE NOT SHOWN. SEE NOISE  
STUDY REPORT FOR LOCATIONS.

DATE OF AERIAL: FEBRUARY 2017

<b>LEGEND</b>		PROPOSED EXPRESS LANE		EXISTING ROADWAY REMOVAL		EXISTING RIGHT OF WAY		RESIDENTIAL RELOCATIONS		OWNED BY FDOT
		PROPOSED EXPRESS LANE - BRIDGE		NUMBER OF GENERAL USE LANES		EXISTING LIMITED ACCESS RIGHT OF WAY		BUSINESS RELOCATIONS		POTENTIALLY CONTAMINATED SITES
		PROPOSED GENERAL USE LANE		NUMBER OF GENERAL USE LANES		TIS/FEIS RIGHT OF WAY		PARK PROPERTIES		EXISTING NOISE BARRIER (TO BE RELOCATED)
		PROPOSED GENERAL USE LANE - BRIDGE		NUMBER OF AUXILIARY LANES		PROPOSED RIGHT OF WAY (TBD)				POTENTIAL NOISE BARRIER
		PROPOSED NON-INTERSTATE FACILITY				PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)				



Tampa Interstate Study (TIS) Segments 2B, 3A & 3B PREFERRED ALTERNATIVE WPI Segment No. : 258337-2		3B	SHEET NO.
		4	15





<b>LEGEND</b>	PROPOSED EXPRESS LANE	EXISTING ROADWAY REMOVAL	EXISTING RIGHT OF WAY	RESIDENTIAL RELOCATIONS	OWNED BY FDOT
	PROPOSED EXPRESS LANE - BRIDGE	NUMBER OF GENERAL USE LANES	EXISTING LIMITED ACCESS RIGHT OF WAY	BUSINESS RELOCATIONS	POTENTIALLY CONTAMINATED SITES
	PROPOSED GENERAL USE LANE	NUMBER OF GENERAL USE LANES	TIS/FEIS RIGHT OF WAY	PARK PROPERTIES	EXISTING NOISE BARRIER (TO BE RELOCATED)
	PROPOSED GENERAL USE LANE - BRIDGE	NUMBER OF AUXILIARY LANES	PROPOSED RIGHT OF WAY (TBD)		POTENTIAL NOISE BARRIER
PROPOSED NON-INTERSTATE FACILITY		PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)			

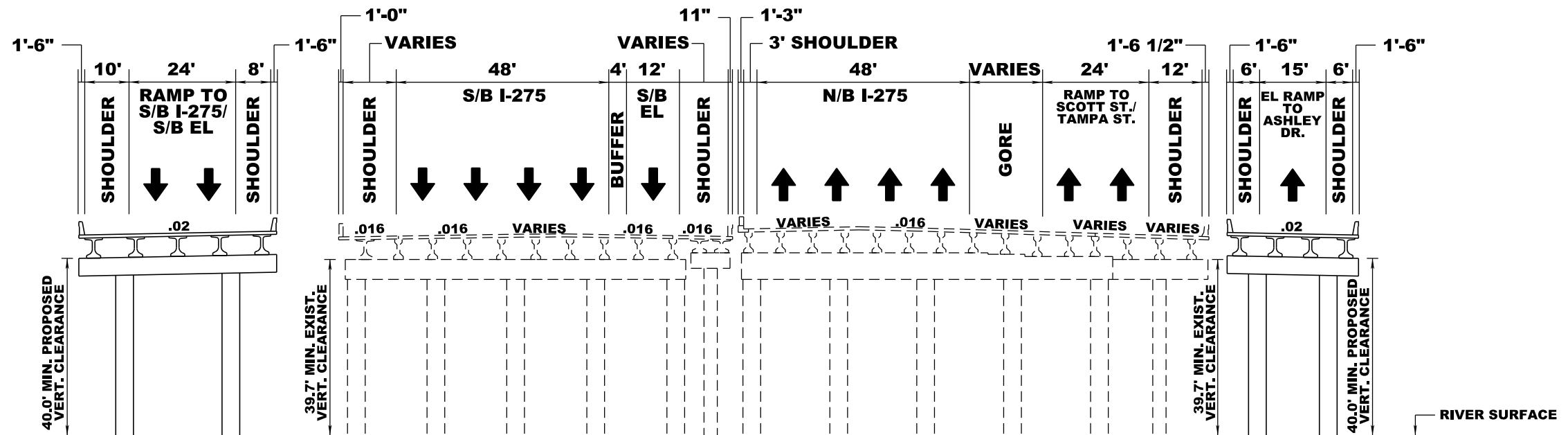
DATE OF AERIAL: FEBRUARY 2017

Tampa Interstate Study (TIS) Segments 2B, 3A & 3B  
PREFERRED ALTERNATIVE  
WPI Segment No. : 258337-2

3B	SHEET NO.
5	16

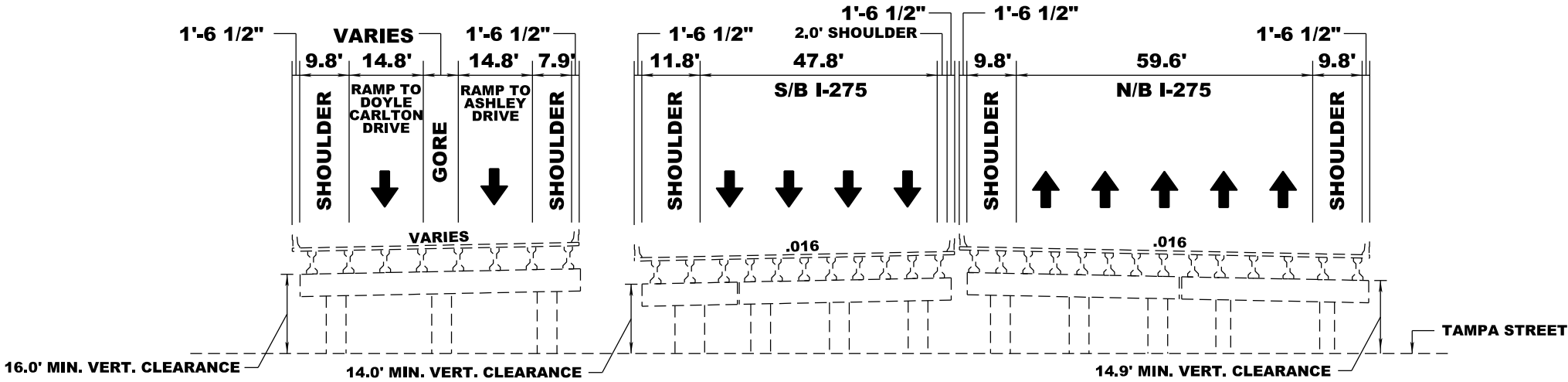


50'  
40'  
30'  
20'  
10'  
0'

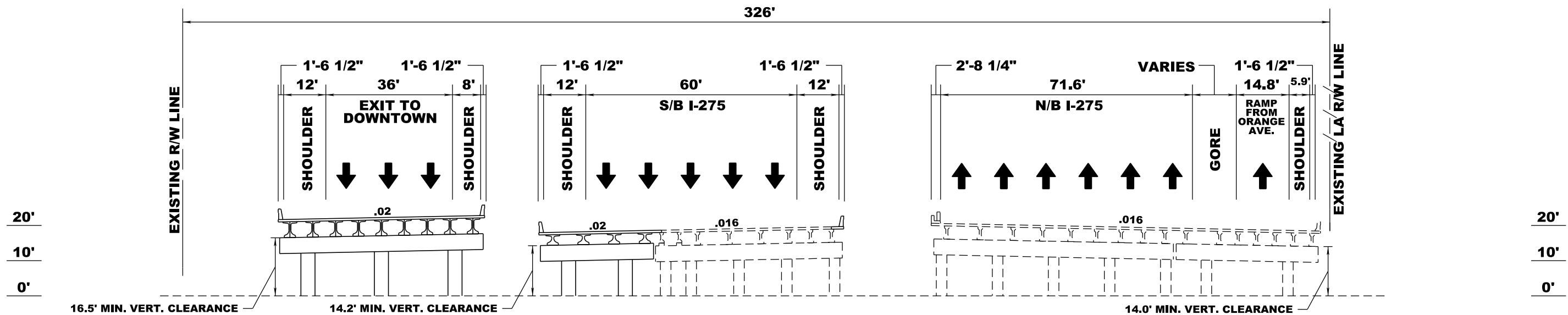


50'  
40'  
30'  
20'  
10'  
0'

**TYPICAL SECTION  
I-275 AT HILLSBOROUGH RIVER**

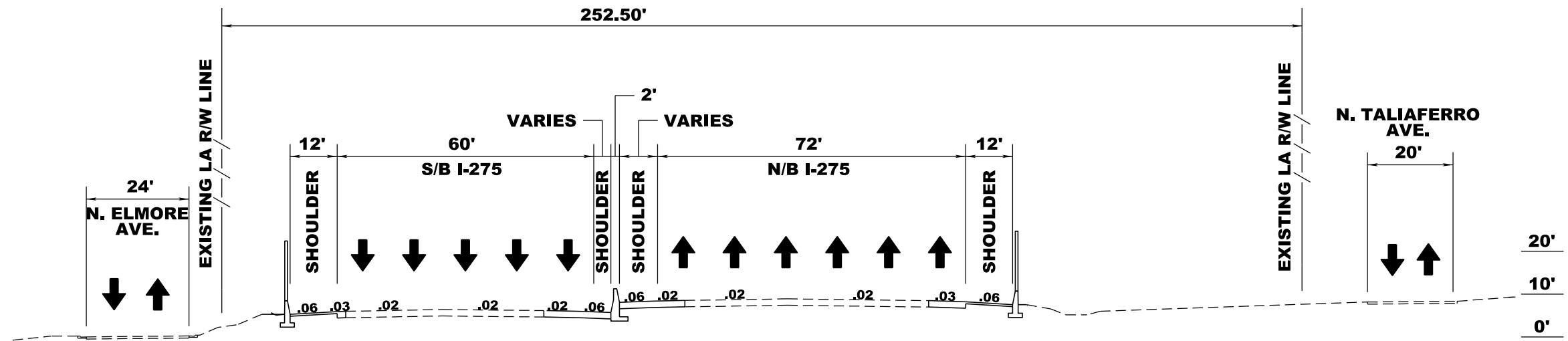


**TYPICAL SECTION  
I-275 AT TAMPA STREET**



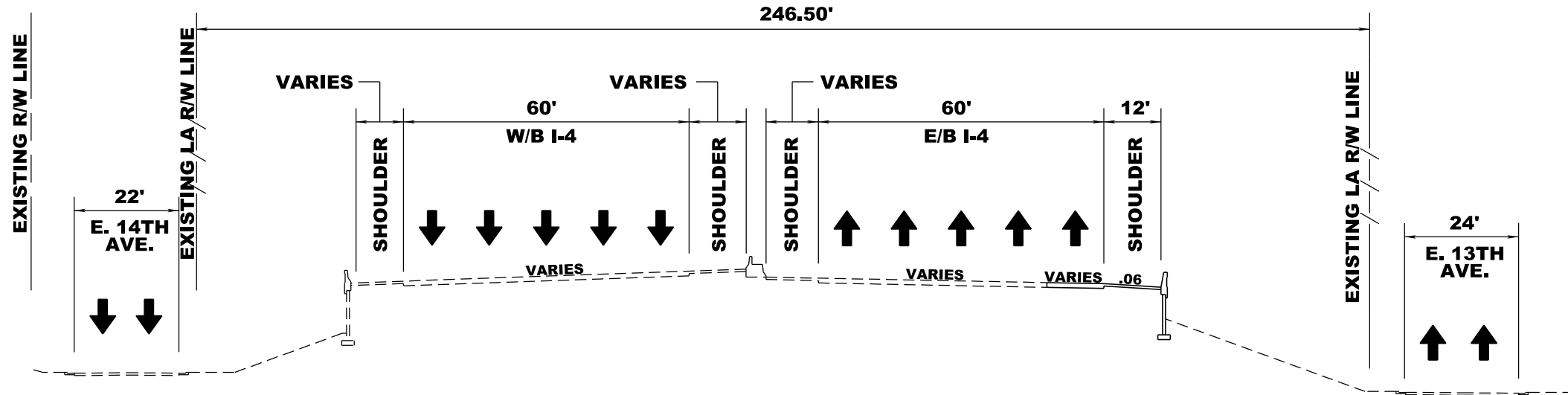
**TYPICAL SECTION  
I-275 AT HENDERSON AVENUE**

20'  
10'  
0'



**TYPICAL SECTION  
I-275 AT ROBLES PARK**

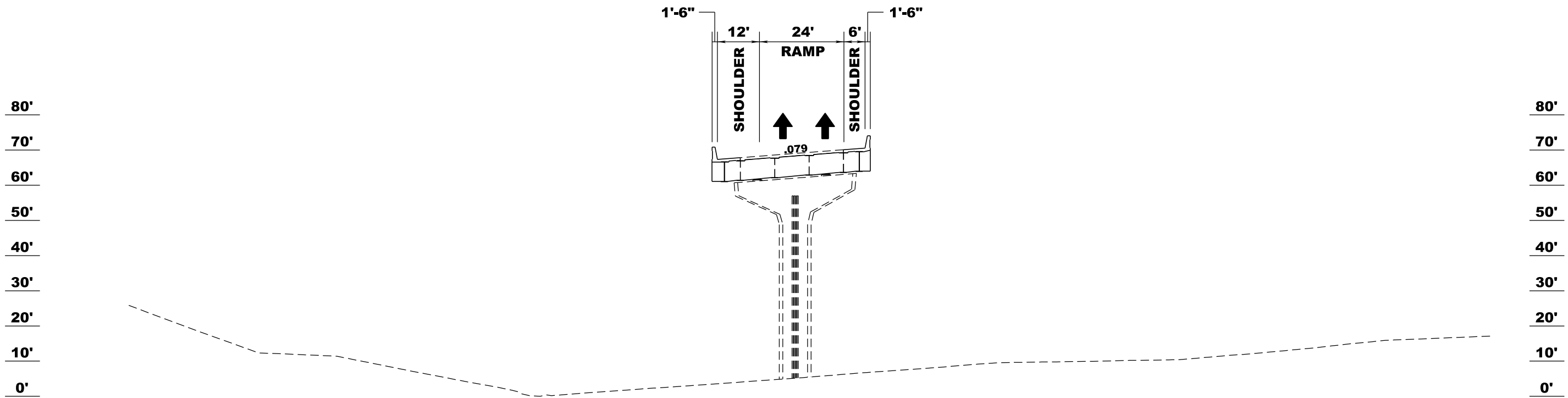
20'  
10'  
0'



20'  
10'  
0'

**TYPICAL SECTION  
I-4 AT 14TH AND 15TH STREETS**





**TYPICAL SECTION  
I-275 SB RAMP TO I-4 EB**



## APPENDIX B

# **Notice of Intent Agency Invitations Agency Responses**

request must be delivered or mailed to: Al Richardson, Program Manager, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, IL 60018, Telephone Number: (847) 294-7436/FAX Number: (847) 294-7046.

**FOR FURTHER INFORMATION CONTACT:** Al Richardson, Program Manager, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, IL 60018. Telephone Number: (847) 294-7436/ [Al.Richardson@faa.gov](mailto:Al.Richardson@faa.gov)/FAX Number: (847) 294-7046.

**SUPPLEMENTARY INFORMATION:** In accordance with section 47107(h) of Title 49, United States Code, this notice is required to be published in the **Federal Register** 30 days before modifying the land-use assurance that requires the property to be used for an aeronautical purpose.

The property was acquired by the City of Chicago Department of Aviation under the Federal Aid to Airports Program (FAAP) and currently not used for aeronautical purposes. This land is to be sold at Fair Market Value (FMV) to a locally-based business to be used as a parking lot. The land was purchased with federal funds under the Federal Aid to Airports Program (FAAP) and currently not used for aeronautical purposes. FAR Part 77, Right of Flight, and other aeronautical compatible land-uses will be protected by deed restrictions in the land transfer agreement.

The disposition of proceeds from the sale of the airport property will be in accordance with FAA's Policy and Procedures Concerning the Use of Airport Revenue, published in the **Federal Register** on February 16, 1999 (64 FR 7696).

This notice announces that the FAA is considering the release of the subject airport property at the Chicago Midway International Airport, Chicago, Illinois from its obligations to be maintained for aeronautical purposes. Approval does not constitute a commitment by the FAA to financially assist in the change in use of the subject airport property nor a determination of eligibility for grant-in-aid funding from the FAA.

**Property Description:** Lots 21 and 22 in block 20 in Crane Archer Avenue addition to Chicago, a subdivision of that part of the Southeast ¼ of Section 8, Township 38 North, Range 13, east of the Third Principal Meridian, lying North of Center Line of Archer Avenue, in Cook County, Illinois.

Issued in Chicago, IL, on January 3, 2017.

**James G. Keefer,**

*Manager, Chicago Airports District Office  
FAA, Great Lakes Region.*

[FR Doc. 2017-00753 Filed 1-13-17; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Supplemental Environmental Impact Statement: Hillsborough County, Florida

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of Intent to prepare a Supplemental Environmental Impact Statement/Section 4(f) Evaluation.

**SUMMARY:** The Federal Highway Administration (FHWA) in cooperation with the Florida Department of Transportation (FDOT) is issuing this notice to advise the public that a Supplemental Environmental Impact Statement/Section 4(f) Evaluation (SEIS/4f) will be prepared to evaluate new significant environmental impacts since the November 1996 approval of the Final Environmental Impact Statement/Section 4(f) Evaluation (FEIS) for the Tampa Interstate Study proposed highway project in Hillsborough County, Florida.

**FOR FURTHER INFORMATION CONTACT:** Cathy Kendall, Senior Environmental Protection Specialist, Federal Highway Administration, 3500 Financial Plaza, Suite 400, Tallahassee, Florida 32312, Telephone: (850) 553-2225, email: [Cathy.Kendall@dot.gov](mailto:Cathy.Kendall@dot.gov). You may also contact Menna Yassin, Project Manager, Florida Department of Transportation District 7, 11201 North McKinley Drive, Tampa, Florida 33612, Telephone: 813-975-6433, email: [menna.yassin@dot.state.fl.us](mailto:menna.yassin@dot.state.fl.us).

**SUPPLEMENTARY PROJECT INFORMATION:** The FHWA, in cooperation with the Florida Department of Transportation will prepare an SEIS to examine the impacts and to modify the Long Term Preferred Alternative for the Tampa Interstate Study to improve portions of I-275 (SR 93), I-4 (SR 500) and SR 60 in Hillsborough County, Florida. The proposed modification includes changes to design elements and use of innovative financing sources, including collecting tolls.

A FEIS/Section 4(f) Evaluation (FEIS# FHWA-FL-EIS-95-03-F) was issued for the Project on November 22, 1996 with Records of Decision (ROD) dated January 31, 1997 and June 14, 1999. The FEIS and RODs are available on the

project Web site at: [www.TampaInterstateStudy.com](http://www.TampaInterstateStudy.com).

Since issuance of the RODs, the FDOT has taken several major steps to advance the Project toward construction: The documents have been reevaluated several times (in 2000, 2001, 2002, 2003, 2006, 2008, 2009, 2011, 2013 and 2015) which advanced various elements of the project, many of which have already been constructed: Including portions of Segment 1A, Segment 2A, Segment 3A, Segment 3B and Segment 3C. The FDOT now proposes to evaluate changes in environmental impacts, new information and circumstances relevant to the proposed project and changes to preliminary engineering identified since FEIS approval. An SEIS is being prepared because FHWA has determined that the changes result in significant impacts to the human and natural environment that were not evaluated in the FEIS. The SEIS is expected to examine:

- New impacts to the human, natural and physical environment.
- Adding overpasses at several locations along I-275 to improve local street access under I-275 to better connect the communities of Tampa Heights and VM Ybor.
- Tolling the Express Lanes of the Project's improvements along I-275 and I-4.
- Changes in express lane access to local streets in the Tampa downtown area, to the I-4/Selmon Expressway Connector, and various locations from the general use lanes on I-275 and I-4.

The proposed improvement would involve the reconstruction of I-275 from East of Howard Frankland Bridge to East of Himes Avenue, I-275 from East of Himes Avenue to East of Rome Avenue, and East of Rome Avenue to North of SR 574 (Dr Martin Luther King Jr Blvd.) and I-4 from I-275 to east of 50th Street. These improvements were identified as sections 1A, 2A, 2B, 3A and 3B in the originally approved FEIS. Improvements to the corridor are considered necessary to provide for the existing and projected traffic demand.

Alternatives under consideration include: (1) Taking no further action; (2) the improvements shown in the Long Term Preferred Alternative (LTPA) in the approved FEIS, and (3) alteration of the LTPA to collect tolls for the express lanes, add more connectivity between the express lanes and the general use lanes, add express lane access to the local street network in downtown Tampa, and alter lane configuration slightly for improved future traffic operations.

Opportunities for input will be provided to appropriate federal, state,



and local agencies, and to private organizations and citizens who have expressed interest in this Project. Public meetings and a public hearing will be held to solicit public input. The SEIS will be made available for public and agency review and comment. Notices of availability for the SEIS will be provided through direct mail, the **Federal Register** and other media. Notification also will be sent to Federal, State, local agencies, persons, and organizations that submit comments or questions. Additional project information including schedules and locations for the public meetings/hearing will be announced in the local news media and on the Project Web site, [www.TampaInterstateStudy.com](http://www.TampaInterstateStudy.com).

To ensure that the full range of issues related to the proposed action is addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the SEIS should be directed to the FHWA at the address provided above. Questions concerning this Project and the SEIS may also be directed to Menna Yassin, Project Manager, Florida Department of Transportation, District 7, 11201 North McKinley Drive, Tampa, Florida 33612, telephone (813) 975-6433, email [menna.yassin@dot.state.fl.us](mailto:menna.yassin@dot.state.fl.us).

Pursuant to 23 U.S.C. 139, FHWA intends to combine the Final SEIS and Record of Decision if it is practicable, to the extent possible as allowed by this provision of law.

**Paperwork Reduction.** The Paperwork Reduction Act seeks, in part, to minimize the cost to the taxpayer of the creation, collection, maintenance, use, dissemination, and disposition of information. Consistent with this goal and with principles of economy and efficiency in government, FHWA tries to limit insofar as possible distribution of complete printed sets of NEPA documents. Accordingly, unless a specific request for a complete printed set of the NEPA document is received before the document is printed, FHWA and FDOT will distribute only electronic copies of the NEPA document. A complete printed set of the environmental document will be available for review at FDOT's offices; an electronic copy of the complete environmental document will be available on the Project Web site.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding inter-governmental consultation on

Federal programs and activities apply to this program.)

**Cathy Kendall,**

*Senior Environmental Specialist, FHWA, Tallahassee, Florida.*

[FR Doc. 2017-00810 Filed 1-13-17; 8:45 am]

**BILLING CODE 4910-22-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

[Docket No. FTA-2015-0020]

#### Buy America Handbook—Conducting Pre-Award and Post-Delivery Audits for Rolling Stock Procurements

**AGENCY:** Federal Transit Administration, DOT.

**ACTION:** Notice of availability of Handbook.

**SUMMARY:** The Federal Transit Administration (FTA) has placed in the docket and on its Web site guidance, in the form of a Handbook, on complying with FTA's Buy America pre-award and post-delivery audit requirements for revenue service rolling stock procurements, from the solicitation phase through final acceptance of the rolling stock. The Handbook explains and illustrates how to calculate domestic content of rolling stock, and is intended for use by recipients of FTA funding, auditors, manufacturers, and suppliers (including subcontractors).

**DATES:** The Handbook becomes effective February 16, 2017.

**FOR FURTHER INFORMATION CONTACT:** For program questions, Patrick Centolanzi, FTA Office of Program Management, at (202) 366-0234 or [Patrick.Centolanzi@dot.gov](mailto:Patrick.Centolanzi@dot.gov). For legal questions, Cecelia Comito, FTA Office of Chief Counsel, at (202) 366-4011 or [Cecelia.Comito@dot.gov](mailto:Cecelia.Comito@dot.gov).

#### SUPPLEMENTARY INFORMATION:

##### Table of Contents

- I. Overview
- II. Comment Summary
  - A. General
  - B. Section 1—Introduction
  - C. Section 2—Pre-Award Audit
  - D. Section 3—Post-Delivery Audit
  - E. Section 4—Domestic Content Calculations
  - F. Section 5—Frequently Asked Questions
  - G. Appendices

##### I. Overview

FTA's objective in implementing 49 CFR part 661 (Buy America Requirements) and 49 CFR part 663 (Pre-Award and Post-Delivery Audits of Rolling Stock Purchases) is to support and promote the United States (U.S.)

manufacturing industry and U.S. jobs. As guidance on the pre-award and post-delivery audit requirements for rolling stock procurements, FTA published two separate Buy America handbooks in May 1995—*i.e.*, one for rail vehicle procurements and one for bus procurements.

Over the past several years, FTA has conducted Buy America Compliance Reviews, during which FTA observed and monitored the pre-award and post-delivery audit processes for fourteen capital grants. One primary finding was that FTA should provide more guidance and clarity on conducting pre-award and post-delivery Buy America audits as required in FTA's Buy America regulations (49 CFR parts 661 and 663).

As a result of that finding, FTA is issuing a new Buy America Handbook, entitled Conducting Pre-Award and Post-Delivery Audits for Rolling Stock Procurements (Handbook), which replaces the two Buy America handbooks on this subject from 1995. On June 16, 2015, FTA issued a notice of availability of the proposed handbook in the **Federal Register** (80 FR 34487) and requested public comment on the Handbook. The comment period closed on August 17, 2015. FTA received comments from 28 entities, including trade associations, State DOT's, metropolitan planning organizations, public transportation providers, manufacturers, and individuals. This notice addresses the comments received and explains the changes FTA made to the proposed handbook in response to the comments.

The updated Buy America Handbook explains to recipients how to verify and document compliance with FTA's Buy America pre-award and post-delivery audit requirements. In addition, the Handbook encourages recipients, manufacturers, and suppliers to adopt certain best practices to ensure compliance with the pre-award and post-delivery audit requirements. The Handbook applies only to rolling stock procurements that are subject to the pre-award and post-delivery audit requirements set forth in 49 CFR part 663.

This notice provides a summary of the comments received regarding the proposed Handbook and the changes made to the Handbook in response to those comments. The Handbook is not included in this notice; instead, the Handbook is available on FTA's Web site, at <https://www.transit.dot.gov/buyamerica>, and in the docket, at [www.regulations.gov](http://www.regulations.gov) (Docket No. FTA-2015-0020). Paper copies of the Handbook may be obtained by



## **Agency Invitation Letters**





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

**Florida Division**

March 3, 2017

3500 Financial Plaza, Suite 400  
Tallahassee, Florida 32312  
Phone: (850) 553-2201  
Fax: (850) 942-9691 / 942-8308  
[www.fhwa.dot.gov/fldiv](http://www.fhwa.dot.gov/fldiv)

In Reply Refer To:  
HDA-FL

Stan Austin, Regional Director  
United States Department of Interior  
National Parks Service  
100 Alabama Street SW, 1924 Bldg.  
Atlanta, GA 30303

**RE: FHWA invites the National Park Service to serve as a Participating Agency**

Dear Mr. Austin:

The Federal Highway Administration (FHWA) invites the National Park Service to serve as a Participating Agency for the following project:

PROJECT NAME: Tampa Interstate Study
PROJECT LOCATION: Tampa, Florida
PROJECT LIMITS: I-275 from Howard Frankland Bridge to Dr. Martin Luther King, Jr. Boulevard and I-4 from I-275 to 50 <sup>th</sup> Street
FINANCIAL #: TBD
FHWA CONTACT: Cathy Kendall, AICP, (850) 553-2225 <a href="mailto:cathy.kendall@dot.gov">cathy.kendall@dot.gov</a>
FDOT PROJECT MANAGER: Kirk Bogen, PE, (813) 975-6448 <a href="mailto:Kirk.Bogen@dot.state.fl.us">Kirk.Bogen@dot.state.fl.us</a>
CLASS OF ACTION: Supplemental Environmental Impact Statement

The project team is currently working to update the Purpose and Need statement based on current information contained on the [tampainterstatestudy.com](http://tampainterstatestudy.com) website.

Pursuant to Title 23 USC 139, Participating Agencies are responsible for identifying, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

- Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be considered, and the methodologies and level of detail required in the alternatives analysis.
- Participate in coordination meetings and joint field reviews as appropriate.
- Timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.



Please respond to FHWA in writing with an acceptance or denial of the invitation **no later than Wednesday, March 15, 2017**. If you have any questions about this project, would like to discuss in more detail our agencies' respective roles and responsibilities during the preparation of this Class of Action, or would like to discuss the invitation, please contact me at (850) 553-2225 or [cathy.kendall@dot.gov](mailto:cathy.kendall@dot.gov).

Thank you for your cooperation and interest in this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Cathy Kendall". The signature is fluid and cursive, with the first name "Cathy" and last name "Kendall" clearly distinguishable.

FOR: James Christian, P.E.  
Division Administrator





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

**Florida Division**

March 3, 2017

3500 Financial Plaza, Suite 400  
Tallahassee, Florida 32312  
Phone: (850) 553-2201  
Fax: (850) 942-9691 / 942-8308  
[www.fhwa.dot.gov/fldiv](http://www.fhwa.dot.gov/fldiv)

In Reply Refer To:  
HDA-FL

Mr. David Valenstein  
Federal Railroad Administration  
1200 New Jersey Avenue SE  
Washington, DC 20590

**RE: FHWA invites the Federal Railroad Administration to serve as a Participating Agency**

Dear Mr. Valenstein:

The Federal Highway Administration (FHWA) invites the Federal Railroad Administration to serve as a Participating Agency for the following project:

PROJECT NAME: Tampa Interstate Study
PROJECT LOCATION: Tampa, Florida
PROJECT LIMITS: I-275 from Howard Frankland Bridge to Dr. Martin Luther King, Jr. Boulevard and I-4 from I-275 to 50 <sup>th</sup> Street
FINANCIAL # : TBD
FHWA CONTACT: Cathy Kendall, AICP, (850) 553-2225 <a href="mailto:cathy.kendall@dot.gov">cathy.kendall@dot.gov</a>
FDOT PROJECT MANAGER: Kirk Bogen, PE, (813) 975-6448 <a href="mailto:Kirk.Bogen@dot.state.fl.us">Kirk.Bogen@dot.state.fl.us</a>
CLASS OF ACTION: Supplemental Environmental Impact Statement

The project team is currently working to update the Purpose and Need statement based on current information contained on the [tampainterstatestudy.com](http://tampainterstatestudy.com) website.

Pursuant to Title 23 USC 139, Participating Agencies are responsible for identifying, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

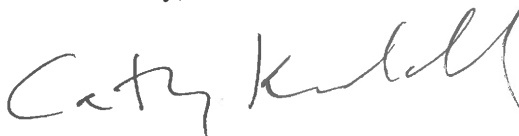
- Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be considered, and the methodologies and level of detail required in the alternatives analysis.
- Participate in coordination meetings and joint field reviews as appropriate.
- Timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.



Please respond to FHWA in writing with an acceptance or denial of the invitation **no later than Wednesday, March 15, 2017**. If you have any questions about this project, would like to discuss in more detail our agencies' respective roles and responsibilities during the preparation of this Class of Action, or would like to discuss the invitation, please contact me at (850) 553-2225 or [cathy.kendall@dot.gov](mailto:cathy.kendall@dot.gov).

Thank you for your cooperation and interest in this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Cathy Kendall". The signature is fluid and cursive, with the first name "Cathy" and last name "Kendall" clearly distinguishable.

FOR: James Christian, P.E.  
Division Administrator





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

**Florida Division**

March 3, 2017

3500 Financial Plaza, Suite 400  
Tallahassee, Florida 32312  
Phone: (850) 553-2201  
Fax: (850) 942-9691 / 942-8308  
[www.fhwa.dot.gov/fldiv](http://www.fhwa.dot.gov/fldiv)

In Reply Refer To:  
HDA-FL

Debbie Wegmann  
Chief, Regulatory Division's Special Projects and Enforcement Branch  
United States Army Corps of Engineers  
Jacksonville District Regulatory Division  
P.O. Box 4970  
Jacksonville, FL 32232-0019

**RE: FHWA invites the United States Army Corps of Engineers to serve as a Cooperating Agency**

Dear Ms. Wegmann:

The Federal Highway Administration (FHWA) invites the United States Army Corps of Engineers to serve as a Cooperating Agency for the following project:

PROJECT NAME: Tampa Interstate Study
PROJECT LOCATION: Tampa, Florida
PROJECT LIMITS: I-275 from Howard Frankland Bridge to Dr. Martin Luther King, Jr. Boulevard and I-4 from I-275 to 50 <sup>th</sup> Street
FINANCIAL # : TBD
FHWA CONTACT: Cathy Kendall, AICP, (850) 553-2225 <a href="mailto:cathy.kendall@dot.gov">cathy.kendall@dot.gov</a>
FDOT PROJECT MANAGER: Kirk Bogen, PE, (813) 975-6448 <a href="mailto:Kirk.Bogen@dot.state.fl.us">Kirk.Bogen@dot.state.fl.us</a>
CLASS OF ACTION: Supplemental Environmental Impact Statement

The project team is currently working to update the Purpose and Need statement based on current information contained on the [tampainterstatestudy.com](http://tampainterstatestudy.com) website.

The United States Army Corps of Engineers will serve as a cooperating agency in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's (CEQ) Regulations for Implementing the Procedural Provision of the National Environmental Policy Act.

Pursuant to Title 23 USC 139, Cooperating Agencies are responsible for identifying, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:



- Provide meaningful and early input on defining the Purpose and Need, determining the range of alternatives to be considered, and the methodologies and level of detail required in the alternatives analysis.
- Participate in coordination meetings and joint field reviews, as appropriate.
- Timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.
- Identification of the impacts and important issues to be addressed in the EIS pertaining to the intersection of the project alternatives with the resource(s) in your jurisdiction.
- Federal agencies do not have to accept this invitation. If, however, US Army Corps of Engineers elects not to become a Participating or Cooperating Agency, it must state its reason for declining the invitation and specifically include the following in the response:
  - The agency has no jurisdiction or authority with respect to the project;
  - The agency has no expertise or information relevant to the project; and
  - The agency does not intend to submit comments on the project during the Project Development and Environment (PD&E) Phase. The agency is still expected to comment during the Programming Screen.

The US Army Corps of Engineers will be treated as a Cooperating Agency unless it declines such a designation per the process described above. Please respond to FHWA in writing with an acceptance or denial of the invitation **no later than Wednesday, March 15, 2017**. If you have any questions about this project, would like to discuss in more detail our agencies' respective roles and responsibilities during the preparation of this Class of Action, or would like to discuss the invitation, please contact me at (850) 553-2225 or [cathy.kendall@dot.gov](mailto:cathy.kendall@dot.gov).

Thank you for your cooperation and interest in this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Cathy Kendall". The signature is fluid and cursive, with the first name "Cathy" and last name "Kendall" clearly distinguishable.

FOR: James Christian, P.E.  
Division Administrator





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

**Florida Division**

March 3, 2017

3500 Financial Plaza, Suite 400  
Tallahassee, Florida 32312  
Phone: (850) 553-2201  
Fax: (850) 942-9691 / 942-8308  
[www.fhwa.dot.gov/fldiv](http://www.fhwa.dot.gov/fldiv)

In Reply Refer To:  
HDA-FL

V. Anne Heard, Acting Regional Administrator  
United States Environmental Protection Agency, Region 4  
Sam Nunn Atlanta Federal Center  
61 Forsyth Street, SW  
Mail Code 9T25  
Atlanta, GA 30303-8960

**RE: FHWA invites the United States Environmental Protection Agency to serve as a Participating Agency**

Dear Ms. Heard:

The Federal Highway Administration (FHWA) invites the United States Environmental Protection Agency to serve as a Participating Agency for the following project:

PROJECT NAME: Tampa Interstate Study
PROJECT LOCATION: Tampa, Florida
PROJECT LIMITS: I-275 from Howard Frankland Bridge to Dr. Martin Luther King, Jr. Boulevard and I-4 from I-275 to 50 <sup>th</sup> Street
FINANCIAL #: TBD
FHWA CONTACT: Cathy Kendall, AICP, (850) 553-2225 <a href="mailto:Cathy.Kendall@dot.gov">Cathy.Kendall@dot.gov</a>
FDOT PROJECT MANAGER: Kirk Bogen, PE, (813) 975-6448 <a href="mailto:Kirk.Bogen@dot.state.fl.us">Kirk.Bogen@dot.state.fl.us</a>
CLASS OF ACTION: Supplemental Environmental Impact Statement

The project team is currently working to update the Purpose and Need statement based on current information contained on the [tampainterstatestudy.com](http://tampainterstatestudy.com) website.

Pursuant to Title 23 USC 139, Participating Agencies are responsible for identifying, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

- Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be considered, and the methodologies and level of detail required in the alternatives analysis.
- Participate in coordination meetings and joint field reviews as appropriate.



- Timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Please respond to FHWA in writing with an acceptance or denial of the invitation **no later than Wednesday, March 15, 2017**. If you have any questions about this project, would like to discuss in more detail our agencies' respective roles and responsibilities during the preparation of this Class of Action, or would like to discuss the invitation, please contact me at (850) 553-2225 or [cathy.kendall@dot.gov](mailto:cathy.kendall@dot.gov).

Thank you for your cooperation and interest in this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Cathy Kendall". The signature is fluid and cursive, with the first name "Cathy" and last name "Kendall" clearly distinguishable.

FOR: James Christian, P.E.  
Division Administrator





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

**Florida Division**

March 3, 2017

3500 Financial Plaza, Suite 400  
Tallahassee, Florida 32312  
Phone: (850) 553-2201  
Fax: (850) 942-9691 / 942-8308  
[www.fhwa.dot.gov/fldiv](http://www.fhwa.dot.gov/fldiv)

In Reply Refer To:  
HDA-FL

Bart Vernance, Manager  
Federal Aviation Administration  
Orlando Airports District Office  
5950 Hazeltine National Dr., Suite 400  
Orlando, FL 32822-5024

**RE: FHWA invites the Federal Aviation Administration to serve as a Participating Agency**

Dear Mr. Vernance:

The Federal Highway Administration (FHWA) invites the Federal Aviation Administration (FAA) to serve as a Participating Agency for the following project:

PROJECT NAME: Tampa Interstate Study
PROJECT LOCATION: Tampa, Florida
PROJECT LIMITS: I-275 from Howard Frankland Bridge to Dr. Martin Luther King, Jr. Boulevard and I-4 from I-275 to 50 <sup>th</sup> Street
FINANCIAL #: TBD
FHWA CONTACT: Cathy Kendall, AICP, (850) 553-2225 <a href="mailto:cathy.kendall@dot.gov">cathy.kendall@dot.gov</a>
FDOT PROJECT MANAGER: Kirk Bogen, PE, (813) 975-6448 <a href="mailto:Kirk.Bogen@dot.state.fl.us">Kirk.Bogen@dot.state.fl.us</a>
CLASS OF ACTION: Supplemental Environmental Impact Statement

The project team is currently working to update the Purpose and Need statement based on current information contained on the [tampainterstatestudy.com](http://tampainterstatestudy.com) website.

Pursuant to Title 23 USC 139, Participating Agencies are responsible for identifying as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

- Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be considered, and the methodologies and level of detail required in the alternatives analysis.
- Participate in coordination meetings and joint field reviews as appropriate.



- Timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Please respond to FHWA in writing with an acceptance or denial of the invitation **no later than Wednesday, March 15, 2017**. If you have any questions about this project, would like to discuss in more detail our agencies' respective roles and responsibilities during the preparation of this Class of Action, or would like to discuss the invitation, please contact me at (850) 553-2225 or [cathy.kendall@dot.gov](mailto:cathy.kendall@dot.gov).

Thank you for your cooperation and interest in this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Cathy Kendall". The signature is fluid and cursive, with the first name "Cathy" and last name "Kendall" clearly distinguishable.

FOR: James Christian, P.E.  
Division Administrator





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

**Florida Division**

March 3, 2017

3500 Financial Plaza, Suite 400  
Tallahassee, Florida 32312  
Phone: (850) 553-2201  
Fax: (850) 942-9691 / 942-8308  
[www.fhwa.dot.gov/fldiv](http://www.fhwa.dot.gov/fldiv)

In Reply Refer To:  
HDA-FL

Yvette G. Taylor, Regional Administrator  
Federal Transit Administration, Region 4  
230 Peachtree, NW, Suite 800  
Atlanta, GA 30303

**RE: FHWA invites the Federal Transit Administration to serve as a Participating Agency**

Dear Dr. Taylor:

The Federal Highway Administration invites the Federal Transit Administration (FTA) to serve as a Participating Agency for the following project:

PROJECT NAME: Tampa Interstate Study
PROJECT LOCATION: Tampa, Florida
PROJECT LIMITS: I-275 from Howard Frankland Bridge to Dr. Martin Luther King, Jr. Boulevard and I-4 from I-275 to 50 <sup>th</sup> Street
FINANCIAL # : TBD
FHWA CONTACT: Cathy Kendall, AICP, (850) 553-2225 <a href="mailto:cathy.kendall@dot.gov">cathy.kendall@dot.gov</a>
FDOT PROJECT MANAGER: Kirk Bogen, PE, (813) 975-6448 <a href="mailto:Kirk.Bogen@dot.state.fl.us">Kirk.Bogen@dot.state.fl.us</a>
CLASS OF ACTION: Supplemental Environmental Impact Statement

The project team is currently working to update the Purpose and Need statement based on current information contained on the [tampainterstatestudy.com](http://tampainterstatestudy.com) website.

Pursuant to Title 23 USC 139, Participating Agencies are responsible for identifying as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

- Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be considered, and the methodologies and level of detail required in the alternatives analysis.
- Participate in coordination meetings and joint field reviews as appropriate.
- Timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.



Please respond to FHWA in writing with an acceptance or denial of the invitation **no later than Wednesday, March 15, 2017**. If you have any questions about this project, would like to discuss in more detail our agencies' respective roles and responsibilities during the preparation of this Class of Action, or would like to discuss the invitation, please contact me at (850) 553-2225 or [cathy.kendall@dot.gov](mailto:cathy.kendall@dot.gov).

Thank you for your cooperation and interest in this project.

Sincerely,

A handwritten signature in black ink that reads "Cathy Kendall". The signature is written in a cursive, flowing style.

FOR: James Christian, P.E.  
Division Administrator





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

**Florida Division**

March 3, 2017

3500 Financial Plaza, Suite 400  
Tallahassee, Florida 32312  
Phone: (850) 553-2201  
Fax: (850) 942-9691 / 942-8308  
[www.fhwa.dot.gov/fldiv](http://www.fhwa.dot.gov/fldiv)

In Reply Refer To:  
HDA-FL

Larry Williams, Program Supervisor  
United States Department of Interior  
United States Fish & Wildlife Service  
South Florida Ecological Office  
1339 20th Street  
Vero Beach, FL 32960-3559

**RE: FHWA invites the United States Fish & Wildlife Service to serve as a Participating Agency**

Dear Mr. Williams:

The Federal Highway Administration (FHWA) invites the United States Fish & Wildlife Service to serve as a Participating Agency for the following project:

PROJECT NAME: Tampa Interstate Study
PROJECT LOCATION: Tampa, Florida
PROJECT LIMITS: I-275 from Howard Frankland Bridge to Dr. Martin Luther King, Jr. Boulevard and I-4 from I-275 to 50 <sup>th</sup> Street
FINANCIAL #: TBD
FHWA CONTACT: Cathy Kendall, AICP, (850) 553-2225 <a href="mailto:cathy.kendall@dot.gov">cathy.kendall@dot.gov</a>
FDOT PROJECT MANAGER: Kirk Bogen, PE, (813) 975-6448 <a href="mailto:kirk.bogen@dot.state.fl.us">kirk.bogen@dot.state.fl.us</a>
CLASS OF ACTION: Supplemental Environmental Impact Statement

The project team is currently working to update the Purpose and Need statement based on current information contained on the [tampainterstatestudy.com](http://tampainterstatestudy.com) website.

Pursuant to Title 23 USC 139, Participating Agencies are responsible for identifying as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

- Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be considered, and the methodologies and level of detail required in the alternatives analysis.
- Participate in coordination meetings and joint field reviews as appropriate.



- Timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Please respond to FHWA in writing with an acceptance or denial of the invitation **no later than Wednesday, March 15, 2017**. If you have any questions about this project, would like to discuss in more detail our agencies' respective roles and responsibilities during the preparation of this Class of Action, or would like to discuss the invitation, please contact me at (850) 553-2225 or [cathy.kendall@dot.gov](mailto:cathy.kendall@dot.gov).

Thank you for your cooperation and interest in this project.

Sincerely,

A handwritten signature in black ink that reads "Cathy Kendall". The signature is written in a cursive, flowing style.

FOR: James Christian, P.E.  
Division Administrator





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

**Florida Division**

March 3, 2017

3500 Financial Plaza, Suite 400  
Tallahassee, Florida 32312  
Phone: (850) 553-2201  
Fax: (850) 942-9691 / 942-8308  
[www.fhwa.dot.gov/fldiv](http://www.fhwa.dot.gov/fldiv)

In Reply Refer To:  
HDA-FL

Timothy Parsons, Ph.D, RPA, Division Director  
Florida Department of State  
State Historic Preservation Officer  
R.A. Gray Building  
500 South Bronough Street  
Tallahassee, FL 32399-0250

**RE: FHWA invites the Florida State Historic Preservation Office to serve as a Participating Agency**

Dear Dr. Parsons:

The Federal Highway Administration (FHWA) invites the Florida State Historic Preservation Office to serve as a Participating Agency for the following project:

PROJECT NAME: Tampa Interstate Study
PROJECT LOCATION: Tampa, Florida
PROJECT LIMITS: I-275 from Howard Frankland Bridge to Dr. Martin Luther King, Jr. Boulevard and I-4 from I-275 to 50 <sup>th</sup> Street
FINANCIAL # : TBD
FHWA CONTACT: Cathy Kendall, AICP, (850) 553-2225 <a href="mailto:cathy.kendall@dot.gov">cathy.kendall@dot.gov</a>
FDOT PROJECT MANAGER: Kirk Bogen, PE, (813) 975-6448 <a href="mailto:Kirk.Bogen@dot.state.fl.us">Kirk.Bogen@dot.state.fl.us</a>
CLASS OF ACTION: Supplemental Environmental Impact Statement

The project team is currently working to update the Purpose and Need statement based on current information contained on the [tampainterstatestudy.com](http://tampainterstatestudy.com) website.

Pursuant to Title 23 USC 139, Participating Agencies are responsible for identifying, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

- Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be considered, and the methodologies and level of detail required in the alternatives analysis.
- Participate in coordination meetings and joint field reviews as appropriate.



- Timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Please respond to FHWA in writing with an acceptance or denial of the invitation **no later than Wednesday, March 15, 2017**. If you have any questions about this project, would like to discuss in more detail our agencies' respective roles and responsibilities during the preparation of this Class of Action, or would like to discuss the invitation, please contact me at (850) 553-2225 or [cathy.kendall@dot.gov](mailto:cathy.kendall@dot.gov).

Thank you for your cooperation and interest in this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Cathy Kendall". The signature is fluid and cursive, with the first name "Cathy" and last name "Kendall" clearly distinguishable.

FOR: James Christian, P.E.  
Division Administrator





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

**Florida Division**

March 3, 2017

3500 Financial Plaza, Suite 400  
Tallahassee, Florida 32312  
Phone: (850) 553-2201  
Fax: (850) 942-9691 / 942-8308  
[www.fhwa.dot.gov/fldiv](http://www.fhwa.dot.gov/fldiv)

In Reply Refer To:  
HDA-FL

Roy Crabtree, Administrator  
United States Department of Commerce  
National Marine Fisheries Service, Southeast Regional Office  
263 13th Avenue S.  
St. Petersburg, FL 33701

**RE: FHWA invites the National Marine Fisheries Service to serve as a Participating Agency**

Dear Dr. Crabtree:

The Federal Highway Administration (FHWA) invites the National Marine Fisheries Service to serve as a Participating Agency for the following project:

PROJECT NAME: Tampa Interstate Study
PROJECT LOCATION: Tampa, Florida
PROJECT LIMITS: I-275 from Howard Frankland Bridge to Dr. Martin Luther King, Jr. Boulevard and I-4 from I-275 to 50 <sup>th</sup> Street
FINANCIAL #: TBD
FHWA CONTACT: Cathy Kendall, AICP, (850) 553-2225 <a href="mailto:cathy.kendall@dot.gov">cathy.kendall@dot.gov</a>
FDOT PROJECT MANAGER: Kirk Bogen, PE, (813) 975-6448 <a href="mailto:Kirk.Bogen@dot.state.fl.us">Kirk.Bogen@dot.state.fl.us</a>
CLASS OF ACTION: Supplemental Environmental Impact Statement

The project team is currently working to update the Purpose and Need statement based on current information contained on the [tampainterstatestudy.com](http://tampainterstatestudy.com) website.

Pursuant to Title 23 USC 139, Participating Agencies are responsible for identifying as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

- Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be considered, and the methodologies and level of detail required in the alternatives analysis.
- Participate in coordination meetings and joint field reviews as appropriate.



- Timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Please respond to FHWA in writing with an acceptance or denial of the invitation **no later than Wednesday, March 15, 2017**. If you have any questions about this project, would like to discuss in more detail our agencies' respective roles and responsibilities during the preparation of this Class of Action, or would like to discuss the invitation, please contact me at (850) 553-2225 or [cathy.kendall@dot.gov](mailto:cathy.kendall@dot.gov).

Thank you for your cooperation and interest in this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Cathy Kendall". The signature is fluid and cursive, with the first name "Cathy" and last name "Kendall" clearly distinguishable.

FOR: James Christian, P.E.  
Division Administrator





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

**Florida Division**

March 3, 2017

3500 Financial Plaza, Suite 400  
Tallahassee, Florida 32312  
Phone: (850) 553-2201  
Fax: (850) 942-9691 / 942-8308  
[www.fhwa.dot.gov/fldiv](http://www.fhwa.dot.gov/fldiv)

In Reply Refer To:  
HDA-FL

Debbie Wegmann  
Chief, Regulatory Division's Special Projects and Enforcement Branch  
United States Army Corps of Engineers  
Jacksonville District Regulatory Division  
P.O. Box 4970  
Jacksonville, FL 32232-0019

**RE: FHWA invites the United States Army Corps of Engineers to serve as a Cooperating Agency**

Dear Ms. Wegmann:

The Federal Highway Administration (FHWA) invites the United States Army Corps of Engineers to serve as a Cooperating Agency for the following project:

PROJECT NAME: Tampa Interstate Study
PROJECT LOCATION: Tampa, Florida
PROJECT LIMITS: I-275 from Howard Frankland Bridge to Dr. Martin Luther King, Jr. Boulevard and I-4 from I-275 to 50 <sup>th</sup> Street
FINANCIAL # : TBD
FHWA CONTACT: Cathy Kendall, AICP, (850) 553-2225 <a href="mailto:cathy.kendall@dot.gov">cathy.kendall@dot.gov</a>
FDOT PROJECT MANAGER: Kirk Bogen, PE, (813) 975-6448 <a href="mailto:Kirk.Bogen@dot.state.fl.us">Kirk.Bogen@dot.state.fl.us</a>
CLASS OF ACTION: Supplemental Environmental Impact Statement

The project team is currently working to update the Purpose and Need statement based on current information contained on the [tampainterstatestudy.com](http://tampainterstatestudy.com) website.

The United States Army Corps of Engineers will serve as a cooperating agency in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's (CEQ) Regulations for Implementing the Procedural Provision of the National Environmental Policy Act.

Pursuant to Title 23 USC 139, Cooperating Agencies are responsible for identifying, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:



- Provide meaningful and early input on defining the Purpose and Need, determining the range of alternatives to be considered, and the methodologies and level of detail required in the alternatives analysis.
- Participate in coordination meetings and joint field reviews, as appropriate.
- Timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.
- Identification of the impacts and important issues to be addressed in the EIS pertaining to the intersection of the project alternatives with the resource(s) in your jurisdiction.
- Federal agencies do not have to accept this invitation. If, however, US Army Corps of Engineers elects not to become a Participating or Cooperating Agency, it must state its reason for declining the invitation and specifically include the following in the response:
  - The agency has no jurisdiction or authority with respect to the project;
  - The agency has no expertise or information relevant to the project; and
  - The agency does not intend to submit comments on the project during the Project Development and Environment (PD&E) Phase. The agency is still expected to comment during the Programming Screen.

The US Army Corps of Engineers will be treated as a Cooperating Agency unless it declines such a designation per the process described above. Please respond to FHWA in writing with an acceptance or denial of the invitation **no later than Wednesday, March 15, 2017**. If you have any questions about this project, would like to discuss in more detail our agencies' respective roles and responsibilities during the preparation of this Class of Action, or would like to discuss the invitation, please contact me at (850) 553-2225 or [cathy.kendall@dot.gov](mailto:cathy.kendall@dot.gov).

Thank you for your cooperation and interest in this project.

Sincerely,

A handwritten signature in dark ink, appearing to read "Cathy Kendall". The signature is fluid and cursive, with the first name "Cathy" and last name "Kendall" clearly distinguishable.

FOR: James Christian, P.E.  
Division Administrator





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

**Florida Division**

March 3, 2017

3500 Financial Plaza, Suite 400  
Tallahassee, Florida 32312  
Phone: (850) 553-2201  
Fax: (850) 942-9691 / 942-8308  
[www.fhwa.dot.gov/fldiv](http://www.fhwa.dot.gov/fldiv)

In Reply Refer To:  
HDA-FL

Rear Admiral Scott Buschman, Commander, Seventh Division  
United States Coast Guard  
Brickell Plaza Federal Building  
909 SE 1<sup>st</sup> Avenue  
Miami, FL 33131-3050

**RE: FHWA invites the United States Coast Guard to serve as a Cooperating Agency**

Dear Rear Admiral Buschman:

The Federal Highway Administration (FHWA) invites the United States Coast Guard to serve as a Cooperating Agency for the following project:

PROJECT NAME: Tampa Interstate Study
PROJECT LOCATION: Tampa, Florida
PROJECT LIMITS: I-275 from Howard Frankland Bridge to Dr. Martin Luther King, Jr. Boulevard and I-4 from I-275 to 50 <sup>th</sup> Street
BRIDGES: I-275 over Hillsborough River Eastbound Bridge #100136 Westbound Bridge #100135
FINANCIAL # : TBD
FHWA CONTACT: Cathy Kendall, AICP, (850) 553-2225 <a href="mailto:cathy.kendall@dot.gov">cathy.kendall@dot.gov</a>
FDOT PROJECT MANAGER: Kirk Bogen, PE, (813) 975-6448 <a href="mailto:Kirk.Bogen@dot.state.fl.us">Kirk.Bogen@dot.state.fl.us</a>
CLASS OF ACTION: Supplemental Environmental Impact Statement

The project team is currently working to update the Purpose and Need statement based on current information contained on the [tampainterstatestudy.com](http://tampainterstatestudy.com) website.

The United States Coast Guard will serve as a cooperating agency in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's (CEQ) Regulations for Implementing the Procedural Provision of the National Environmental Policy Act.

Pursuant to Title 23 USC 139, Cooperating Agencies are responsible for identifying, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:



- Provide meaningful and early input on defining the Purpose and Need, determining the range of alternatives to be considered, and the methodologies and level of detail required in the alternatives analysis.
- Participate in coordination meetings and joint field reviews, as appropriate.
- Timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.
- Identification of the impacts and important issues to be addressed in the EIS pertaining to the intersection of the project alternatives with the resource(s) in your jurisdiction.

Federal agencies do not have to accept this invitation. If, however, the US Coast Guard elects not to become a Participating or Cooperating Agency, it must state its reason for declining the invitation and specifically include the following in the response:

- The agency has no jurisdiction or authority with respect to the project;
- The agency has no expertise or information relevant to the project; and
- The agency does not intend to submit comments on the project during the Project Development and Environment (PD&E) Phase. The agency is still expected to comment during the Programming Screen.

The US Coast Guard will be treated as a Cooperating Agency unless it declines such a designation per the process described above. Please respond to FHWA in writing with an acceptance or denial of the invitation **no later than Wednesday, March 15, 2017**. If you have any questions about this project, would like to discuss in more detail our agencies' respective roles and responsibilities during the preparation of this Class of Action, or would like to discuss the invitation, please contact me at (850) 553-2225 or [cathy.kendall@dot.gov](mailto:cathy.kendall@dot.gov).

Thank you for your cooperation and interest in this project.

Sincerely,



FOR: James Christian, P.E.  
Division Administrator



## **Agency Responses**



## Christina Haven

---

**From:** George Walton  
**Sent:** Friday, March 17, 2017 8:55 AM  
**To:** Ben Walker; Christina Haven  
**Subject:** FW: Tampa Interstate Study Supplemental EIS - FAA Participating Agency

FYI

**George W. Walton, P.E.**  
Vice President  
**HNTB CORPORATION**

---

**From:** Kendall, Cathy (FHWA) [mailto:Cathy.Kendall@dot.gov]  
**Sent:** Thursday, March 16, 2017 11:07 AM  
**To:** kirk.bogen@dot.state.fl.us; George Walton <gwalton@HNTB.com>; Ashley.Henzel@atkinsglobal.com  
**Cc:** Cunill, Benito (FHWA) <Benito.Cunill@dot.gov>; Sullivan, Joseph (FHWA) <Joseph.Sullivan@dot.gov>  
**Subject:** FW: Tampa Interstate Study Supplemental EIS - FAA Participating Agency

Please note FAA's acceptance as a participating agency below for the TIS project.

Cathy Kendall, AICP  
Senior Environmental Specialist  
FHWA - FL, PR and VI  
3500 Financial Plaza, Suite 400  
Tallahassee, FL 32312  
(850) 553-2225  
[cathy.kendall@dot.gov](mailto:cathy.kendall@dot.gov)

---

**From:** [Virginia.Lane@faa.gov](mailto:Virginia.Lane@faa.gov) [mailto:Virginia.Lane@faa.gov]  
**Sent:** Thursday, March 16, 2017 10:46 AM  
**To:** Kendall, Cathy (FHWA)  
**Cc:** [Rebecca.Henry@faa.gov](mailto:Rebecca.Henry@faa.gov); [Bart.Vernace@FAA.GOV](mailto:Bart.Vernace@FAA.GOV); [Allan.Nagy@faa.gov](mailto:Allan.Nagy@faa.gov)  
**Subject:** Tampa Interstate Study Supplemental EIS - FAA Participating Agency

Cathy,

The FAA would be pleased to participate as a participating agency on the Tampa Interstate Study Supplemental EIS. We look forward to working with the FHWA.

Sincerely,

Virginia Lane, Environmental Specialist  
Federal Aviation Administration  
Orlando Airports District Office  
5950 Hazeltine National Drive, Ste. 400  
Orlando, FL 32822  
407.812.6331 Ext. 129



## Christina Haven

---

**From:** George Walton  
**Sent:** Thursday, March 16, 2017 9:54 AM  
**To:** Christina Haven; Ben Walker  
**Subject:** Fwd: Tampa Interstate Study

FYI

Sent from my iPhone

Begin forwarded message:

**From:** "Kendall, Cathy (FHWA)" <[Cathy.Kendall@dot.gov](mailto:Cathy.Kendall@dot.gov)>  
**Date:** March 16, 2017 at 9:44:17 AM EDT  
**To:** "[kirk.bogen@dot.state.fl.us](mailto:kirk.bogen@dot.state.fl.us)" <[kirk.bogen@dot.state.fl.us](mailto:kirk.bogen@dot.state.fl.us)>, "George Walton ([gwalton@HNTB.com](mailto:gwalton@HNTB.com))" <[gwalton@HNTB.com](mailto:gwalton@HNTB.com)>, "[Ashley.Henzel@atkinsglobal.com](mailto:Ashley.Henzel@atkinsglobal.com)" <[Ashley.Henzel@atkinsglobal.com](mailto:Ashley.Henzel@atkinsglobal.com)>  
**Cc:** "Cunill, Benito (FHWA)" <[Benito.Cunill@dot.gov](mailto:Benito.Cunill@dot.gov)>, "Sullivan, Joseph(FHWA)" <[Joseph.Sullivan@dot.gov](mailto:Joseph.Sullivan@dot.gov)>  
**Subject:** FW: Tampa Interstate Study

USFWS has confirmed their participating agency status for TIS.

Cathy Kendall, AICP  
Senior Environmental Specialist  
FHWA - FL, PR and VI  
3500 Financial Plaza, Suite 400  
Tallahassee, FL 32312  
(850) 553-2225  
[cathy.kendall@dot.gov](mailto:cathy.kendall@dot.gov)

**From:** Williams, Zakia [[mailto:zakia\\_williams@fws.gov](mailto:zakia_williams@fws.gov)]  
**Sent:** Thursday, March 16, 2017 8:44 AM  
**To:** Kendall, Cathy (FHWA)  
**Subject:** Tampa Interstate Study

Good Morning Cathy,

Please add USFWS Jacksonville Ecological Services Office to the distribution list for this project.

Thank you,  
Zakia Williams

--

*Zakia Williams*



*Fish and Wildlife Biologist (FDOT Liaison)*

*US Fish and Wildlife Service*

7915 Baymeadows Way Ste. 200

*Jacksonville, FL 32256*

(o) 904-731-3119

(c)904-200-2678

(F) 904-731-3045

[illegible]
$$\begin{array}{c} @ \text{---} @ \\ \vdots \\ ( \text{---} ) \\ ( \text{--> } \text{---} \text{--<} ) \\ \wedge \quad \sim \quad \wedge \end{array}$$

**NOTE: This email correspondence and any attachments to and from this sender is subject to the Freedom of Information Act (FOIA) and may be disclosed to third parties.**



## Christina Haven

---

**From:** George Walton  
**Sent:** Tuesday, March 14, 2017 1:54 PM  
**To:** Christina Haven; Ben Walker  
**Subject:** Fwd: NPS Participation - Tampa Interstate Study SEIS

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

FYI

Sent from my iPhone

Begin forwarded message:

**From:** "Kendall, Cathy (FHWA)" <[Cathy.Kendall@dot.gov](mailto:Cathy.Kendall@dot.gov)>  
**Date:** March 14, 2017 at 1:39:51 PM EDT  
**To:** "George Walton ([gwalton@HNTB.com](mailto:gwalton@HNTB.com))" <[gwalton@HNTB.com](mailto:gwalton@HNTB.com)>, "[Ashley.Henzel@atkinsglobal.com](mailto:Ashley.Henzel@atkinsglobal.com)" <[Ashley.Henzel@atkinsglobal.com](mailto:Ashley.Henzel@atkinsglobal.com)>  
**Cc:** "Sullivan, Joseph(FHWA)" <[Joseph.Sullivan@dot.gov](mailto:Joseph.Sullivan@dot.gov)>, "Cunill, Benito (FHWA)" <[Benito.Cunill@dot.gov](mailto:Benito.Cunill@dot.gov)>, "[kirk.bogen@dot.state.fl.us](mailto:kirk.bogen@dot.state.fl.us)" <[kirk.bogen@dot.state.fl.us](mailto:kirk.bogen@dot.state.fl.us)>  
**Subject:** FW: NPS Participation - Tampa Interstate Study SEIS

FYI, regarding NPS participation due to National Landmark designation of Ybor City Historic District.

Cathy Kendall, AICP  
Senior Environmental Specialist  
FHWA - FL, PR and VI  
3500 Financial Plaza, Suite 400  
Tallahassee, FL 32312  
(850) 553-2225  
[cathy.kendall@dot.gov](mailto:cathy.kendall@dot.gov)

**From:** Walton, Cynthia [[mailto:cynthia\\_walton@nps.gov](mailto:cynthia_walton@nps.gov)]  
**Sent:** Tuesday, March 14, 2017 1:30 PM  
**To:** Kendall, Cathy (FHWA); [kirk.bogen@dot.state.fl.us](mailto:kirk.bogen@dot.state.fl.us)  
**Cc:** Barnett, Anita; Beth Byrd  
**Subject:** NPS Participation - Tampa Interstate Study SEIS

Dear Mr. Bogen:

Thank you for your letter, dated March 3, 2017, inviting the National Park Service to participate in the Tampa Interstate Study SEIS. The Project limits, described in your letter, include the Ybor City Historic District, which was designated a National Historic Landmark in 1974. The National Park Service, which administers the National Historic Landmark program is interested in potential effects to the historic district and would like to participate.



Please direct project correspondence to me at [cynthia\\_walton@nps.gov](mailto:cynthia_walton@nps.gov).

Thanks,

Cynthia

Cynthia Walton

National Historic Landmarks Program Manager  
National Park Service, Southeast Region  
100 Alabama St. SW, Atlanta, GA 30303  
(404) 507-5792

Monday - Friday 7:00 a.m. to 3:30 p.m.



## Christina Haven

---

**From:** George Walton  
**Sent:** Monday, March 13, 2017 10:56 AM  
**To:** Christina Haven; Ben Walker  
**Subject:** FW: I-275 Participation

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

FYI

**George W. Walton, P.E.**  
Vice President  
**HNTB CORPORATION**

---

**From:** Kendall, Cathy (FHWA) [mailto:Cathy.Kendall@dot.gov]  
**Sent:** Monday, March 13, 2017 10:54 AM  
**To:** kirk.bogen@dot.state.fl.us; George Walton <gwalton@HNTB.com>; Ashley.Henzel@atkinsglobal.com  
**Cc:** Cunill, Benito (FHWA) <Benito.Cunill@dot.gov>; Sullivan, Joseph (FHWA) <Joseph.Sullivan@dot.gov>  
**Subject:** FW: I-275 Participation

FYI and records.

Cathy Kendall, AICP  
Senior Environmental Specialist  
FHWA - FL, PR and VI  
3500 Financial Plaza, Suite 400  
Tallahassee, FL 32312  
(850) 553-2225  
[cathy.kendall@dot.gov](mailto:cathy.kendall@dot.gov)

---

**From:** McManus, Alyssa M. [mailto:[Alyssa.McManus@DOS.MyFlorida.com](mailto:Alyssa.McManus@DOS.MyFlorida.com)]  
**Sent:** Monday, March 13, 2017 10:25 AM  
**To:** Kendall, Cathy (FHWA)  
**Cc:** Jackson, Roy; Aldridge, Jason H.  
**Subject:** I-275 Participation

Cathy,

We accept your invitation to be a participating agency for the Tampa Interstate Study. We look forward to working with you.

Thanks,

**Alyssa McManus**

Bureau of Historic Preservation | Architectural Historian | Division of Historical Resources | Florida  
Department of State | 500 South Bronough Street | Tallahassee, Florida



32399 | 850.245.6368 | 1.800.847.7278 | Fax:

850.245.6437 | [Alyssa.McManus@dos.myflorida.com](mailto:Alyssa.McManus@dos.myflorida.com) | [www.flheritage.com](http://www.flheritage.com)



The Department of State is committed to excellence.  
Please take our [Customer Satisfaction Survey](#).



**From:** [George Walton](#)  
**To:** [Sullivan, Joseph\(FHWA\)](#)  
**Subject:** FW: Invitation for Participating in Tampa Interstate Study -- SEIS  
**Date:** Friday, March 24, 2017 10:37:30 AM

---

Here is FTA's response

**George W. Walton, P.E.**  
Vice President  
**HNTB CORPORATION**

---

**From:** Kendall, Cathy (FHWA) [mailto:Cathy.Kendall@dot.gov]  
**Sent:** Monday, March 13, 2017 8:34 AM  
**To:** kirk.bogen@dot.state.fl.us; George Walton <gwalton@HNTB.com>; Ashley.Henzel@atkinsglobal.com  
**Cc:** Cunill, Benito (FHWA) <Benito.Cunill@dot.gov>; Sullivan, Joseph(FHWA) <Joseph.Sullivan@dot.gov>  
**Subject:** FW: Invitation for Participating in Tampa Interstate Study -- SEIS

FYI and records.

Cathy Kendall, AICP  
Senior Environmental Specialist  
FHWA - FL, PR and VI  
3500 Financial Plaza, Suite 400  
Tallahassee, FL 32312  
(850) 553-2225  
[cathy.kendall@dot.gov](mailto:cathy.kendall@dot.gov)

---

**From:** Melton, Boyd (FTA)  
**Sent:** Friday, March 10, 2017 12:13 PM  
**To:** Kendall, Cathy (FHWA)  
**Cc:** Whyte, Dudley (FTA); Mitchell, Stanley (MARAD); Gosman, Richelle (FTA); Orr, Elizabeth (FTA); Williams, Valencia (FTA); Ledesma, Roxanne (FTA)  
**Subject:** Invitation for Participating in Tampa Interstate Study -- SEIS

Cathy –

Thanks for sending, but we will not participate in the above SEIS. Best of luck with it.

**Keith Melton**  
**Acting Director of Planning**  
**FTA Region IV**  
**230 Peachtree St., Ste 1400**  
**Atlanta, GA 30303**  
**404.865.5614 Direct**  
**404.865.5605 FAX**



## Christina Haven

---

**From:** George Walton  
**Sent:** Wednesday, April 12, 2017 11:35 AM  
**To:** Christina Haven; Ben Walker; Kenneth Morefield  
**Subject:** Fwd: Tampa Interstate Study (UNCLASSIFIED)

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Note change.

Sent from my iPhone

Begin forwarded message:

**From:** "Bogen, Kirk" <[Kirk.Bogen@dot.state.fl.us](mailto:Kirk.Bogen@dot.state.fl.us)>  
**Date:** April 12, 2017 at 10:18:16 AM CDT  
**To:** PE George Walton <[gwalton@hntb.com](mailto:gwalton@hntb.com)>, "Henzel, Ashley" <[Ashley.Henzel@dot.state.fl.us](mailto:Ashley.Henzel@dot.state.fl.us)>, "Rhinesmith, Robin" <[Robin.Rhinesmith@dot.state.fl.us](mailto:Robin.Rhinesmith@dot.state.fl.us)>, "McKinney, Edward" <[Edward.McKinney@dot.state.fl.us](mailto:Edward.McKinney@dot.state.fl.us)>  
**Subject:** Fwd: Tampa Interstate Study (UNCLASSIFIED)

Get [Outlook for iOS](#)

---

**From:** Ostrofsky, Tarrie L CIV USARMY CESAJ (US) <[Tarrie.L.Ostrofsky@usace.army.mil](mailto:Tarrie.L.Ostrofsky@usace.army.mil)>  
**Sent:** Wednesday, April 12, 2017 10:13:47 AM  
**To:** Sullivan, Joseph  
**Cc:** Kizlauskas, Andrew A CIV USARMY CESAJ (US); Bogen, Kirk; Pagan, Xavier; Creighton, Virginia  
**Subject:** RE: Tampa Interstate Study (UNCLASSIFIED)

CLASSIFICATION: UNCLASSIFIED

Joe:

I need to modify the Corps response to be a Participating Agency in regard to the Tampa Interstate Study.

I apologize for the error in my first message.

Thank you,

Tarrie

Tarrie Ostrofsky  
U.S. Army Corps of Engineers  
Jacksonville District - Regulatory Division  
Palm Beach Gardens Office  
4400 PGA Blvd., Suite 500  
Palm Beach Gardens, FL 33410-6557  
561-472-3519



-----Original Message-----

From: Ostrofsky, Tarrie L CIV USARMY CESAJ (US)

Sent: Wednesday, April 12, 2017 10:20 AM

To: '[joseph.sullivan@dot.gov](mailto:joseph.sullivan@dot.gov)' <[joseph.sullivan@dot.gov](mailto:joseph.sullivan@dot.gov)>

Cc: Kizlauskas, Andrew A CIV USARMY CESAJ (US) <[Andrew.A.Kizlauskas@usace.army.mil](mailto:Andrew.A.Kizlauskas@usace.army.mil)>;

'[Kirk.Bogen@dot.state.fl.us](mailto:Kirk.Bogen@dot.state.fl.us)' <[Kirk.Bogen@dot.state.fl.us](mailto:Kirk.Bogen@dot.state.fl.us)>; 'Pagan, Xavier' <[Xavier.Pagan@dot.state.fl.us](mailto:Xavier.Pagan@dot.state.fl.us)>;

Creighton, Virginia ([Virginia.Creighton@dot.state.fl.us](mailto:Virginia.Creighton@dot.state.fl.us)) <[Virginia.Creighton@dot.state.fl.us](mailto:Virginia.Creighton@dot.state.fl.us)>

Subject: Tampa Interstate Study (UNCLASSIFIED)

CLASSIFICATION: UNCLASSIFIED

Good Morning Joe:

The Corps is in receipt of a letter, dated March 3, 2017, regarding the FHWA invitation to the USACE to serve as a Cooperating Agency for the Tampa Interstate Study.

The Corps has reviewed the request and accepts the invitation to be a Cooperating Agency for this study.

Thank you for contacting the USACE.

Tarrie

Tarrie Ostrofsky

U.S. Army Corps of Engineers

Jacksonville District - Regulatory Division Palm Beach Gardens Office

4400 PGA Blvd., Suite 500

Palm Beach Gardens, FL 33410-6557

561-472-3519

CLASSIFICATION: UNCLASSIFIED

CLASSIFICATION: UNCLASSIFIED



U.S. Department of  
Homeland Security

United States  
Coast Guard



Commander  
United States Coast Guard  
Seventh District

909 SE 1<sup>st</sup> Ave. (Rm432)  
Miami, FL 33131  
Staff Symbol: (dpb)  
Phone: 305-415-6736  
Fax: 305-415-6763  
Email: [randall.d.overton@uscg.mil](mailto:randall.d.overton@uscg.mil)

16475/3040  
April 5, 2017

James Christian, P.E.  
Federal Highway Administration  
3500 Financial Plaza, Suite 400  
Tallahassee, Florida 32312

Mr. Christian:

In reference to your letter dated March 3, 2017 requesting the Coast Guard participate as a cooperating agency in the environmental review process for the Tampa Interstate Study, I as the Coast Guard Seventh District Bridge Branch representative acknowledge receipt of and accept the invitation to be a cooperating agency.

The Coast Guard will be a cooperating agency on the Tampa Interstate Study in accordance with 40 CFR 1501.6 and as such provide comments concerning proposed bridges over navigable waterways of the United States that fall within the project corridor.

If you have any questions or concerns please call me at (305) 415-6736 or email [Randall.D.Overton@uscg.mil](mailto:Randall.D.Overton@uscg.mil)

Sincerely,

A handwritten signature in blue ink, appearing to read "R.D. Overton", written over a horizontal line.

RANDALL D. OVERTON  
Federal Permitting Agent  
Bridge Management Specialist  
U.S. Coast Guard

e-Copy: Cathy Kendall, FHWA, [cathy.kendall@dot.gov](mailto:cathy.kendall@dot.gov)  
Kirk Bogen, FDOT [kirk.bogen@dot.state.fl.us](mailto:kirk.bogen@dot.state.fl.us)  
Joseph Sullivan, FHWA [Joseph.Sullivan@dot.gov](mailto:Joseph.Sullivan@dot.gov)  
Karen Brunelle, FHWA [Karen.Brunelle@dot.gov](mailto:Karen.Brunelle@dot.gov)  
Benito Cunill, FHWA [Benito.Cunill@dot.gov](mailto:Benito.Cunill@dot.gov)

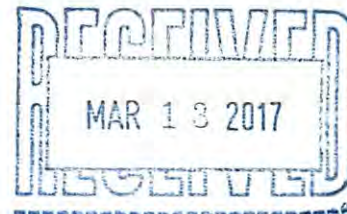




UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 4  
ATLANTA FEDERAL CENTER  
61 FORSYTH STREET  
ATLANTA, GEORGIA 30303-8960

MAR 09 2017



Mr. James Christian  
U.S. Department of Transportation  
Federal Highway Administration  
3500 Financial Plaza, Suite 400  
Tallahassee, Florida 32312

Re: Participating Agency Request for the Supplemental Environmental Impact Statement on the Tampa Interstate Study in Hillsborough County, Florida

Dear Mr. Christian:

The U.S. Environmental Protection Agency, Region 4 received the letter dated March 3, 2017, inviting the EPA to become a participating agency with the Federal Highway Administration (FHWA) in the development of the Supplemental Environmental Impact Statement (SEIS) for the Tampa Interstate Study (I-275 from the Howard Franklin Bridge to Dr. Martin Luther King Jr. Boulevard and I-4 from I-275 to 50<sup>th</sup> Street) in Hillsborough County, Florida.

In accordance with your request, we accept your invitation to become a participating agency for this project, and will endeavor to participate in project activities in the manner suggested in your letter. The EPA's participating agency status and level of involvement does not preclude our independent review responsibilities under Section 102(2)(C) of the National Environmental Policy Act and Section 309 of the Clean Air Act. Similarly, our role as a participating agency should not imply that the EPA will necessarily concur with all aspects of the forthcoming SEIS.

We appreciate the invitation to work with the FHWA as a participating agency on this project and look forward to working with you. Please contact Ms. Amanetta Somerville, as our primary agency representative for this project, at (404) 562-9025 or [somerville.amanetta@epa.gov](mailto:somerville.amanetta@epa.gov), if you have additional questions.

Sincerely,

G. Alan Farmer  
Director  
Resource Conservation and Restoration Division



## Christina Haven

---

**From:** George Walton  
**Sent:** Thursday, March 16, 2017 9:54 AM  
**To:** Christina Haven; Ben Walker  
**Subject:** Fwd: Tampa Interstate Study

FYI

Sent from my iPhone

Begin forwarded message:

**From:** "Kendall, Cathy (FHWA)" <[Cathy.Kendall@dot.gov](mailto:Cathy.Kendall@dot.gov)>  
**Date:** March 16, 2017 at 9:44:17 AM EDT  
**To:** "[kirk.bogen@dot.state.fl.us](mailto:kirk.bogen@dot.state.fl.us)" <[kirk.bogen@dot.state.fl.us](mailto:kirk.bogen@dot.state.fl.us)>, "George Walton ([gwalton@HNTB.com](mailto:gwalton@HNTB.com))" <[gwalton@HNTB.com](mailto:gwalton@HNTB.com)>, "[Ashley.Henzel@atkinsglobal.com](mailto:Ashley.Henzel@atkinsglobal.com)" <[Ashley.Henzel@atkinsglobal.com](mailto:Ashley.Henzel@atkinsglobal.com)>  
**Cc:** "Cunill, Benito (FHWA)" <[Benito.Cunill@dot.gov](mailto:Benito.Cunill@dot.gov)>, "Sullivan, Joseph(FHWA)" <[Joseph.Sullivan@dot.gov](mailto:Joseph.Sullivan@dot.gov)>  
**Subject:** FW: Tampa Interstate Study

USFWS has confirmed their participating agency status for TIS.

Cathy Kendall, AICP  
Senior Environmental Specialist  
FHWA - FL, PR and VI  
3500 Financial Plaza, Suite 400  
Tallahassee, FL 32312  
(850) 553-2225  
[cathy.kendall@dot.gov](mailto:cathy.kendall@dot.gov)

**From:** Williams, Zakia [[mailto:zakia\\_williams@fws.gov](mailto:zakia_williams@fws.gov)]  
**Sent:** Thursday, March 16, 2017 8:44 AM  
**To:** Kendall, Cathy (FHWA)  
**Subject:** Tampa Interstate Study

Good Morning Cathy,

Please add USFWS Jacksonville Ecological Services Office to the distribution list for this project.

Thank you,  
Zakia Williams

--

*Zakia Williams*







## Christina Haven

---

**From:** George Walton  
**Sent:** Tuesday, March 14, 2017 1:54 PM  
**To:** Christina Haven; Ben Walker  
**Subject:** Fwd: NPS Participation - Tampa Interstate Study SEIS

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

FYI

Sent from my iPhone

Begin forwarded message:

**From:** "Kendall, Cathy (FHWA)" <[Cathy.Kendall@dot.gov](mailto:Cathy.Kendall@dot.gov)>  
**Date:** March 14, 2017 at 1:39:51 PM EDT  
**To:** "George Walton ([gwalton@HNTB.com](mailto:gwalton@HNTB.com))" <[gwalton@HNTB.com](mailto:gwalton@HNTB.com)>, "[Ashley.Henzel@atkinsglobal.com](mailto:Ashley.Henzel@atkinsglobal.com)" <[Ashley.Henzel@atkinsglobal.com](mailto:Ashley.Henzel@atkinsglobal.com)>  
**Cc:** "Sullivan, Joseph(FHWA)" <[Joseph.Sullivan@dot.gov](mailto:Joseph.Sullivan@dot.gov)>, "Cunill, Benito (FHWA)" <[Benito.Cunill@dot.gov](mailto:Benito.Cunill@dot.gov)>, "[kirk.bogen@dot.state.fl.us](mailto:kirk.bogen@dot.state.fl.us)" <[kirk.bogen@dot.state.fl.us](mailto:kirk.bogen@dot.state.fl.us)>  
**Subject:** FW: NPS Participation - Tampa Interstate Study SEIS

FYI, regarding NPS participation due to National Landmark designation of Ybor City Historic District.

Cathy Kendall, AICP  
Senior Environmental Specialist  
FHWA - FL, PR and VI  
3500 Financial Plaza, Suite 400  
Tallahassee, FL 32312  
(850) 553-2225  
[cathy.kendall@dot.gov](mailto:cathy.kendall@dot.gov)

**From:** Walton, Cynthia [[mailto:cynthia\\_walton@nps.gov](mailto:cynthia_walton@nps.gov)]  
**Sent:** Tuesday, March 14, 2017 1:30 PM  
**To:** Kendall, Cathy (FHWA); [kirk.bogen@dot.state.fl.us](mailto:kirk.bogen@dot.state.fl.us)  
**Cc:** Barnett, Anita; Beth Byrd  
**Subject:** NPS Participation - Tampa Interstate Study SEIS

Dear Mr. Bogen:

Thank you for your letter, dated March 3, 2017, inviting the National Park Service to participate in the Tampa Interstate Study SEIS. The Project limits, described in your letter, include the Ybor City Historic District, which was designated a National Historic Landmark in 1974. The National Park Service, which administers the National Historic Landmark program is interested in potential effects to the historic district and would like to participate.



Please direct project correspondence to me at [cynthia\\_walton@nps.gov](mailto:cynthia_walton@nps.gov).

Thanks,

Cynthia

Cynthia Walton

National Historic Landmarks Program Manager  
National Park Service, Southeast Region  
100 Alabama St. SW, Atlanta, GA 30303  
(404) 507-5792

Monday - Friday 7:00 a.m. to 3:30 p.m.



**From:** [Kendall, Cathy \(FHWA\)](#)  
**To:** [kirk.bogen@dot.state.fl.us](mailto:kirk.bogen@dot.state.fl.us); [George Walton \(gwalton@HNTB.com\)](mailto:George.Walton@HNTB.com); [Ashley.Henzel@atkinsglobal.com](mailto:Ashley.Henzel@atkinsglobal.com)  
**Cc:** [Cunill, Benito \(FHWA\)](#); [Sullivan, Joseph \(FHWA\)](#)  
**Subject:** FW: Tampa Interstate Study - Participating Agency Invite  
**Date:** Tuesday, March 07, 2017 12:07:11 PM

---

FYI

Cathy Kendall, AICP  
Senior Environmental Specialist  
FHWA - FL, PR and VI  
3500 Financial Plaza, Suite 400  
Tallahassee, FL 32312  
(850) 553-2225  
[cathy.kendall@dot.gov](mailto:cathy.kendall@dot.gov)

**From:** David Rydene - NOAA Federal [mailto:[david.rydene@noaa.gov](mailto:david.rydene@noaa.gov)]  
**Sent:** Tuesday, March 07, 2017 10:40 AM  
**To:** Kendall, Cathy (FHWA)  
**Subject:** Re: Tampa Interstate Study - Participating Agency Invite

NOAA's National Marine Fisheries Service accepts the Federal Highway Administration's invitation to serve as a participating agency for the Tampa Interstate Study (Project limits: I-275 from Howard Frankland Bridge to Dr. Martin Luther King, Jr. Boulevard and I-4 from I-275 to 50th Street).

On Tue, Mar 7, 2017 at 10:17 AM, Kendall, Cathy (FHWA) <[Cathy.Kendall@dot.gov](mailto:Cathy.Kendall@dot.gov)> wrote:

Hi Dave,  
An email is fine.

Hope you are doing well.

Cathy Kendall, AICP  
Senior Environmental Specialist  
FHWA - FL, PR and VI  
3500 Financial Plaza, Suite 400  
Tallahassee, FL 32312  
[\(850\) 553-2225](tel:(850)553-2225)  
[cathy.kendall@dot.gov](mailto:cathy.kendall@dot.gov)

**From:** David Rydene - NOAA Federal [mailto:[david.rydene@noaa.gov](mailto:david.rydene@noaa.gov)]  
**Sent:** Tuesday, March 07, 2017 9:54 AM  
**To:** Kendall, Cathy (FHWA)  
**Subject:** Tampa Interstate Study - Participating Agency Invite

Hi Cathy,



Does FHWA need a physical letter for NMFS's response to the invitation or is an email sufficient?

Thanks, Dave

--

David Rydene, Ph.D.  
Fish Biologist  
National Marine Fisheries Service  
Habitat Conservation Division  
263 13th Avenue South  
St. Petersburg, FL 33701  
Office [\(727\) 824-5379](tel:(727)824-5379)  
Cell [\(813\) 992-5730](tel:(813)992-5730)  
Fax [\(727\) 824-5300](tel:(727)824-5300)

--

David Rydene, Ph.D.  
Fish Biologist  
National Marine Fisheries Service  
Habitat Conservation Division  
263 13th Avenue South  
St. Petersburg, FL 33701  
Office (727) 824-5379  
Cell (813) 992-5730  
Fax (727) 824-5300



**From:** [Johnsen, Michael \(FRA\)](#)  
**To:** [Sullivan, Joseph\(FHWA\)](#)  
**Cc:** [Murphy, Amanda \(FRA\)](#)  
**Subject:** RE: TBX - Participating Agency response  
**Date:** Wednesday, April 19, 2017 4:19:47 PM

---

Confirmed. Apologies for the confusion.

Mike Johnsen  
FRA, Office of Program Delivery  
Office: 202-493-1310  
Mobile: 202-450-8540

### **Rail – Moving America Forward**

*The Federal Railroad Administration's mission is to enable the safe, reliable, and efficient movement of people and goods for a strong America, now and in the future.*

---

**From:** Sullivan, Joseph(FHWA)  
**Sent:** Wednesday, April 19, 2017 4:11 PM  
**To:** Johnsen, Michael (FRA)  
**Subject:** RE: TBX - Participating Agency response

Mike,  
Just for clarification, you are confirming your Participating Agency status for the Tampa Interstate Study (TIS). [This project (TIS) is a subset of the Tampa Bay Express (TBX) project. The TIS project is the project that was advertised in the Notice of Intent (NOI) published in the Federal Register.]  
Please confirm.  
Thank you,  
Joe

Joseph P. Sullivan  
Environmental Specialist  
Federal Highway Administration  
3500 Financial Plaza, Suite 400  
Tallahassee, FL 32312  
850-55-2248  
[Joseph.Sullivan@dot.gov](mailto:Joseph.Sullivan@dot.gov)

---

**From:** Johnsen, Michael (FRA)  
**Sent:** Tuesday, April 18, 2017 10:11 AM  
**To:** Kendall, Cathy (FHWA); Sullivan, Joseph(FHWA)  
**Cc:** Osterhues, Marlys (FRA); Winkle, John (FRA); Valenstein, David (FRA); Gibson, Calvin (FRA); Rennert, Jamie (FRA); Murphy, Amanda (FRA)  
**Subject:** RE: TBX - Participating Agency response

Hello-  
As per our conversation, FRA will become a Participating Agency for the TBX project. Please add us



to the Participating Agency list.

Michael Johnsen  
Supervisory Environmental Protection Specialist  
FRA

### **Rail – Moving America Forward**

*The Federal Railroad Administration's mission is to enable the safe, reliable, and efficient movement of people and goods for a strong America, now and in the future.*

---

**From:** Johnsen, Michael (FRA)  
**Sent:** Tuesday, April 18, 2017 9:34 AM  
**To:** Kendall, Cathy (FHWA) <[Cathy.Kendall@dot.gov](mailto:Cathy.Kendall@dot.gov)>  
**Cc:** Osterhues, Marlys (FRA) <[Marlys.Osterhues@dot.gov](mailto:Marlys.Osterhues@dot.gov)>; Winkle, John (FRA) <[john.winkle@dot.gov](mailto:john.winkle@dot.gov)>; Valenstein, David (FRA) <[david.valenstein@dot.gov](mailto:david.valenstein@dot.gov)>; Gibson, Calvin (FRA) <[Calvin.Gibson@dot.gov](mailto:Calvin.Gibson@dot.gov)>; Rennert, Jamie (FRA) <[jamie.rennert@dot.gov](mailto:jamie.rennert@dot.gov)>  
**Subject:** TBX - Participating Agency response

Hi Cathy-

FRA will become a participating agency on the Tampa Bay Express project if there are rail issues that extend beyond the scope of transit rail projects – for example, if intercity rail operations are affected. Please let us know more of the project's scope so we can confirm FRA's role.

Michael Johnsen  
Supervisory Environmental Protection Specialist  
Federal Railroad Administration, Office of Program Delivery  
Office: 202-493-1310  
Mobile: 202-450-8540

### **Rail – Moving America Forward**

*The Federal Railroad Administration's mission is to enable the safe, reliable, and efficient movement of people and goods for a strong America, now and in the future.*



## APPENDIX C

# Planning Consistency



<u>ItemNumber:</u> <b>443834 1</b>		<u>Description:</u> HILLSBOROUGH COUNTY SUBSTRUCTURE REPAIR VARIOUS LOCATIONS <u>Extra Description:</u> 100358, 100359, 100373, 100374					<u>LRTP:</u> System preservation, p. 161		
<u>Project Length:</u> 1.163		<b>*SIS*</b>							
<u>Type of Work</u> BRIDGE-REPAIR/REHABILITATION									
Fund	<2020	2020	2021	2022	2023	2024	>2024	All Years	
CONSTRUCTION - MANAGED BY FDOT									
DIH	\$0	\$0	\$0	\$15,329	\$0	\$0	\$0	\$15,329	
BRRP	\$0	\$0	\$0	\$1,144,563	\$0	\$0	\$0	\$1,144,563	
Totals:	\$0	\$0	\$0	\$1,159,892	\$0	\$0	\$0	\$1,159,892	
PRELIMINARY ENGINEERING - MANAGED BY FDOT									
DIH	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000	
BRRP	\$0	\$0	\$225,000	\$0	\$0	\$0	\$0	\$225,000	
Totals:	\$0	\$0	\$226,000	\$0	\$0	\$0	\$0	\$226,000	
Item 443834 1 Totals:	\$0	\$0	\$226,000	\$1,159,892	\$0	\$0	\$0	\$1,385,892	

<u>ItemNumber:</u> <b>412531 2</b>		<u>Description:</u> I-275 (SR 93)/SR 60 INTERCHANGE <u>Extra Description:</u> ROW FOR INTERSTATE MODIFICATION SECTION 4					<u>LRTP:</u> 1093		
<u>Project Length:</u> 0.263		<b>*SIS*</b>							
<u>Type of Work</u> INTERCHANGE - ADD LANES									
Fund	<2020	2020	2021	2022	2023	2024	>2024	All Years	
PRELIMINARY ENGINEERING - MANAGED BY FDOT									
DDR	\$3,803	\$0	\$0	\$0	\$0	\$0	\$0	\$3,803	
DS	\$100,937	\$0	\$0	\$0	\$0	\$0	\$0	\$100,937	
Totals:	\$104,740	\$0	\$0	\$0	\$0	\$0	\$0	\$104,740	
RIGHT OF WAY - MANAGED BY FDOT									
DI	\$20,137,815	\$0	\$0	\$0	\$0	\$0	\$0	\$20,137,815	
BNIR	\$80,124,182	\$0	\$43,981,000	\$0	\$0	\$45,294,037	\$0	\$169,399,219	
ACNP	\$0	\$0	\$0	\$1,068,760	\$0	\$0	\$0	\$1,068,760	
DIH	\$169,290	\$100,000	\$120,000	\$100,000	\$100,000	\$28,443	\$0	\$617,733	
DS	\$157,754	\$0	\$0	\$0	\$0	\$639,893	\$1,360,107	\$2,157,754	
PKED	\$0	\$0	\$25,000,000	\$0	\$0	\$0	\$0	\$25,000,000	
DDR	\$594,616	\$0	\$0	\$585,002	\$0	\$3,501,982	\$603,682	\$5,285,282	
Totals:	\$101,183,657	\$100,000	\$69,101,000	\$1,753,762	\$100,000	\$49,464,355	\$1,963,789	\$223,666,563	
Item 412531 2 Totals:	\$101,288,397	\$100,000	\$69,101,000	\$1,753,762	\$100,000	\$49,464,355	\$1,963,789	\$223,771,303	



Effective Date: 09/01/2019 Florida Department of Transportation Run: 09/02/2019 14.48.28

## Current STIP

View Current STIP Phase Grouping Crosswalk

Item Segment: 412531 2

Fund	<2019	2019	2020	2021	2022	>2022	All Years
HIGHWAYS							
Item Number: 412531 2 Project Description: I-275 (SR 93)/SR 60 INTERCHANGE *SIS*							
District: 07 County: HILLSBOROUGH Type of Work: INTERCHANGE - ADD LANES Project Length: .263							
Extra Description: ROW FOR INTERSTATE MODIFICATION SECTION 4							
PRELIMINARY ENGINEERING / MANAGED BY FDOT							
DDR -DISTRICT DEDICATED REVENUE	3,803	0	0	0	0	0	3,803
DS -STATE PRIMARY HIGHWAYS & PTO	100,937	0	0	0	0	0	100,937
RIGHT OF WAY / MANAGED BY FDOT							
ACNP -ADVANCE CONSTRUCTION NHPP	0	0	0	0	1,068,760	0	1,068,760
BNIR -INTRASTATE R/W & BRIDGE BONDS	51,298,538	176,636	36,649,008	43,981,000	0	45,294,037	177,399,219
DDR -DISTRICT DEDICATED REVENUE	594,616	0	40,600	0	585,002	1,859,532	3,079,750
DI -ST. - S/W INTER/INTRASTATE HWY	20,137,815	0	0	0	0	0	20,137,815
DIH -STATE IN-HOUSE PRODUCT SUPPORT	157,233	21,204	101,380	120,000	100,000	128,443	628,260
DS -STATE PRIMARY HIGHWAYS & PTO	115,408	50,981	0	0	0	4,246,132	4,412,521
PKED -2012 SB1998-TURNPIKE FEEDER RD	0	0	0	25,000,000	0	0	25,000,000
<b>Item 412531 2 Totals:</b>	<b>72,408,350</b>	<b>248,821</b>	<b>36,790,988</b>	<b>69,101,000</b>	<b>1,753,762</b>	<b>51,528,144</b>	<b>231,831,065</b>
<b>Project Total:</b>	<b>72,408,350</b>	<b>248,821</b>	<b>36,790,988</b>	<b>69,101,000</b>	<b>1,753,762</b>	<b>51,528,144</b>	<b>231,831,065</b>
<b>District 07 Totals:</b>	<b>72,408,350</b>	<b>248,821</b>	<b>36,790,988</b>	<b>69,101,000</b>	<b>1,753,762</b>	<b>51,528,144</b>	<b>231,831,065</b>
<b>Grand Total</b>	<b>72,408,350</b>	<b>248,821</b>	<b>36,790,988</b>	<b>69,101,000</b>	<b>1,753,762</b>	<b>51,528,144</b>	<b>231,831,065</b>



## APPENDIX D

# Section 106 / SHPO Coordination





## *Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

11201 N. McKinley Drive  
Tampa, Florida 33612-6456

KEVIN J. THIBAUT, P.E.  
SECRETARY

June 12, 2020

Mr. Joseph Sullivan  
Federal Highway Administration  
400 W. Washington Street, Suite 4200  
Orlando, Florida 32801

**Re: Cultural Resource Assessment Survey Update Addendum  
And Additional Investigations at 8HI14932  
Tampa Interstate Study (TIS)  
Supplemental Environmental Impact Statement (SEIS)  
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  
Hillsborough County, Florida  
Work Program Segment No.: 258337-2  
Federal Aid Project (FAP) No.: N/A  
Florida DHR No.: 2018-007**

Dear Mr. Sullivan:

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 or non-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, is preparing a Supplemental Environmental Impact Statement (SEIS) in accordance with the National Environmental Policy Act (NEPA) and other regulatory requirements.

The proposed TIS SEIS Project is located in the City of Tampa in Hillsborough County, Florida. The study area comprises approximately 11 miles of Interstate (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 east of Howard Frankland Bridge (HFB) to north of State Road (SR) 574 (Dr. Martin Luther King (MLK) Jr. Boulevard), and I-4 from I-275 to east of 50<sup>th</sup> Street. The



proposed improvements are located in the 1996 TIS FEIS Segments 1A, 2A, 2B, 3A, and 3B. Segment 3C is not being considered in the TIS SEIS because it has been constructed.

A *Cultural Resources Assessment Survey (CRAS) Update Addendum* was conducted as part of the study to comply with federal and state regulations, including Section 106 of the National Historic Preservation Act (NHPA) and Chapter 267, *Florida Statutes*. The enclosed *CRAS Update Addendum* includes revisions to proposed Stormwater Management Facility (SMF) sites (SMF 4A and 4B) and additional investigations at the Washington (8HI14932) archaeological site. The objective of this CRAS was to identify cultural resources within the proposed revised footprint of SMF 4A and 4B and assess the resources in terms of their eligibility for listing in the National Register of Historic Places (NRHP) according to the criteria set forth in 36 CFR Section 60.4. Additionally, this CRAS conducted additional investigations at the Washington (8HI14932) archaeological site to determine the site's eligibility for listing in the NRHP.

A *CRAS Update (September 2018)* was submitted to the FHWA and the State Historic Preservation Officer (SHPO) on September 14, 2018. The FHWA and SHPO concurred with the findings on November 20, 2018 and November 26, 2018, respectively. A later *CRAS Update Addendum* (April 2020) was prepared to document additional survey results for SMF sites as well as additional historic resources recorded after the 2018 *CRAS Update*. The FHWA and SHPO concurred with the findings on May 15, 2020. After that survey was completed, additional archaeological fieldwork was conducted at SMF 4A and 4B.

The enclosed additional *CRAS Update Addendum (June 2020)* has since been prepared to document additional archaeological survey results for the proposed revised footprint of two Stormwater Management Facility (SMF) sites (SMF 4A and 4B) as well as additional investigations for site 8HI14932. This *Addendum* is being submitted for your review and coordination with the SHPO. A copy of the document is also being submitted to the SHPO by copy of this letter. The SHPO package also includes an updated Florida Master Site File (FMSF) form (8HI14932), a Survey Log Sheet, and a CD containing related digital files for submittal to the FMSF office.

The archaeological Area of Potential Effect (APE) focuses upon identifying and evaluating resources within the geographic limits of the proposed action and its associated ground disturbing activities. For this addendum, the archaeological APE is limited to the footprint of the proposed revised SMF sites. The original footprint of SMF 4A and 4B was surveyed during the *CRAS Update Addendum* (April 2020). As a result of that survey, the Washington (8HI14932) site was identified within SMF 4A.

The Washington (8HI14932) archaeological site was initially identified by three positive shovel tests. A total of 116 lithic artifacts were recovered during the original survey including two cores, two scrapers, and one unifacial flake tool. Although disturbed soils were identified within the shovel tests, it appeared that most of the lithic material was from an undisturbed context. No temporally diagnostic artifacts were recovered. The site was determined to date to the Archaic period based on the lack of pottery. However, there was insufficient information to determine the site's NRHP eligibility. Therefore, Phase II



archaeological fieldwork was conducted, including additional shovel test and one test unit.

The archaeological field survey conducted for this *Addendum* (June 2020) did not identify any newly or previously recorded archaeological sites within the footprint of SMF 4B. However, field survey determined that the Washington (8HI14932) extends into the proposed revised footprint of SMF 4A. Additional subsurface testing determined that the precontact site is redeposited from an unknown location. A total of 1628 lithic artifacts were recovered from eight shovel tests and one 2 meter (m) by 1 m test unit. No temporally diagnostic artifacts were recovered, but based on the lack of pottery, the precontact artifacts likely date to the Archaic period. The late 19<sup>th</sup>/early 20th century component is also primarily in disturbed contexts. This site, as recorded within the SMF 4A, is located within the footprint of the former George Washington Junior High School building which was demolished in the early 2000s. Due to the disturbed context, the Washington (8HI14932) archaeological site is considered NRHP-ineligible.

This information is being provided in accordance with the provisions of the NHPA of 1966 (as amended), which are implemented by the procedures contained in 36 CFR, Part 800, as well as in accordance with the provisions contained in the revised Chapter 267, *Florida Statutes*.

Provided you approve the recommendations and findings in the enclosed CRAS Update Addendum, please coordinate with the SHPO for concurrence.

If you have any questions, or if I may be of assistance, please contact me at (813) 975-6637 or [crystal.geiger@dot.state.fl.us](mailto:crystal.geiger@dot.state.fl.us).

Sincerely,



Crystal Geiger  
Environmental Specialist III  
Cultural Resource Coordinator

Enclosures

Cc:	Bren George, FHWA	Luis Lopez, FHWA
	Alyssa McManus, SHPO (with enclosure)	
	Thu-Huong Clark, FDOT OEM	Roy Jackson, FDOT OEM
	Kirk Bogen, FDOT	Alice Price, Atkins/FDOT GEC
	Robin Rhinesmith, FDOT	Ken Hardin, Janus Research
	Rebecca Spain Schwarz, Atkins/FDOT GEC	



The FHWA finds the Cultural Resource Assessment Survey (CRAS) Update Addendum provided with this letter to be complete and sufficient and ☒ approves / ☐ does not approve the above recommendations and findings. Or, the FHWA finds the attached report contains ☐ insufficient information.

The FHWA requests the SHPO's opinion on the sufficiency of the CRAS Update Addendum provided with the letter and the SHPO's opinion on the recommendations and findings contained in this letter and in the comment block below.

**FHWA Comments:**

The phase 2 investigation and conclusion at 8HI14982 appear to complete and the conclusions made appear reasonable.

for	/s/ JOSEPH P SULLIVAN	Digitally signed by JOSEPH P SULLIVAN Date: 2020.07.01 10:31:35 -04'00'
	James Christian	Date
	Division Administrator	
	Florida Division	
	Federal Highway Administration	

The Florida State Historic Preservation Officer finds the attached CRAS Update Addendum complete and sufficient and ☒ concurs/ ☐ does not concur with the recommendations and findings provided in this cover letter for SHPO/DHR Project File Number 2018-007 Or, the SHPO finds the attached report contains ☐ insufficient information.

**SHPO Comments:**


/s/ Jason Aldridge DSHPO	July 7, 2020
Timothy A. Parsons, Ph.D.	Date
Director, Division of Historical Resources	
& State Historic Preservation Officer	





## *Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

11201 N. McKinley Drive  
Tampa, Florida 33612-6456

KEVIN J. THIBAUT, P.E.  
SECRETARY

July 9, 2020

Mr. Joseph Sullivan  
Federal Highway Administration  
400 W. Washington Street, Suite 4200  
Orlando, Florida 32801

**Re: Final Section 106 Effects Analysis Case Study Report Update  
Tampa Interstate Study (TIS)  
Supplemental Environmental Impact Statement (SEIS)  
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  
Hillsborough County, Florida  
Work Program Segment No.: 258337-2  
Federal Aid Project (FAP) No.: N/A  
Florida DHR No.: 2018-007**

Dear Mr. Sullivan:

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 or non-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, is preparing a Supplemental Environmental Impact Statement (SEIS) in accordance with the National Environmental Policy Act (NEPA) and other regulatory requirements.

On October 7, 1996, a three-party Memorandum of Agreement (MOA), in compliance with Section 106 of the National Historic Preservation Act (NHPA), between FHWA, the State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation (ACHP) was signed. The MOA addressed the adverse effects identified in the *Effects Analysis Report* (1994) as it related to the TIS 1996 FEIS. The FDOT and the City of Tampa are concurring parties and partners in assisting FHWA ensure the stipulations of the agreement are implemented. The basis for the effects analysis was the original TIS 1993 Cultural Resources Assessment Survey (CRAS).

*Improve Safety, Enhance Mobility, Inspire Innovation*  
[www.fdot.gov](http://www.fdot.gov)



The proposed TIS SEIS Project is located in the City of Tampa in Hillsborough County, Florida. The study area comprises approximately 11 miles of Interstate (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 east of Howard Frankland Bridge (HFB) to north of State Road (SR) 574 (Dr. Martin Luther King (MLK) Jr. Boulevard), and I-4 from I-275 to east of 50<sup>th</sup> Street. The proposed improvements are located in the 1996 TIS FEIS Segments 1A, 2A, 2B, 3A, and 3B. Segment 3C is not being considered in the TIS SEIS because it has been constructed. A Preferred Alternative has been selected and is described in the enclosed *Final Section 106 Effects Analysis Case Study Report Update* (July 2020).

A CRAS Update was conducted as part of the SEIS to comply with federal and state regulations, including Section 106 of NHPA and Chapter 267, *Florida Statutes*. The objective of the CRAS Update was to identify cultural resources within the Recommended Survey Areas within the area of potential effect (APE) established for the TIS FEIS Segments 1A, 2A, 2B, 3A, and 3B and assess the resources in terms of their eligibility for listing in the National Register of Historic Places (NRHP) according to the criteria set forth in 36 CFR Section 60.4.

The *Cultural Resource Assessment Survey Update (September 2018)* was submitted to the FHWA and the SHPO on September 14, 2018. The FHWA and SHPO concurred with the findings on November 20, 2018 and November 26, 2018, respectively.

Another survey, *Cultural Resource Assessment Survey Update Addendum (April 2020)*, was later prepared to document additional survey results for the Stormwater Management Facility (SMF) sites as well as additional historic resources recorded after the 2018 CRAS Update. The updated historic resources survey included those constructed in 1974 or earlier. The *Addendum* was submitted to the FHWA and SHPO; both concurred with the findings on May 15, 2020.

The *CRAS Update* (2018) and *CRAS Update Addendum* (April 2020) results include four NRHP-listed historic districts: North Franklin Street, Upper North Franklin Street Commercial, Tampa Heights, and Ybor City. In addition, two local historic districts (Barrio Latino Local Historic District and Tampa Heights Local Historic District), and one NHL District (Ybor City NHL District) are also partially located within the project survey area. The *CRAS Update* (2018) results also included 31 individually NRHP-listed and eligible historic properties. A list of NRHP-listed or eligible historic properties is attached to this letter. The *CRAS Update Addendum* (April 2020) did not result in any individually NRHP-listed or eligible historic resources, nor are any considered contributing the historic districts.

The archaeological survey in the *CRAS Update Addendum* (April 2020) resulted in the identification of two previously recorded archaeological sites (8HI323 and 8HI3705B), one newly recorded site (8HI14932), and one archaeological occurrence. The two previously recorded archaeological sites were field tested and the portions of the sites, as located within the SMF sites, were determined ineligible for NRHP-listing. Site 8HI14932 was



identified within SMF 4A. The site likely dates to the Archaic period, but no temporally diagnostic artifacts were recovered. There was insufficient information to determine NRHP eligibility, so Phase II testing was later completed during a field survey in June 2020 to determine site-eligibility as well as consideration of avoidance options with a reconfigured pond footprint. Based on the Phase II testing, it was determined that the precontact site was redeposited from an unknown location and due to the disturbed context, the archaeological site (8HI14932) was considered NRHP-ineligible.

The *CRAS Update Addendum* (April 2020) was approved by the FHWA on May 15, 2020 and the SHPO concurred with the findings on May 15, 2020. The *CRAS Update Addendum* (April 2020) was also submitted to the Native American Tribes for review and comment. The Seminole Tribe of Florida responded in a letter dated June 4, 2020, stating that they agree with the consultant's and FDOT's recommendations. They requested that if a Phase II archaeological investigation is conducted for 8HI14932 that they be sent a copy of the report to review. The *CRAS Update Addendum and Additional Investigations at 8HI14932* (June 2020) document was submitted to the FHWA, SHPO, and Native American Tribes on June 12, 2020 for review. The *CRAS Update Addendum and Additional Investigations at 8HI14932* (June 2020) was approved by the FHWA on July 1, 2020 and the SHPO concurred with the findings on July 7, 2020. The Seminole Tribe of Florida responded in a letter dated June 17, 2020, that they had no objection to the project at this time.

The enclosed *Final Section 106 Effects Analysis Case Study Report Update* (July 2020) documents the effects analysis that the Preferred Alternative has on these historic properties. FDOT, in consultation with the FHWA, SHPO, and other interested parties, has applied the Criteria of Adverse Effect (36 CFR § 800.5) to these significant historic properties by comparing potential effects for all the alternatives evaluated during the SEIS and the previous 1996 TIS FEIS Long Term Preferred Alternative (LTPA). Based on the Section 106 consultation process, the Preferred Alternative would have the following effects, as explained in the enclosed document:

- No direct or indirect adverse effects to individually NRHP-listed or eligible historic properties,
- No direct or indirect adverse effects to contributing buildings within the Upper Franklin Street Commercial Historic District or the Tampa Heights Historic District,
- Direct adverse effect to five (5) contributing buildings within the Ybor City NHL District,
- Potential indirect visual adverse effect to seven (7) contributing buildings within the Ybor City NHL District,
- Potential indirect noise adverse effect to 17 contributing buildings within the Ybor City NHL District, and
- No indirect access adverse effects to/within the Ybor City NHL District (although access could be improved in some locations).

In summary, the Preferred Alternative would result in *direct adverse effect* to five (5) and *indirect adverse effect* to 24 contributing historic resources within the Ybor City NHL District. All are within Segment 2B. Eleven of these indirect adverse effects were



previously direct adverse effects in the 1996 TIS LTPA. All adverse effects are to contributing resources, none are to individually NRHP-listed or eligible historic properties.

The effect, however, will

- Not alter the integrity, setting and overall significance of the Ybor City NHL district.
- Not anticipated to affect the eligibility of the NHL district.

Both direct and indirect effects from the Preferred Alternative have been minimized and reflect significantly reduced adverse effects from the 1996 TIS FEIS LTPA. The existing 1996 TIS Section 106 MOA, as well as the mitigation and minimization of the adverse effects undertaken to date for properties within the Ybor City NHL District, is discussed in the enclosed document. The 1996 TIS Section 106 MOA, which also includes implementation of the TIS Urban Design Guidelines, will continue to be implemented for the Preferred Alternative.

Based on consultation with FHWA, SHPO and other interested parties, there are **no new adverse effects** that fall outside of the original 1996 analysis and mitigation stipulated in the 1996 TIS MOA. The existing MOA continues to sufficiently mitigate the minimal adverse effect from the SEIS. This final document was revised based on the results of the Cultural Resources Committee (CRC) meeting #96 held on June 17, 2020.

This information is being provided in accordance with the provisions of the NHPA of 1966 (as amended), which are implemented by the procedures contained in 36 CFR, Part 800, as well as in accordance with the provisions contained in the revised Chapter 267, *Florida Statutes*.

Provided you approve the recommendations and findings in the enclosed Section 106 Effects Analysis Case Study Report Update, please coordinate with the SHPO for concurrence. By copy of this letter, the National Park Service and the Advisory Council on Historic Preservation will also receive a copy of this document.

If you have any questions, or if I may be of assistance, please contact me at (813) 975-6637 or [crystal.geiger@dot.state.fl.us](mailto:crystal.geiger@dot.state.fl.us).

Sincerely,



Crystal Geiger  
Environmental Specialist III  
Cultural Resource Coordinator

Enclosures

Cc: Karen Brunelle, FHWA  
Bren George, FHWA  
Ellen Rankin, NPS (with enclosure)  
Thu-Huong Clark, FDOT OEM

Luis Lopez, FHWA  
Alyssa McManus, SHPO (with enclosure)  
Mandy Ranslow, ACHP (with enclosure)  
Roy Jackson, FDOT OEM







**Tampa Interstate Study  
Supplemental Environmental Impact Statement  
Cultural Resource Assessment Survey Update**

**Identified Individually NRHP-Listed or Eligible Historic Resources within the Recommended Survey Area**

**Segment 2A**

FMSF No.	Resource Name / Address	Year Built	Resource Type / Style	NRHP Evaluation
8HI9722	MacFarlane Park / 1801 N Lincoln Avenue	1909	City Park - Pavilion and Gateway	Considered Eligible
8HI9827	George Guida Sr. House/ 1516 N Renfrew Avenue	1952	Art Moderne	Listed

**Segment 2B**

FMSF No.	Resource Name / Address	Year Built	Resource Type / Style	NRHP Evaluation
N/A	Ybor City NHL District	Various	NHL District	Listed
8HI142*	German American Club/ 2105 N Nebraska Avenue	c. 1909	Beaux Arts Eclecticism	Considered Eligible
8HI255*	Arguelles-Massari House/ 400 E Palm Avenue	c. 1906	American Foursquare	Determined Eligible
8HI260*	Giddens-Guerra House/312 E 7 <sup>th</sup> Avenue	c. 1898	Queen Anne (Revival)	Considered Eligible
8HI313*	Ybor City Historic District	Various	NRHP Historic District	Listed
8HI718*	Wells House/401 E Columbus Drive	c. 1907	Masonry Vernacular	Considered eligible
8HI775*	Arlington Hotel/ 1209-1219 N Franklin Street	c. 1913	Masonry Vernacular	Considered Eligible
8HI777*	Tampa Motor Company Building / 1601-1607 N Franklin Street	c. 1919	Italian Renaissance Revival	Considered Eligible
8HI917A*	Otto Stallings House/ 408 E 7 <sup>th</sup> Avenue	c. 1901	Queen Anne (Revival)	Considered Eligible
8HI956	Quiros, Villazon & Co./ 2112 N 15 <sup>th</sup> Street	c. 1906	Masonry Vernacular	Determined Eligible
8HI3163*	F.M. Robles House/ The Polks /2809 N Central Avenue	c. 1873	Queen Anne (Revival)	Considered Eligible
8HI3175*	Episcopal House of Prayer/ 2708 N Central Avenue	c. 1922	Gothic Revival	Listed
8HI3177*	Fernandez House/ 2822 N Elmore Avenue	c. 1930	Mission	Considered Eligible
HI3251	First United Brethren Church/ 3300 N Nebraska Avenue	c. 1916	Gothic Revival	Considered Eligible
8HI3279	William E. Curtis House/ 808 E Curtis Street	c. 1906	Dutch Cottage	Listed
8HI3282	Greater Bethel Missionary Baptist Church/ 1207 N Jefferson Street	c. 1940	Gothic Revival	Considered Eligible
8HI3649*	Tampa Heights United Methodist Church/ 503 E Park Avenue	c. 1910	Greek Revival	Considered Eligible



8HI3650*	El Bethel Primitive Baptist Church/ 509 E Columbus Drive	c. 1921	Mission	Considered Eligible
8HI3672*	Faith Temple/ 602 E Palm Avenue	c. 1923	Gothic Revival	Considered Eligible
8HI3688	Allen Temple AME Church and Parsonage/ 1116 E Scott Street	c. 1914	Romanesque Revival	Determined Eligible
8HI3711	2308 N Central Avenue	c. 1906	Queen Anne (Free Classic)	Considered Eligible
8HI5485*	2107 N Jefferson Street	c. 1927	Colonial Revival	Considered Eligible
8HI5595*	Oaklawn and St Louis Catholic Cemetery/606 E Harrison Street	1850	Historic Cemetery	Listed
8HI5688	Tampa Heights Historic District	Various	NRHP Historic District	Listed
8HI6671	Laurel Street Bridge	1927	Historic Bascule Bridge	Determined Eligible
8HI8536	North Franklin Street Historic District	Various	NRHP Historic District	Listed
8HI8574	St. James Episcopal Church/ 1001 India Street	c. 1921	Romanesque Revival	Determined Eligible
8HI8605*	Ybor City Presbyterian Church/ 953 E 11 <sup>th</sup> Avenue	c. 1939	Mission	Considered Eligible
8HI11601	Upper North Franklin Street Commercial District	Various	NRHP Historic District	Listed
8HI14230*	Ybor City Grammar School/ 1407 E Columbus Drive	1908	Colonial Revival	Considered Eligible

### Segment 3A

FMSF No.	Resource Name / Address	Year Built	Resource Type / Style	NRHP Evaluation
N/A	Ybor City NHL District	Various	NHL District	Listed
8HI313	Ybor City Historic District	Various	NRHP Historic District	Listed
8HI606*	Gonzalez, Fisher & Company/ 2311 N 18 <sup>th</sup> Street	c. 1904	Historic Cigar Factory/ Masonry Vernacular	Considered Eligible
8HI951*	Our Lady of Perpetual Help/ 1723 E 11 <sup>th</sup> Avenue	c. 1937	Historic Church + School Complex/ Masonry Vernacular	Considered Eligible
8HI4305*	1720 E 15th Avenue	c. 1925	Private Residence/ Mediterranean Revival	Considered Eligible
8HI8638*	J. Seidenberg & Co./ 2000 E 11th Avenue	c. 1895	Historic Cigar Factory/ Masonry Vernacular	Determined Eligible

- (1) A FMSF site ID with an asterisk (\*) indicates this resource is also potentially contributing, determined to be contributing, or listed as contributing to an historic district.
- (2) Pink shading = NRHP-listed or previously determined individually NRHP-eligible.
- (3) Green shading = Considered individually NRHP-eligible as a result of the CRAS Update.
- (4) Yellow shading = Historic district.

**From:** [Sullivan, Joseph\(FHWA\)](#)  
**To:** [leader.bs@sno-nsn.gov](mailto:leader.bs@sno-nsn.gov)  
**Subject:** Tampa Interstate System Supplemental Env Impact Statement CRAS addendum  
**Date:** Wednesday, July 15, 2020 5:03:00 PM  
**Attachments:** [TIS Pond Addendum 2020-06-11.pdf](#)  
[2020-07-13 FHWA and SHPO Signed concurrence ltr.pdf](#)

---

Ms. Leader,

The Tampa Interstate System Supplemental Environmental Impact Statement study recently completed a phase 2 addendum for a pond site that was previously investigated. The addendum is attached. In summary, the subsurface investigations found very little of potential interest. The investigator, FHWA staff, and SHPO staff agree that the few flakes that were found are not significant resources of interest. The SHPO concurrence letter is also attached.

Documents for this ongoing study can be found at <http://tampainterstatestudy.com/project-documents/>. These documents include Cultural Resource Assessment Surveys.

Please review the phase 2 addendum and send me concurrence with its conclusions via email. If the Tribe has no interests in this highly urbanized project area, please let me know via email.

Thank you.

Take care and stay safe,

Joe

Joseph P. Sullivan  
Environmental Protection Specialist  
FHWA – Florida Division  
850-553-2248  
[Joseph.Sullivan@dot.gov](mailto:Joseph.Sullivan@dot.gov)



**From:** [Haikey, Larry](#)  
**To:** [Sullivan, Joseph\(FHWA\)](#)  
**Cc:** [Ramer, Debra](#)  
**Subject:** RE: Florida, Tampa Interstate System  
**Date:** Tuesday, July 14, 2020 3:12:30 PM

---

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

**CAUTION:** Do not click links or open attachments unless you recognize the sender and you are expecting this message.

That is correct. I feel the Tampa area is outside the area of interest for the Poarch Band of Creek Indians. I am confident in deferring to the Seminole Tribe and the Miccosukee Tribe.

Thank you for reaching out to us.

Larry D. Haikey, MS  
Tribal Historic Preservation Officer  
Poarch Band of Creek Indians  
5811 Jack Springs Road  
Atmore, AL 36502

Phone: 251-368-9136 ext. 2072  
Cell: 251-359-1110

---

**From:** Sullivan, Joseph(FHWA) <Joseph.Sullivan@dot.gov>  
**Sent:** Tuesday, July 14, 2020 1:59 PM  
**To:** Haikey, Larry <lhaikey@pci-nsn.gov>  
**Subject:** Florida, Tampa Interstate System

**CAUTION:** Do not click links or open attachments unless you recognize the sender and you are expecting this message.

Mr. Haikey,

Thank you for calling me back. I am sorry that our conversation got cut off.

The Tampa Interstate System project is along I-275 from the Howard Franklin Bridge to north of the I-4 interchange. The project also modifies I-4 from the interchange with I-275 to approximately 50<sup>th</sup> Street.

As I understand our conversation, the Poarch Band of Creek Indians do not have interest in the Tampa Florida area and therefore they do not have an interest in the Tampa Interstate System project.

For our records, please confirm this is an accurate understanding.

Again, thank you for your time and consideration.

Take care and stay safe,

Joe

Joseph P. Sullivan  
Environmental Protection Specialist  
FHWA – Florida Division  
850-553-2248  
[Joseph.Sullivan@dot.gov](mailto:Joseph.Sullivan@dot.gov)



## Spain-Schwarz, Rebecca

---

**From:** Geiger, Crystal <Crystal.Geiger@dot.state.fl.us>  
**Sent:** Wednesday, June 17, 2020 9:24 AM  
**To:** Price, Alice; Bogen, Kirk; Rhinesmith, Robin  
**Cc:** Spain-Schwarz, Rebecca; Sueiro Vazquez, Berenice; Elaine Illes  
**Subject:** FW: TIS-SEIS CRAS Update Addendum and additional investigations at 8HI14932 (Phase 2 investigations at Pond SMF 4A)

Good morning, please see below for the Seminole Tribe's response to the Phase II investigations for the TIS-SEIS CRAS

**Crystal Geiger**  
FDOT District Seven  
Planning & Environmental Management Office (PLEMO)  
Phone: (813) 975-6637 [crystal.geiger@dot.state.fl.us](mailto:crystal.geiger@dot.state.fl.us)



---

**From:** Victoria Menchaca <VictoriaMenchaca@semtribe.com>  
**Sent:** Wednesday, June 17, 2020 9:22 AM  
**To:** Sullivan, Joseph <joseph.sullivan@dot.gov>  
**Cc:** Geiger, Crystal <Crystal.Geiger@dot.state.fl.us>  
**Subject:** RE: TIS-SEIS CRAS Update Addendum and additional investigations at 8HI14932 (Phase 2 investigations at Pond SMF 4A)

**EXTERNAL SENDER:** Use caution with links and attachments.

# SEMINOLE TRIBE OF FLORIDA TRIBAL HISTORIC PRESERVATION OFFICE

TRIBAL HISTORIC  
PRESERVATION OFFICE

SEMINOLE TRIBE OF FLORIDA  
30290 JOSIE BILLIE HIGHWAY  
PMB 1004  
CLEWISTON, FL 33440

THPO PHONE: (863) 983-6549  
FAX: (863) 902-1117

THPO WEBSITE: [WWW.STOFTHPO.COM](http://WWW.STOFTHPO.COM)



TRIBAL OFFICE

MARCELLUS W. OSC  
CHAIRMAN

MITCHELL CYPRI  
VICE CHAIRMAN

LAVONNE RO  
SECRETARY

PETER A. HALL  
TREASURER

June 17, 2020

Crystal Geiger  
Environmental Specialist III  
Cultural Resources Coordinator  
FDOT District Seven  
Planning & Environmental Management Office  
Phone: 813-975-6637  
Email: [crystal.geiger@dot.state.fl.us](mailto:crystal.geiger@dot.state.fl.us)

Subject: FDOT TIS-SEIS CRAS Update Addendum and additional investigations at 8HI14932 (Phase 2 investigations at Pond SMF 4A), Hillsborough County FL  
THPO #: 0030707

Dear Ms. Geiger,

Thank you for contacting the Seminole Tribe of Florida – Tribal Historic Preservation Office (STOF-THPO) regarding the FDOT TIS-SEIS CRAS Update Addendum and additional investigations at 8HI14932 (Phase 2 investigations at Pond SMF 4A), Hillsborough County FL. The proposed undertaking does fall within the STOF Area of Interest. We have reviewed the documents provided and completed our assessment pursuant to Section 106 of the National Historic Preservation Act and its implementing authority, 36 CFR 800. We have no objections to the project at this time. However, please notify us if any archaeological, historical, or burial resources are inadvertently discovered.

Sincerely,

Victoria L. Menchaca MA, RPA  
Compliance Review Specialist  
STOF-THPO, Compliance Review Section  
30290 Josie Billie Hwy, PMB 1004  
Clewiston, FL 33440  
Office: 863-983-6549 ext 12216  
Email: [victoriamenchaca@seminoletribe.com](mailto:victoriamenchaca@seminoletribe.com)  
Web: [www.stofthpo.com](http://www.stofthpo.com)



---

**From:** Victoria Menchaca  
**Sent:** Monday, June 15, 2020 11:54 AM  
**To:** Sullivan, Joseph(FHWA) <[Joseph.Sullivan@dot.gov](mailto:Joseph.Sullivan@dot.gov)>  
**Subject:** RE: TIS-SEIS CRAS Update Addendum and additional investigations at 8HI14932 (Phase 2 investigations at Pond SMF 4A)

Good Morning,

Yes, we are! And, yes I was able to download it. I will try to take a look as soon as possible.

Thanks,

Victoria Menchaca, M.A., RPA  
Compliance Review Specialist  
Seminole Tribe of Florida  
Tribal Historic Preservation Office  
30290 Josie Billie Hwy, PMB 1004  
Clewiston, FL 33440  
Tel: 863-983-6549 Ext: 12216  
Email: [victoriamentchaca@semtribe.com](mailto:victoriamentchaca@semtribe.com)

---

**From:** Sullivan, Joseph(FHWA) <[Joseph.Sullivan@dot.gov](mailto:Joseph.Sullivan@dot.gov)>  
**Sent:** Monday, June 15, 2020 10:03 AM  
**To:** Victoria Menchaca <[VictoriaMenchaca@semtribe.com](mailto:VictoriaMenchaca@semtribe.com)>  
**Cc:** Geiger, Crystal <[Crystal.Geiger@dot.state.fl.us](mailto:Crystal.Geiger@dot.state.fl.us)>  
**Subject:** TIS-SEIS CRAS Update Addendum and additional investigations at 8HI14932 (Phase 2 investigations at Pond SMF 4A)

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning Ms. Menchaca,  
It seems we are conversing a lot recently.

Please find the attached TIS-SEIS CRAS Update Addendum and additional investigations at 8HI14932 (Phase 2 investigations at Pond SMF 4A). Please let me know if you have any difficulties downloading the 4MB pdf file. If you are not able to download, then we'll deliver the document with the ftp process we used last week.

Please forward any comments you have to me and Ms. Geiger.

Thank you.

Take care,

Joe

Joseph P. Sullivan  
Environmental Protection Specialist  
FHWA – Florida Division  
850-553-2248  
[Joseph.Sullivan@dot.gov](mailto:Joseph.Sullivan@dot.gov)

## Spain-Schwarz, Rebecca

---

**From:** Geiger, Crystal <Crystal.Geiger@dot.state.fl.us>  
**Sent:** Monday, June 15, 2020 7:17 AM  
**To:** Price, Alice; Rhinesmith, Robin; Bogen, Kirk  
**Cc:** Spain-Schwarz, Rebecca; Sueiro Vazquez, Berenice  
**Subject:** FW: FDOT Tampa Interstate Study Supplemental Environmental Impact Statement Draft Section 106 Effects Analysis Case Study Report Update, Hillsborough County FL

Good morning:

Please see below for the Seminole Tribe response to the draft 106 Case Study Report.

**Crystal Geiger**  
FDOT District Seven  
Planning & Environmental Management Office (PLEMO)  
Phone: (813) 975-6637 [crystal.geiger@dot.state.fl.us](mailto:crystal.geiger@dot.state.fl.us)



---

**From:** Victoria Menchaca <VictoriaMenchaca@semtribe.com>  
**Sent:** Friday, June 12, 2020 10:44 AM  
**To:** Geiger, Crystal <Crystal.Geiger@dot.state.fl.us>; Lopez, Luis D. (FHWA) <Luis.D.Lopez@dot.gov>  
**Cc:** Sullivan, Joseph <joseph.sullivan@dot.gov>  
**Subject:** FDOT Tampa Interstate Study Supplemental Environmental Impact Statement Draft Section 106 Effects Analysis Case Study Report Update, Hillsborough County FL

**EXTERNAL SENDER:** Use caution with links and attachments.



# SEMINOLE TRIBE OF FLORIDA TRIBAL HISTORIC PRESERVATION OFFICE

TRIBAL HISTORIC  
PRESERVATION OFFICE

SEMINOLE TRIBE OF FLORIDA  
30290 JOSIE BILLIE HIGHWAY  
PMB 1004  
CLEWISTON, FL 33440

THPO PHONE: (863) 983-6549  
FAX: (863) 902-1117

THPO WEBSITE: [WWW.STOFTHPO.COM](http://WWW.STOFTHPO.COM)



TRIBAL OFFICE

MARCELLUS W. OSC  
CHAIRMAN

MITCHELL CYPRIAN  
VICE CHAIRMAN

LAVONNE ROBERTSON  
SECRETARY

PETER A. HARRIS  
TREASURER

June 12, 2020

Crystal Geiger  
Environmental Specialist III  
Cultural Resources Coordinator  
FDOT District Seven  
Planning & Environmental Management Office  
Phone: 813-975-6637  
Email: [crystal.geiger@dot.state.fl.us](mailto:crystal.geiger@dot.state.fl.us)

Subject: FDOT Tampa Interstate Study Supplemental Environmental Impact Statement Draft Section 106 Effects Analysis Case Study Report Update, Hillsborough County FL  
THPO #: 0030707

Dear Ms. Geiger,

Thank you for contacting the Seminole Tribe of Florida – Tribal Historic Preservation Office (STOF-THPO) regarding the FDOT Tampa Interstate Study Supplemental Environmental Impact Statement Draft Section 106 Effects Analysis Case Study Report Update, Hillsborough County FL. We have reviewed the documents provided and have no further comments on the EIS. Please continue to send updates on the status of FDOT's plans for the archaeological site 8HI14932.

If you have any additional questions, please do not hesitate to contact us.

Sincerely,

Victoria L. Menchaca MA, RPA  
Compliance Review Specialist  
STOF-THPO, Compliance Review Section  
30290 Josie Billie Hwy, PMB 1004  
Clewiston, FL 33440  
Office: 863-983-6549 ext 12216

Email: [victoriamenchaca@semtribe.com](mailto:victoriamenchaca@semtribe.com)

Web: [www.stofthpo.com](http://www.stofthpo.com)





*Florida Department of Transportation*

RICK SCOTT  
GOVERNOR

11201 N. McKinley Drive  
Tampa, Florida 33612-6456

MIKE DEW  
SECRETARY

January 31, 2018

Ms. Cathy Kendall  
Federal Highway Administration  
3500 Financial Plaza, Suite 400  
Tallahassee, Florida 32312

**Re: Tampa Interstate Study (TIS)  
Supplemental Environmental Impact Statement (SEIS)  
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  
Hillsborough County, Florida  
Work Program Segment No.: 258337-2  
Federal Aid Project (FAP) No.: N/A**

Dear Ms. Kendall:

The Federal Highway Administration (FHWA) and Florida Department of Transportation (FDOT) have initiated the environmental review process for the Tampa Interstate Study (TIS) 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) and other regulatory requirements.

The proposed TIS SEIS Project is located in the City of Tampa in Hillsborough County, Florida. The study area comprises approximately 11 miles of Interstate (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 east of Howard Frankland Bridge (HFB) to North of State Road (SR) 574 (Dr. Martin Luther King (MLK) Jr. Boulevard), and I-4 from I-275 to east of 50<sup>th</sup> Street. The proposed improvements are located in the 1996 TIS FEIS Segments 1A, 2A, 2B, 3A, and 3B. Segment 3C is not being considered in the TIS SEIS because it has been constructed.

A Cultural Resources Assessment Survey (CRAS) will be conducted as part of the study to comply with federal and state regulations. As required as part of Section 106 of the National Historic Preservation Act, and Chapter 267, Florida Statutes, all historic and archaeological resources that may be affected by the proposed project will be identified.

Ms. Cathy Kendall  
Tampa Interstate Study (TIS)  
Supplemental Environmental Impact Statement (SEIS)  
Hillsborough County, Florida  
Work Program Segment No.: 258337-2  
January 31, 2018  
Page 2 of 2

Enclosed is the *Cultural Resource Research Design and Survey Methodology (January 2018)*. This document was prepared and is distributed to inform the FHWA and the State Historic Preservation Officer (SHPO) of the proposed project's area of potential effect (APE) and CRAS methodology prior to completing the CRAS. A copy of the document is also being submitted to the SHPO by copy of this letter. The rationale for the proposed APE and CRAS methodology is included in the enclosed document.

Please review the document and respond to this office with any comments or concerns within thirty (30) days for our consideration. We will address your comments/concerns in the CRAS.

If you have any questions, or if I may be of assistance, please contact me at (813) 975-6496 or [robin.rhinesmith@dot.state.fl.us](mailto:robin.rhinesmith@dot.state.fl.us) or contact Rebecca Spain Schwarz at (813)-281-8308 or [rebecca.spain-schwarz@atkinsglobal.com](mailto:rebecca.spain-schwarz@atkinsglobal.com).

Sincerely,



Robin M. Rhinesmith  
Environmental Administrator

Enclosures

Cc: Marvin Williams, FHWA  
Thu-Huong Clark, FDOT OEM  
Kirk Bogen, FDOT  
Ken Hardin, Janus Research

Alyssa McManus, SHPO (with enclosure)  
Roy Jackson, FDOT OEM  
Alice Price, Atkins/FDOT GEC  
Rebecca Spain Schwarz, Atkins/FDOT GEC





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

**Florida Division**

March 19, 2018

3500 Financial Plaza, Suite 400  
Tallahassee, Florida 32312  
Phone: (850) 553-2200  
Fax: (850) 942-9691 / 942-8308  
[www.fhwa.dot.gov/fldiv](http://www.fhwa.dot.gov/fldiv)

In Reply Refer To:  
HDA-FL

Historic and Cultural Preservation Department  
Muscogee (Creek) Nation Cultural Preservation  
PO Box 580  
Okmulgee, OK 74447

**Re: Cultural Resource Research Design and Survey Methodology  
Tampa Interstate Study (TIS)  
Supplemental Environmental Impact Statement (SEIS)  
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  
Hillsborough County, Florida  
Work Program Segment No.: 258337-2  
Federal Aid Project (FAP) No.: TBD**

Dear Tribal Historic Preservation Representative:

The Federal Highway Administration (FHWA) and Florida Department of Transportation (FDOT) have initiated the environmental review process for the TIS in Tampa, Hillsborough County, Florida. The study is a supplement to the 1996 Final Environmental Impact Statement (FEIS). FHWA issued the Records of Decision 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 an SEIS, in accordance with the National Environmental Policy Act and other regulatory requirements.

The SEIS includes an identification and assessment of historic properties, which may be impacted by the proposed project. In 1993, a Cultural Resources Assessment Survey (CRAS) was originally prepared for the TIS to identify and record historic resources and to determine if any of these resources represent significant historic properties, in accordance with Chapter 267.061(2) Florida Statutes (F.S.), based upon the criteria established in Chapter 267.021(3) F.S. and the criteria established by the National Register of Historic Places, as set forth at 36 CFR § 60.4.

This letter is to provide you with a copy of the *Cultural Resource Research Design and Survey Methodology (January 2018)* for your review and so, you may identify any issues of importance to your tribe. The objective of the document is to identify the proposed project's area of potential effect (APE) and CRAS methodology prior to completing a CRAS update for the TIS SEIS. The rationale for the proposed APE and CRAS methodology is included in the enclosed document. Previously recorded archaeological sites are identified on pages 23-25 (Section 6.2) of the *Cultural Resource Research Design and Survey Methodology*. The proposed archaeological APE is described on pages 10-11 (Section 4) and the archaeological field survey is described on pages 14-15 (Section 5.2).

We look forward to working with you as the tribal historic preservation representative on this project. If you have any questions or need additional information, please contact Cathy Kendall at (850) 553-2225 or [cathy.kendall@dot.gov](mailto:cathy.kendall@dot.gov).

Sincerely,



FOR: James Christian, P.E.  
Division Administrator

cc: Marvin Williams, FHWA  
Jenna Bowman, FDOT, OEM  
Kirk Bogen, FDOT, District 7  
Jason Watts, FDOT, OEM  
Roy Jackson, FDOT, OEM  
Robin Rhinesmith, FDOT, District 7

Enclosure

*Cultural Resource Research Design and Survey Methodology (January 2018)*





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

**Florida Division**

March 19, 2018

3500 Financial Plaza, Suite 400  
Tallahassee, Florida 32312  
Phone: (850) 553-2200  
Fax: (850) 942-9691 / 942-8308  
[www.fhwa.dot.gov/fldiv](http://www.fhwa.dot.gov/fldiv)

In Reply Refer To:  
HDA-FL

Mr. Theodore Isham  
Tribal Historic Preservation Officer  
Seminole Nation of Oklahoma  
PO Box 1498  
Wewoka, OK 74884

**Re: Cultural Resource Research Design and Survey Methodology  
Tampa Interstate Study (TIS)  
Supplemental Environmental Impact Statement (SEIS)  
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  
Hillsborough County, Florida  
Work Program Segment No.: 258337-2  
Federal Aid Project (FAP) No.: TBD**

Dear Mr. Isham:

The Federal Highway Administration (FHWA) and Florida Department of Transportation (FDOT) have initiated the environmental review process for the TIS in Tampa, Hillsborough County, Florida. The study is a supplement to the 1996 Final Environmental Impact Statement (FEIS). FHWA issued the Records of Decision 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 an SEIS, in accordance with the National Environmental Policy Act and other regulatory requirements.

The SEIS includes an identification and assessment of historic properties, which may be impacted by the proposed project. In 1993, a Cultural Resources Assessment Survey (CRAS) was originally prepared for the TIS to identify and record historic resources and to determine if any of these resources represent significant historic properties, in accordance with Chapter 267.061(2) Florida Statutes (F.S.), based upon the criteria established in Chapter 267.021(3) F.S. and the criteria established by the National Register of Historic Places, as set forth at 36 CFR § 60.4.

This letter is to provide you with a copy of the *Cultural Resource Research Design and Survey Methodology (January 2018)* for your review and so, you may identify any issues of importance to your tribe. The objective of the document is to identify the proposed project's area of potential effect (APE) and CRAS methodology prior to completing a CRAS update for the TIS SEIS. The rationale for the proposed APE and CRAS methodology is included in the enclosed document. Previously recorded archaeological sites are identified on pages 23-25 (Section 6.2) of the *Cultural Resource Research Design and Survey Methodology*. The proposed archaeological APE is described on pages 10-11 (Section 4) and the archaeological field survey is described on pages 14-15 (Section 5.2).

We look forward to working with you as the tribal historic preservation representative on this project. If you have any questions or need additional information, please contact Cathy Kendall at (850) 553-2225 or [cathy.kendall@dot.gov](mailto:cathy.kendall@dot.gov).

Sincerely,



FOR: James Christian, P.E.  
Division Administrator

cc: Marvin Williams, FHWA  
Jenna Bowman, FDOT, OEM  
Kirk Bogen, FDOT, District 7  
Jason Watts, FDOT, OEM  
Roy Jackson, FDOT, OEM  
Robin Rhinesmith, FDOT, District 7

Enclosure

*Cultural Resource Research Design and Survey Methodology (January 2018)*





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

**Florida Division**

March 19, 2018

3500 Financial Plaza, Suite 400  
Tallahassee, Florida 32312  
Phone: (850) 553-2200  
Fax: (850) 942-9691 / 942-8308  
[www.fhwa.dot.gov/fldiv](http://www.fhwa.dot.gov/fldiv)

In Reply Refer To:  
HDA-FL

Mr. Fred Dayhoff  
Section 106 and NAGPRA Coordinator  
Miccosukee Tribe of Indians of Florida  
HC 61 SR Box 68 Old loop Road  
Ochopee, FL 34141

**Re: Cultural Resource Research Design and Survey Methodology  
Tampa Interstate Study (TIS)  
Supplemental Environmental Impact Statement (SEIS)  
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  
Hillsborough County, Florida  
Work Program Segment No.: 258337-2  
Federal Aid Project (FAP) No.: TBD**

Dear Mr. Dayhoff:

The Federal Highway Administration (FHWA) and Florida Department of Transportation (FDOT) have initiated the environmental review process for the TIS in Tampa, Hillsborough County, Florida. The study is a supplement to the 1996 Final Environmental Impact Statement (FEIS). FHWA issued the Records of Decision 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 an SEIS, in accordance with the National Environmental Policy Act and other regulatory requirements.

The SEIS includes an identification and assessment of historic properties, which may be impacted by the proposed project. In 1993, a Cultural Resources Assessment Survey (CRAS) was originally prepared for the TIS to identify and record historic resources and to determine if any of these resources represent significant historic properties, in accordance with Chapter 267.061(2) Florida Statutes (F.S.), based upon the criteria established in Chapter 267.021(3) F.S. and the criteria established by the National Register of Historic Places, as set forth at 36 CFR § 60.4.

This letter is to provide you with a copy of the *Cultural Resource Research Design and Survey Methodology (January 2018)* for your review and so, you may identify any issues of importance to your tribe. The objective of the document is to identify the proposed project's area of potential effect (APE) and CRAS methodology prior to completing a CRAS update for the TIS SEIS. The rationale for the proposed APE and CRAS methodology is included in the enclosed document. Previously recorded archaeological sites are identified on pages 23-25 (Section 6.2) of the *Cultural Resource Research Design and Survey Methodology*. The proposed archaeological APE is described on pages 10-11 (Section 4) and the archaeological field survey is described on pages 14-15 (Section 5.2).

We look forward to working with you as the tribal historic preservation representative on this project. If you have any questions or need additional information, please contact Cathy Kendall at (850) 553-2225 or [cathy.kendall@dot.gov](mailto:cathy.kendall@dot.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Cathy Kendall". The signature is fluid and cursive, with the first name "Cathy" and last name "Kendall" clearly distinguishable.

FOR: James Christian, P.E.  
Division Administrator

cc: Marvin Williams, FHWA  
Jenna Bowman, FDOT, OEM  
Kirk Bogen, FDOT, District 7  
Jason Watts, FDOT, OEM  
Roy Jackson, FDOT, OEM  
Robin Rhinesmith, FDOT, District 7

Enclosure

*Cultural Resource Research Design and Survey Methodology (January 2018)*





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

**Florida Division**

March 19, 2018

3500 Financial Plaza, Suite 400  
Tallahassee, Florida 32312  
Phone: (850) 553-2200  
Fax: (850) 942-9691 / 942-8308  
[www.fhwa.dot.gov/fldiv](http://www.fhwa.dot.gov/fldiv)

In Reply Refer To:  
HDA-FL

Ms. Carolyn M. White, Regulatory Affairs Division Director  
Acting Tribal Historic Preservation Officer  
Poarch Band of Creek Indians  
5811 Jack Springs Road  
Atmore, AL 36502

**Re: Cultural Resource Research Design and Survey Methodology  
Tampa Interstate Study (TIS)  
Supplemental Environmental Impact Statement (SEIS)  
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  
Hillsborough County, Florida  
Work Program Segment No.: 258337-2  
Federal Aid Project (FAP) No.: TBD**

Dear Ms. White:

The Federal Highway Administration (FHWA) and Florida Department of Transportation (FDOT) have initiated the environmental review process for the TIS in Tampa, Hillsborough County, Florida. The study is a supplement to the 1996 Final Environmental Impact Statement (FEIS). FHWA issued the Records of Decision 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 an SEIS, in accordance with the National Environmental Policy Act and other regulatory requirements.

The SEIS includes an identification and assessment of historic properties, which may be impacted by the proposed project. In 1993, a Cultural Resources Assessment Survey (CRAS) was originally prepared for the TIS to identify and record historic resources and to determine if any of these resources represent significant historic properties, in accordance with Chapter 267.061(2) Florida Statutes (F.S.), based upon the criteria established in Chapter 267.021(3) F.S. and the criteria established by the National Register of Historic Places, as set forth at 36 CFR § 60.4.

This letter is to provide you with a copy of the *Cultural Resource Research Design and Survey Methodology (January 2018)* for your review and so, you may identify any issues of importance to your tribe. The objective of the document is to identify the proposed project's area of potential effect (APE) and CRAS methodology prior to completing a CRAS update for the TIS SEIS. The rationale for the proposed APE and CRAS methodology is included in the enclosed document. Previously recorded archaeological sites are identified on pages 23-25 (Section 6.2) of the *Cultural Resource Research Design and Survey Methodology*. The proposed archaeological APE is described on pages 10-11 (Section 4) and the archaeological field survey is described on pages 14-15 (Section 5.2).

We look forward to working with you as the tribal historic preservation representative on this project. If you have any questions or need additional information, please contact Cathy Kendall at (850) 553-2225 or [cathy.kendall@dot.gov](mailto:cathy.kendall@dot.gov).

Sincerely,

A handwritten signature in black ink that reads "Cathy Kendall". The signature is written in a cursive, flowing style.

FOR: James Christian, P.E.  
Division Administrator

cc: Marvin Williams, FHWA  
Jenna Bowman, FDOT, OEM  
Kirk Bogen, FDOT, District 7  
Jason Watts, FDOT, OEM  
Roy Jackson, FDOT, OEM  
Robin Rhinesmith, FDOT, District 7

Enclosure

*Cultural Resource Research Design and Survey Methodology (January 2018)*





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

**Florida Division**

March 19, 2018

3500 Financial Plaza, Suite 400  
Tallahassee, Florida 32312  
Phone: (850) 553-2200  
Fax: (850) 942-9691 / 942-8308  
[www.fhwa.dot.gov/fldiv](http://www.fhwa.dot.gov/fldiv)

In Reply Refer To:  
HDA-FL

Paul N. Backhouse, Ph.D.  
Acting Tribal Historic Preservation Officer  
30290 Josie Billie Highway, PMB 1004  
Clewiston, FL 33440

**Re: Cultural Resource Research Design and Survey Methodology  
Tampa Interstate Study (TIS)  
Supplemental Environmental Impact Statement (SEIS)  
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  
Hillsborough County, Florida  
Work Program Segment No.: 258337-2  
Federal Aid Project (FAP) No.: TBD**

Dear Dr. Backhouse:

The Federal Highway Administration (FHWA) and Florida Department of Transportation (FDOT) have initiated the environmental review process for the TIS in Tampa, Hillsborough County, Florida. The study is a supplement to the 1996 Final Environmental Impact Statement (FEIS). FHWA issued the Records of Decision 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 an SEIS, in accordance with the National Environmental Policy Act and other regulatory requirements.

The SEIS includes an identification and assessment of historic properties, which may be impacted by the proposed project. In 1993, a Cultural Resources Assessment Survey (CRAS) was originally prepared for the TIS to identify and record historic resources and to determine if any of these resources represent significant historic properties, in accordance with Chapter 267.061(2) Florida Statutes (F.S.), based upon the criteria established in Chapter 267.021(3) F.S. and the criteria established by the National Register of Historic Places, as set forth at 36 CFR § 60.4.

This letter is to provide you with a copy of the *Cultural Resource Research Design and Survey Methodology (January 2018)* for your review and so, you may identify any issues of importance to your tribe. The objective of the document is to identify the proposed project's area of potential effect (APE) and CRAS methodology prior to completing a CRAS update for the TIS SEIS. The rationale for the proposed APE and CRAS methodology is included in the enclosed document. Previously recorded archaeological sites are identified on pages 23-25 (Section 6.2) of the *Cultural Resource Research Design and Survey Methodology*. The proposed archaeological APE is described on pages 10-11 (Section 4) and the archaeological field survey is described on pages 14-15 (Section 5.2).

We look forward to working with you as the tribal historic preservation representative on this project. If you have any questions or need additional information, please contact Cathy Kendall at (850) 553-2225 or [cathy.kendall@dot.gov](mailto:cathy.kendall@dot.gov).

Sincerely,



FOR: James Christian, P.E.  
Division Administrator

cc: Marvin Williams, FHWA  
Jenna Bowman, FDOT, OEM  
Kirk Bogen, FDOT, District 7  
Jason Watts, FDOT, OEM  
Roy Jackson, FDOT, OEM  
Robin Rhinesmith, FDOT, District 7

Enclosure

*Cultural Resource Research Design and Survey Methodology (January 2018)*



## Rachel Lord

---

**From:** Geiger, Crystal <Crystal.Geiger@dot.state.fl.us>  
**Sent:** Thursday, June 4, 2020 3:14 PM  
**To:** Sullivan, Joseph; Bogen, Kirk; Clark, Thu-Huong; Price, Alice  
**Cc:** Rhinesmith, Robin; Marino, Matthew; Jackson, Roy; Spain-Schwarz, Rebecca  
**Subject:** FW: FDOT Tampa Interstate Study SEIS I-275 from Howard Frankland Bridge to N. of Dr. MLK Jr Blvd and from I-4 from I-275 to E of 50th CRAS Addendum, Hillsborough County FL

Good afternoon:

Please see below for the STOF response on the referenced project. A copy of the Phase II report, once finalized, will be provided to FHWA for distribution.

**Crystal Gelger**  
FDOT District Seven  
Planning & Environmental Management Office (PLEMO)  
Phone: (813) 975-6637 [crystal.gelger@dot.state.fl.us](mailto:crystal.gelger@dot.state.fl.us)



---

**From:** Victoria Menchaca <VictoriaMenchaca@semtribe.com>  
**Sent:** Thursday, June 4, 2020 2:57 PM  
**To:** Geiger, Crystal <Crystal.Geiger@dot.state.fl.us>  
**Subject:** FDOT Tampa Interstate Study SEIS I-275 from Howard Frankland Bridge to N. of Dr. MLK Jr Blvd and from I-4 from I-275 to E of 50th CRAS Addendum, Hillsborough County FL

**EXTERNAL SENDER:** Use caution with links and attachments.

# SEMINOLE TRIBE OF FLORIDA TRIBAL HISTORIC PRESERVATION OFFICE

TRIBAL HISTORIC  
PRESERVATION OFFICE

SEMINOLE TRIBE OF FLORIDA  
30290 JOSIE BILLIE HIGHWAY  
PMB 1004  
CLEWISTON, FL 33440

THPO PHONE: (863) 983-6549  
FAX: (863) 902-1117

THPO WEBSITE: [WWW.STOFTHPO.COM](http://WWW.STOFTHPO.COM)



TRIBAL OFFICE

MARCELLUS W. OSC  
CHAIRMAN

MITCHELL CYPRIAN  
VICE CHAIRMAN

LAVONNE ROBERTSON  
SECRETARY

PETER A. HARRIS  
TREASURER

June 4, 2020

Crystal Geiger  
Environmental Specialist III  
Cultural Resources Coordinator  
FDOT District Seven  
Planning & Environmental Management Office  
Phone: 813-975-6637  
Email: [crystal.geiger@dot.state.fl.us](mailto:crystal.geiger@dot.state.fl.us)

Subject: FDOT Tampa Interstate Study SEIS I-275 from Howard Frankland Bridge to N. of Dr. MLK Jr Blvd and from I-4 from I-275 to E of 50th CRAS Addendum, Hillsborough County FL  
THPO #: 0030707

Dear Ms. Geiger,

Thank you for contacting the Seminole Tribe of Florida – Tribal Historic Preservation Office (STOF-THPO) regarding the FDOT Tampa Interstate Study SEIS I-275 from Howard Frankland Bridge to N. of Dr. MLK Jr Blvd and from I-4 from I-275 to E of 50th CRAS Addendum, Hillsborough County FL. The proposed undertaking does fall within the STOF Area of Interest. We have reviewed the documents provided and agree with the consultant's and FDOT's recommendations. We would also respectfully like to request that if a Phase II archaeological investigation is conducted for 8H114932 we be sent a copy of the report to review

Sincerely,

Victoria L. Menchaca MA, RPA  
Compliance Review Specialist  
STOF-THPO, Compliance Review Section  
30290 Josie Billie Hwy, PMB 1004  
Clewiston, FL 33440  
Office: 863-983-6549 ext 12216



Email: [victoriamenchaca@semtribe.com](mailto:victoriamenchaca@semtribe.com)

Web: [www.stofthpo.com](http://www.stofthpo.com)

# SEMINOLE TRIBE OF FLORIDA TRIBAL HISTORIC PRESERVATION AH-TAH-THI-KI MUSEUM

TRIBAL HISTORIC  
PRESERVATION OFFICE  
SEMINOLE TRIBE OF FLORIDA  
AH-TAH-THI-KI MUSEUM

30290 JOSIE BILLIE HIGHWAY  
PMB 1004  
CLEWISTON, FL 33440

THPO PHONE: (863) 983-6549  
MUSEUM PHONE: (863) 902-1113  
FAX: (863) 902-1117

THPO WEBSITE: [WWW.STOFTHPO.COM](http://WWW.STOFTHPO.COM)  
MUSEUM WEBSITE: [WWW.AHTAHTHIKI.COM](http://WWW.AHTAHTHIKI.COM)



April 10, 2018

Cathy Kendall, AICP  
Environmental Program Manager  
FHWA Florida Division  
3500 Financial Plaza Ste 400  
Tallahassee FL 32312  
Phone: 850-553-2225  
Email: [cathy.kendall@dot.gov](mailto:cathy.kendall@dot.gov)

**Subject:** FHWA FDOT Tampa Interstate Study SEIS I-275 from Howard Frankland Bridge to N. of Dr. MLK Jr Blvd and from I-4 from I-275 to E of 50th St – Cultural Resource Research Design and Survey Methodology, Hillsborough County FL  
**THPO #:** 0030707

Dear Ms. Kendall,

Thank you for contacting the Seminole Tribe of Florida – Tribal Historic Preservation Office (STOF-THPO) regarding the FHWA FDOT Tampa Interstate Study SEIS I-275 from Howard Frankland Bridge to N. of Dr. MLK Jr Blvd and from I-4 from I-275 to E of 50th St – Cultural Resource Research Design and Survey Methodology. The proposed undertaking does fall within in the STOF Area of Interest. We have reviewed the documents provided and have no objections to the research design. We would respectfully like to request a copy of the Cultural Resources Assessment Survey when it is completed so that we may complete our assessment pursuant to Section 106 of the National Historic Preservation Act and its implementing authority, 36 CFR 800.

Thank you and feel free to contact us with any further questions.

Respectfully,

Victoria L. Menchaca, MA, Compliance Review Specialist  
STOF-THPO, Compliance Review Section



30290 Josie Billie Hwy, PMB 1004  
Clewiston, FL 33440  
Office: 863-983-6549 ext 12216  
Email: [victoriamenchaca@semtribe.com](mailto:victoriamenchaca@semtribe.com)  
Web: [www.stofthpo.com](http://www.stofthpo.com)



*Florida Department of Transportation*

RICK SCOTT  
GOVERNOR

11201 N. McKinley Drive  
Tampa, Florida 33612-6456

MIKE DEW  
SECRETARY

September 14, 2018

Ms. Cathy Kendall  
Federal Highway Administration  
3500 Financial Plaza, Suite 400  
Tallahassee, Florida 32312

**Re: Tampa Interstate Study (TIS)  
Supplemental Environmental Impact Statement (SEIS)  
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  
Hillsborough County, Florida  
Work Program Segment No.: 258337-2  
Federal Aid Project (FAP) No.: N/A**

2018 NOV 21 10:12

Dear Ms. Kendall:

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 or non-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) and other regulatory requirements.

The proposed TIS SEIS Project is located in the City of Tampa in Hillsborough County, Florida. The study area comprises approximately 11 miles of Interstate (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 east of Howard Frankland Bridge (HFB) to north of State Road (SR) 574 (Dr. Martin Luther King (MLK) Jr. Boulevard), and I-4 from I-275 to east of 50<sup>th</sup> Street. The proposed improvements are located in the 1996 TIS FEIS Segments 1A, 2A, 2B, 3A, and 3B. Segment 3C is not being considered in the TIS SEIS because it has been constructed. The CRAS Update includes the proposed roadway improvements as well as proposed Stormwater Management Facility (SMF) sites.



A Cultural Resources Assessment Survey (CRAS) was conducted as part of the study to comply with federal and state regulations. The objective of the CRAS was to identify cultural resources within the Recommended Survey Areas within the area of potential effect (APE) established for the TIS FEIS Segments 1A, 2A, 2B, 3A, and 3B and assess the resources in terms of their eligibility for listing in the National Register of Historic Places (NRHP) according to the criteria set forth in 36 CFR Section 60.4.

Enclosed is the *Cultural Resource Assessment Survey Update (September 2018)* for your review and coordination with the State Historic Preservation Officer (SHPO). A copy of the document is also being submitted to the SHPO by copy of this letter. The SHPO package also includes original and updated Florida Master Site File (FMSF) forms, a Survey Log Sheet, and a CD containing related digital files for submittal to the FMSF office.

The CRAS Update included background research and a field survey. The archaeological Area of Potential Effect (APE) focuses upon identifying and evaluating resources within the geographic limits of the proposed action and its associated ground disturbing activities. Most of the proposed improvements fall within areas of existing right of way (ROW) that have already been subjected to previous archaeological survey. Therefore, the archaeological APE is limited to proposed ROW and proposed SMF sites outside of the previous surveyed TIS ROW.

The historic resources APE is generally larger than the actual project construction area. This is to take into account potential direct effects from the physical construction area (within the project's required ROW) plus potential indirect effects (outside of the project's required ROW) such as visual, audible (noise), air quality, access, and use. The APE for this project was identified by a group of professionals, including project engineers and cultural resource staff, and is based on background research, familiarity with the project area and reconnaissance field visits to understand the existing conditions within the APE surrounding the project and the proposed project alternatives. For the original TIS FEIS and for the current TIS SEIS, the APE for historic resources includes approximately one block out from the existing and proposed project ROW to primarily account for potential visual and audible effects. However, this varies depending on the nature of the proposed improvements and existing conditions and may be larger than one block in some areas based on these factors. The actual APE for the current survey is explained with text and graphics in the CRAS Update.

An archaeological desktop review identified two previously recorded archaeological sites within the current archaeological APE. The two sites are within TIS FEIS Segment 1A. The West Shore Site (8HI323) is within proposed SMF 14. The SHPO has previously found that there was insufficient information to evaluate the NRHP eligibility of the site. However, the eastern half of SMF 14 has been determined sufficiently tested by the SHPO. The western half of SMF 14 has not been surveyed. Archaeological field testing of this unsurveyed portion of SMF 14 will need to be conducted at a later stage of the project if the SMF site is chosen. The Good Spot Site (8HI4049) as expressed within the 1996 TIS FEIS ROW has been determined NRHP-ineligible by the SHPO. However, archaeological field testing should be addressed at a later stage of the project to determine

whether the site extends into the proposed ROW. No previously recorded sites were identified within the archaeological APE of TIS FEIS Segment 2B or 3B. Archaeological field testing will be necessary for any previously unsurveyed portions of the preferred alternative and SMF sites. There are currently no areas of archaeological APE within TIS FEIS Segments 2A or 3A and no archaeological field testing is anticipated as part of this project.

The CRAS update resulted in the identification of 954 historic resources, 463 of which were previously recorded and 491 of which are newly recorded. These 954 historic resources are divided up between the five segments of the project (TIS FEIS Segments 1A, 2A, 2B, 3A, and 3B), and each segment features its own separate *Results* section within this CRAS Update document. In addition to the 954 documented historic resources, two local historic districts (Barrio Latino Local Historic District and Tampa Heights Local Historic District), and one National Historic Landmark (NHL) District (Ybor City NHL District) are also partially located within the project survey area.

Within the Recommended Survey Area for **TIS FEIS Segment 1A**, the CRAS Update resulted in the identification of 41 historic resources, three of which were previously recorded (8HI12222, 8HI12223, 8HI13643), and 38 of which are newly recorded (8HI13583–8HI13588, 8HI13590, 8HI14324, 8HI14395–8HI14413, 8HI14441–8HI14451). The majority of the identified historic resources are buildings, but also included is one drainage ditch (City of Tampa Ditch [8HI13643]). The portion of the MacFarlane Park Retaining Wall (8HI5607) that was formerly located within TIS FEIS Segment 1A is no longer extant. The remaining portions of the wall are now located entirely within TIS FEIS Segment 2A. None of these historic resources is considered NRHP-eligible.

Within the Recommended Survey Area for **TIS FEIS Segment 2A**, the CRAS Update resulted in the identification of 83 historic resources, nine of which were previously recorded (8HI5141, 8HI5154–8HI5158, 8HI5607, 8HI9722, 8HI9827), and 74 of which are newly recorded (8HI14281–8HI14323, 8HI14325–8HI14328, 8HI14414–8HI14440). The majority of the identified historic resources are buildings, but also included is one historic park (MacFarlane Park [8HI9722]) and one historic wall (MacFarlane Park Retaining Wall [8HI5607]). Within this segment there is one historic resource that is NRHP-listed and one resource considered NRHP-eligible based on the current survey. The George Guida Sr. House (8HI9827) is currently NRHP-listed and MacFarlane Park (8HI9722) is considered NRHP-eligible. The remaining historic resources within this segment are considered NRHP-ineligible.

Within the Recommended Survey Area for **TIS FEIS Segment 2B**, the CRAS Update resulted in the identification of 749 historic resources, 392 of which were previously recorded, and 357 of which are newly recorded. Most of the identified historic resources are buildings, but also included are four NRHP-listed historic districts (Ybor City Historic District–8HI313, Tampa Heights Historic District–8HI5688, North Franklin Street Historic District–8HI8536, and Upper North Franklin Street Commercial District–8HI11601), one cemetery (8HI5595), one bridge (8HI6671), and two additional historic resource groups (8HI1240). Three additional historic resources that are not documented within the FMSF are also worthy of note and include one NHL historic district (Ybor City



NHL District), and two locally designated historic districts (Barrio Latino Local Historic District and Tampa Heights Local Historic District). Due to the large number of historic resources in this segment, all of the FMSF numbers for the identified resources are not listed here, however they are listed in Tables 10-6 and 10-7 in the CRAS Update. Within this segment a total of 29 resources were found to be either NRHP-eligible or NRHP-listed (8HI142, 8HI255, 8HI260, 8HI313, 8HI718, 8HI775, 8HI777, 8HI917A, 8HI956, 8HI3163, 8HI3175, 8HI3177, 8HI3251, 8HI3279, 8HI3282, 8HI3649, 8HI3650, 8HI3672, 8HI3688, 8HI3711, 8HI5485, 8HI5595, 8HI5688, 8HI6671, 8HI8536, 8HI8574, 8HI8605, 8HI11601, 8HI14230). The remaining 720 resources within the Recommended Survey Area for TIS FEIS Segment 2B are individually ineligible for inclusion in the NRHP. However, many of these individually ineligible resources are considered contributing to their respective NRHP historic districts.

Within the Recommended Survey Area for **TIS FEIS Segment 3A**, the CRAS Update resulted in the identification of 75 historic resources, 53 of which were previously recorded (8HI313, 8HI606, 8HI951, 8HI957, 8HI1052, 8HI4205, 8HI4210, 8HI4211, 8HI4214, 8HI4248, 8HI4255, 8HI4282, 8HI4302, 8HI4303, 8HI4305, 8HI4309, 8HI4317, 8HI4319-8HI4325, 8HI4327-8HI4330, 8HI4338, 8HI4344, 8HI4347-8HI4349, 8HI4355, 8HI4358, 8HI5265, 8HI8460, 8HI8484, 8HI8485, 8HI8487, 8HI8489, 8HI8637, 8HI8638, 8HI8640-8HI8649), and 22 of which are newly recorded (8HI14205-8HI14225, 8HI14280). In addition to the 75 documented historic resources, a portion of one NHL district and one local historic district (Ybor City NHL District and Barrio Latino Local Historic District) are also present. These two districts feature differing boundaries from the NRHP-listed Ybor City Historic District (8HI313) and have not been documented with a FMSF number. One resource group is located within the Recommended Survey Area for TIS FEIS Segment 3A: the NRHP-eligible Our Lady of Perpetual Help (8HI951). The remaining identified historic resources are all individual buildings. There is one historic resource that is NRHP-listed and four resources considered NRHP-eligible based on the current survey. Ybor City Historic District (8HI313) is currently NRHP-listed and Gonzales Fisher and Company (8HI606), Our Lady of Perpetual Help (8HI951), 1518 E 14th Avenue/1720 E 15th Avenue (8HI4305), and J. Seidenberg & Co. (8HI8638) are considered NRHP-eligible. Please note that resources found to be individually NRHP-eligible or NRHP-listed are indicated in Tables 11-6 and 11-7 in the CRAS Update. The remaining 70 historic resources within the Recommended Survey Area for TIS FEIS Segment 3A are considered individually ineligible for the NRHP. However, many of these individually ineligible resources are considered contributing to the Ybor City NHL District.

Within the Recommended Survey Area for **TIS FEIS Segment 3B**, the CRAS Update resulted in the identification of seven historic resources, all of which were previously recorded (8HI8682, 8HI8687, 8HI8689, 8HI8690, 8HI8692, 8HI8693, 8HI12224). All seven of the identified historic resources are buildings, and all are ineligible for inclusion in the NRHP, either individually or as part of a historic district. All seven have already been determined ineligible for inclusion for the NRHP by the SHPO and all remain ineligible based on the current survey. There are no NRHP or locally designated historic districts within the Recommended Survey Area for TIS FEIS Segment 3B, and there is no potential for a historic district in this area.

Ms. Cathy Kendall  
Tampa Interstate Study (TIS)  
Supplemental Environmental Impact Statement (SEIS)  
Hillsborough County, Florida  
Work Program Segment No.: 258337-2  
September 14, 2018  
Page 5 of 6

This information is being provided in accordance with the provisions of the National Historic Preservation Act of 1966 (as amended), which are implemented by the procedures contained in 36 CFR, Part 800, as well as in accordance with the provisions contained in the revised Chapter 267, *Florida Statutes*.

Provided you approve the recommendations and findings in the enclosed CRAS Update, please coordinate with the SHPO for concurrence.

If you have any questions, or if I may be of assistance, please contact me at (813) 975-6496 or [robin.rhinesmith@dot.state.fl.us](mailto:robin.rhinesmith@dot.state.fl.us) or contact Rebecca Spain Schwarz at (813)-281-8308 or [rebecca.spain-schwarz@atkinsglobal.com](mailto:rebecca.spain-schwarz@atkinsglobal.com).

Sincerely,



**Robin M. Rhinesmith**  
**Environmental Administrator**

Enclosures

Cc:	Marvin Williams, FHWA	Alyssa McManus, SHPO (with enclosure)
	Thu-Huong Clark, FDOT OEM	Roy Jackson, FDOT OEM
	Kirk Bogen, FDOT	Alice Price, Atkins/FDOT GEC
	Ken Hardin, Janus Research	Rebecca Spain Schwarz, Atkins/FDOT GEC




Ms. Cathy Kendall  
Tampa Interstate Study (TIS)  
Supplemental Environmental Impact Statement (SEIS)  
Hillsborough County, Florida  
Work Program Segment No.: 258337-2  
September 14, 2018  
Page 6 of 6

The FHWA finds the Cultural Resource Assessment Survey (CRAS) Update provided with this letter to be complete and sufficient and ☒ approves / ☐ does not approve the above recommendations and findings. Or, the FHWA finds the attached report contains ☐ insufficient information.

The FHWA requests the SHPO's opinion on the sufficiency of the CRAS Update provided with the letter and the SHPO's opinion on the recommendations and findings contained in this letter and in the comment block below.

**FHWA Comments:**


It is recommended to maintain the SHPO involved in any discussion of the Perry Harvey Sr. Park Skateboard Bowl since the resource was reconstructed as part of the stipulations of the MOA signed between the City of Tampa, SHPO, Tampa Housing Authority and ACHP in 2014.

For   
James Christian  
Division Administrator  
Florida Division  
Federal Highway Administration

11/20/2018  
Date

The Florida State Historic Preservation Officer finds the attached CRAS Update complete and sufficient and ☒ concurs / ☐ does not concur with the recommendations and findings provided in this cover letter for SHPO/DHR Project File Number \_\_\_\_\_. Or, the SHPO finds the attached report contains ☐ insufficient information.

**SHPO Comments:**


For  Deputy SHPO  
Timothy A. Parsons, Ph.D.  
Director, Division of Historical Resources  
& State Historic Preservation Officer

11/24/2018  
Date

**From:** Price, Alice  
**To:** [Christy Haven](#); [Richard Combs](#)  
**Cc:** [Elaine Illes](#); [Spain-Schwarz, Rebecca](#); [Novotny, Jeffrey S.](#); [Gregory, Ron](#); [Bogen, Kirk](#); [Rhinesmith, Robin](#); [Geiger, Crystal](#)  
**Subject:** FW: CRAS- Tampa Interstate Study  
**Date:** Tuesday, August 27, 2019 11:38:47 AM  
**Attachments:** [image001.png](#)  
[image002.jpg](#)

---

FYI

Alice J. Price, AICP  
FDOT District 7, GEC  
Planning and Environmental Management Office  
11201 N. McKinley Drive  
Tampa, FL 33612  
Office: 813-975-6482  
Mobile: 813-928-6672  
[Alice.price@dot.state.fl.us](mailto:Alice.price@dot.state.fl.us)

---

**From:** Victoria Menchaca [<mailto:VictoriaMenchaca@semtribe.com>]  
**Sent:** Monday, February 25, 2019 12:00 PM  
**To:** Rhinesmith, Robin <[Robin.Rhinesmith@dot.state.fl.us](mailto:Robin.Rhinesmith@dot.state.fl.us)>; Luis.D.Lopez@dot.gov  
**Cc:** Price, Alice <[Alice.Price@dot.state.fl.us](mailto:Alice.Price@dot.state.fl.us)>; Marino, Matthew <[Matthew.Marino@dot.state.fl.us](mailto:Matthew.Marino@dot.state.fl.us)>; Jackson, Roy <[Roy.Jackson@dot.state.fl.us](mailto:Roy.Jackson@dot.state.fl.us)>  
**Subject:** RE: CRAS- Tampa Interstate Study

<b>EXTERNAL SENDER: Use caution with links and attachments.</b>
---



February 25, 2019

Robin M Rhinesmith  
Environmental Administrator  
FDOT  
Phone: 813-975-6496  
Email: [robin.rhinesmith@dot.state.fl.us](mailto:robin.rhinesmith@dot.state.fl.us)

Subject: FDOT Tampa Interstate Study SEIS I-275 from Howard Frankland Bridge to N. of Dr. MLK Jr Blvd and from I-4 from I-275 to E of 50th St, Hillsborough County FL  
THPO #: 0030707

Dear Ms. Rhinesmith,

Thank you for the additional information regarding FDOT Tampa Interstate Study SEIS I-275 from Howard Frankland Bridge to N. of Dr. MLK Jr Blvd and from I-4 from I-275 to E of 50th St, Hillsborough County FL. The proposed undertaking does fall within the STOF Area of Interest. We have reviewed the documents provided and agree with the findings of the consultant. We have no further comments at this time.

Thank you,



Victoria L. Menchaca, MA, Compliance Review Specialist  
STOF-THPO, Compliance Review Section  
30290 Josie Billie Hwy, PMB 1004  
Clewiston, FL 33440  
Office: 863-983-6549 ext 12216  
Email: [victoriamentchaca@semtribe.com](mailto:victoriamentchaca@semtribe.com)  
Web: [www.stofthpo.com](http://www.stofthpo.com)



---

**From:** Lopez, Luis D. (FHWA) [<mailto:Luis.D.Lopez@dot.gov>]  
**Sent:** Monday, February 25, 2019 10:04 AM  
**To:** Victoria Menchaca  
**Cc:** Price, Alice  
**Subject:** CRAS- Tampa Interstate Study

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning,

In October 5, 2018, Mrs. Trinetta Ballard sent a link to the CRAS related to the TIS. I would like to know if you actually received the document and have any comments.

Please feel free to call me if you have any questions.

Thanks!

Luis

**Luis D. López-Rivera, P.E.**  
Senior Environmental Specialist and Interim Planning Program Manager  
U.S. Department of Transportation  
Federal Highway Administration  
Florida, Puerto Rico and US Virgin Islands Division Offices  
400 W. Washington Street | Suite 4200  
Orlando, FL 32801  
t. 407.867.6420



# Tampa Interstate Study

Cultural Resources Committee Meeting # 92

PLEASE SIGN IN

October 11, 2017

NAME

EMAIL ADDRESS

AFFILIATION OR GROUP NAME

1	Kirk Bogen	Kirk.bogen@dot.state.fl.us	FDOT
2	Liana Altzer	liana.altzer@dot.state.fl.us	FDOT
3	Lannie Wirtmer	lannie.wirtmer@dot.state.fl.us	FDOT
4	Amy Streelman	amy-streelman@janus-research.com	Janus Research
5	Dennis Hernandez	dennis.hernandez@tampabay.net	COT
6	Becley Clarke	becleyclarke@aol.com	TP1
7	Shannon Bruffett	sbruffett@mail.usf.edu	TP1
8	Amanda Brown	akb1710@gmail.com	Sunshine Chicks
9	Clarke Vlat	ClarkeVlat@gmail.com	HIGHWAY VACC AND NEIGHBORHOOD ASSOC.
10	Alyssa McManus	alysa.mcmanus@dos.myflorida.com	SHPO
11	Roy Jackson	roy.jackson@dot.state.fl.us	FDOT-DEM
12	Nate Marino	nate.marino@dot.state.fl.us	FDOT-DEM
13	Ilen Hardem	ilen-hardem@janus-research.com	Janus Research
14	Roba Rhinesmith	robin.rhinesmith@dot.state.fl.us	FDOT
15	Cathy Kendall	cathy.kendall@dot.gov	FHWA





# Tampa Interstate Study

Cultural Resources Committee Meeting # 92

PLEASE SIGN IN

October 11, 2017

NAME

EMAIL ADDRESS

AFFILIATION OR GROUP NAME

- 1 Marvin L. Williams marvin.williams@dot.gov FHWA
- 2 Sarah Guagnini Sarah.Guagnini@atkinglobal.com ATKINS
- 3 MATT BRAY matthew.bray@atkinglobal.com ATKINS
- 4 Nicole Selly nicole.selly@dot.state.fl.us FDOT
- 5 Michele Ogilvie ogilvie.m@placem.org WPO - Hillsborough
- 6 Rebecca Spain Schwarz rebecca.spain-schwarz@atkinglobal.com ATKINS / FDOT DT  
GEC
- 7
- 8
- 9
- 10
- 11
- 12
- 13
- 14
- 15

## MEETING MINUTES

---

**Date/Time:** October 11, 2017, 9:00 a.m.

**Location:** Allen Temple AME Church, Fellowship Hall

**Subject:** Tampa Interstate Study Cultural Resources Committee Meeting #92

**Author:** Rebecca Spain Schwarz and Sarah K. Guagnini (Atkins); Elaine Illes (IPI)

**Copies To:** Tampa Interstate Study (TIS) Cultural Resources Committee (CRC)

---

*Note: Updated information after the CRC meeting is included in bold italics.*

### **I. INTRODUCTIONS**

Attendees: Kirk Bogen, Ivana Alter, Lonnie Wittmeyer, Amy Streelman, Dennis Fernandez, Becky Clarke, Shannon Bruffett, Amanda Brown, Chris Vela, Alyssa McManus, Roy Jackson, Matt Marino, Ken Hardin, Robin Rhinesmith, Cathy Kendall, Marvin Williams, Sarah Guagnini, Matt Bray, Nicole Selly, Michele Ogilvie, Rebecca Spain Schwarz, Elaine Illes, Wanda Thompson (call in), Monica Ammann (call in), Ellen Rankin (call in).

See also attached sign in sheet.

### **II. WHERE ARE WE TODAY?**

Elaine Illes welcomed old and new attendees to the 92<sup>nd</sup> Cultural Resources Committee (CRC) meeting. This committee has overseen the effects evaluation and development of mitigation included in the Tampa Interstate Study (TIS) Section 106 Memorandum of Agreement (MOA). The committee includes the five signators of the agreement, Federal Highway Administration (FHWA), State Historic Preservation Officer (SHPO), Advisory Council for Historic Preservation (ACHP), Florida Department of Transportation (FDOT) and City of Tampa (COT), as well as other entities which have played a role in in the implementation process, National Park Service (NPS), Ybor City Development Corporation (YCDC) and Tampa Preservation, Inc. (TPI). The committee has been meeting as part of the oversight of the implementation of the MOA since December 1998.

#### **A. MOA Status – Elaine Illes.**

1. Still in Effect – Those who are not familiar with the MOA, most readily think of the MOA as it pertains to the relocation of 64 historic structures. This part of the TIS MOA is spectacular and to date, best as we can determine, still remains the largest DOT historic preservation mitigation project undertaken in the US. The 64<sup>th</sup> and last building was relocated and deeded to the City of Tampa as of April 2017. In addition to the relocation aspect of the agreement, there are several other stipulations in the MOA still in process of being implemented, such as the requirement to complete Historic American



Buildings Survey (HABS) documentation for directly affected contributing buildings. In coordination with the FHWA, the department is working on preparing a Supplemental Environmental Impact Statement (SEIS) for the TIS. This document is a supplement to the original Final Environmental Impact Statement (FEIS) completed in 1996. FDOT is working with the community, listening to their concerns and developing alternatives that reflect current concerns and interests. A broad range of alternatives are being developed and range from minor modifications of the TIS FEIS Long Term Preferred Alternative, which was a full reconstruction project with general use and express lanes, to options that minimize right of way and add express lanes to the existing interstate; therefore, this MOA will remain in force. The SEIS project will include the FEIS preferred alternative in the SEIS as a baseline of comparison.

2. MOA Status Report – A status report is being prepared that includes all historic relocations. Several previous status reports were completed as part of TIS project reevaluations. The current status report will probably be ready for CRC members to review in late January 2018. The status report will be sent out for review and comment, and be available for public review. The format of the document has been modified and will now include photo documentation up front to tell the story of what has been completed, in addition to a large appendix of technical information. The focus is on how the process was accomplished. The goal is for it to be helpful to others and not just documentation

## **B. City of Tampa Report – Dennis Fernandez / Wanda Thompson**

1. Interstate Trust Fund –
  - a. Loan Fund: Dennis Fernandez noted that monies from the sale of TIS MOA Phase I houses makes up the Loan Fund and currently there is \$1,348,449 dollars available. Over \$4 million in loans have been loaned to-date through the Interstate Trust Fund. There is continued outreach with the Trust Fund but no application cycle recently for loans due to the loan fund having to be revamped. Legal made tweaks to the process as it relates to changes in banking laws specifically related to the Dodd Frank Act. The Loan Fund should be back to advertising for applications in the next couple of weeks.
  - b. Grant Fund: Interest received from the Loan Fund Program constitutes the funding for the Grant Fund that can be used for homesteaded properties that contribute to a historic district. Currently there is \$143,288 available and grants issued to date equate to \$579,000.
  - c. Matching Grant Program: This was created later to assist non-profits with rehabilitation and maintenance costs if they have acquired TIS

MOA Phase I and Phase II houses. There is \$76,055 remaining and \$32,900 has been issued to date for this program.

- d. The Fund from TIS MOA Phase II houses sold has \$539,006 dollars available.

2. Private Rehabilitation Phase II – A spread sheet was passed out that includes the 29 buildings that were relocated by FDOT and deeded to the City of Tampa for private rehabilitation. The majority of the rehabilitation of the buildings has been completed; however, there have been a few properties that have had owners that have failed to complete the requirements of their contract with the City. Elaine asked Wanda Thompson to review the spread sheet and highlight recent activities and any issues.

- The “twins” were relocated from 920 and 922 E. 12th Avenue and are now located at **915 E. Columbus Drive**. They are about 90% complete. The hope is that these houses will be fully complete shortly after January 2018. The exterior work on the houses is almost completed, but the interiors need a little more time. Everyone is happy with the work to date.
- Wanda discussed the **1712 E. 15<sup>th</sup> Avenue** property (relocated from 1007 E. 14<sup>th</sup> Avenue). The rehabilitation work has been completed for this house since the last time we met and the Purchase Money Deferred Payment Mortgage (DPL) was satisfied back in 2013.
- The exterior of **2915 N. Jefferson** (relocated from 506 E. Palm Avenue) was completed in February of 2016 and the interior was completed in February of 2017.

Elaine Illes stated that there are three or four properties out of the total 64 that have had some past issues. Wanda Thompson provided an update.

- The house at **2308 E. 12th Avenue** (relocated from 2305 N. 12<sup>th</sup> Street) was sold in 2008. Wanda stated that the house is located on the south side of I-4, to the east of 22nd Street. In lieu of the City of Tampa foreclosure, due to non-compliance, the Owner signed a Quit Claim Deed and conveyed the property back to the COT in 2014.

In 2017, someone performing rehabilitation work on other buildings in the area expressed an interest in acquiring the building. The City of Tampa advertised a Request for Proposal (RFP) and a real estate closing on the sale of the property is scheduled to occur in February 2018.



The Land Sales Agreement and Quit Claim Deed requires the exterior rehabilitation to be completed within two years from the date of closing and the interior rehabilitation to be completed no more than three years following the completion of the exterior rehabilitation. All rehabilitation is due for completion no more than five years from the date of closing.

- The house at **1714 E. 15<sup>th</sup> Avenue** (relocated from 1019 E. 14<sup>th</sup> Avenue) was purchased by the same party that owns/ purchased **1712 E. 15<sup>th</sup> Avenue** (relocated from 1007 E. 14<sup>th</sup> Avenue) and described on the previous page.

On the TIS tracking chart at the meeting, there is an indication that the rehabilitation of **1714 E. 15<sup>th</sup> Avenue** had not been completed and the DPL had not been satisfied, however, there was discussion about it being completed. *(As of January 24, 2018, Elaine Illes was advised by City of Tampa Historic Preservation and Urban Design that the permit that included exterior rehabilitation was finalized in 2010 and other permits have expired. The exterior completion has been updated on the tracking chart.)*

- Dennis Fernandez noted that **1807 E. Columbus Drive** (relocated from 1316 E. 14<sup>th</sup> Avenue) has not been rehabilitated yet. He said that the house ended up being sold by the previous owners. The building requirements are an attachment to the deed and are recorded in the public records of Hillsborough County when the property is sold by the City of Tampa. However, it is a challenge when houses are sold because there isn't a relationship with the new owners and unknown awareness of the rehabilitation agreement that comes with it. There is also a parking problem with this property that is in the process of being worked out; there is some adjacent right-of-way that is abandoned.
  - **2506 N. 12<sup>th</sup> Street** (relocated from 2502 N. 13<sup>th</sup> Street) has been rehabilitated – both interior and exterior but the DPL has not been satisfied. The City Legal is considering initiating foreclosure. The building is currently rented.
3. Advertising #64 Historic Structure – Wanda Thompson stated that the house at **1713 E. Columbus Drive** (relocated from 916 E 14<sup>th</sup> Avenue) was advertised on September 22, 2017. There will be an open house on Friday, October 13, 2017 from 9:00 am to 11:00 am.

Elaine Illes requested additional details on the process to sell the relocated house #64. Dennis Fernandez stated that the property was zoned YC2 for

single or two-family residences. He is anticipating #64 to be used for office space per contacts he has been receiving. A bed and breakfast would be another possible use, but Dennis is not seeing a strong possibility for that. Dennis hopes that the building becomes either a live/work situation or an office. The bids for the RFP are due October 23, 2017 at 4 pm. The RFP Form that is utilized by the City of Tampa requires the prospective Purchaser to state what the intended use is as well as the Proposer's prior experience, particularly if the Proposer has any experience in property redevelopment and/or rehabilitation of historic buildings. If none, the Proposer is requested to indicate none on the form.

After receiving proposals, there is a review process and the bid is awarded within less than a month. The Land Sales Agreement states the timeframe for the rehabilitation to be completed and requires the rehabilitation to comply with Design Guidelines for the Historic District where the building is located. The building requirements are also attached to the Deed that will be recorded in the public records of Hillsborough County when the property is sold by the City of Tampa. Dennis stated that the standard agreement is two years for exterior rehabilitation and three years for interior rehabilitation. However, based on the current market it was decided that building #64 would require a one-year exterior rehabilitation and two year interior rehabilitation.

### **C. SEIS Process - FDOT**

Kirk Bogen gave an overview of the current TIS SEIS process. A traffic and revenue study showed that the area was beneficial for tolling and would allow for faster building. Some portions of the original TIS have been built but other areas have not been built such as the Westshore and Downtown interchange areas. With Florida's 2011 policy that any additional lanes would be toll lanes, there was some discussion with FHWA to include tolling as well as to update the study which will be undertaken as a SEIS. Kirk Bogen noted that in January 2017 there was a notice to begin the SEIS process. FDOT is conducting small group meetings with the neighborhoods for input on work completed throughout the process. TIS Urban Design Guidelines have been implemented as required in historic areas. [The Downtown Interchange Operational Improvement completed in 2007 was considered an interim improvement and consequently, the ultimate aesthetic treatments were not implemented. Appropriate mitigation will be developed with the community, depending upon the selected alternative]. The TIS SEIS Purpose and Need has been published and sent to agencies. Currently the project is in the screening process. There will be additional workshops to present the public with alternatives. The next major Workshops are currently scheduled for late 2018. Two community suggested alternatives, Boulevard and Beltway, will be dropped from further consideration in the SEIS due to low performance in terms of meeting screening criteria but these alternatives will still be considered in other areas, such as in the I-275 corridor north of Dr. Martin Luther King (MLK), Jr. Boulevard. The Trench alternative will be considered in the Robles



Park area. Kirk Bogen outlined the schedule and explained the Tier 1 process noting that typical documents will be prepared over the next year or so; public workshops will be at the end of next year; and a public hearing will be held in the summer of 2019. It is hoped that the SEIS document will be finished by the end of 2019.

### **III. HISTORIC RESOURCES INFORMATION MEETING – Elaine Illes**

- A. Summary of Meeting** – Two Historic Resources Information Meetings were held in conjunction with two TIS SEIS Public Workshops held in Tampa earlier this week. One meeting was held on Monday, October 9, 2017 at the Tampa Marriott Westshore from 4:00 to 7:00 pm. The second meeting was held on Tuesday, October 10, 2017 at the Hilton Tampa Downtown from 4:00 to 7:00 pm. A written summary of the meeting was handed out and Elaine reviewed the comments received. A copy of the sign-in sheets, comments received and the summary passed out at the meeting are all attached as handouts. Boards displayed at the meetings are available online at the following website (see link for TIS SEIS Workshop Presentation Boards and link for Historic Resources):

<http://www.tampabaynext.com/interstate-modernization/environmental/seis/>

- B. Comments Received** - Two comments were received at the Westshore location on October 9<sup>th</sup> and 10 comments were received at the Downtown location on October 10<sup>th</sup>. Of the 12 comments, half were from people outside the SEIS historic neighborhoods, five (5) citizens from Seminole Heights supported historic preservation and the restoring or relocating of historic buildings, multi-modal, transit, and complete streets. Property owners from within the project area expressed concerns of construction impacts such as vibration and dust, identified a marker to be avoided and expressed support for inclusion of multi-modal options.

### **IV. DISCUSSION OF CRAS UPDATE METHODOLOGY – BECKY SPAIN SCHWARZ AND JANUS RESEARCH**

#### **A. Survey Area Exhibits**

Boards showing the proposed TIS SEIS Survey Area and Historic Build Dates (see website link referenced above) were presented by Becky Spain Schwarz. Based on existing conditions, historic resource information, and proposed project alternatives, the areas to be resurveyed have been identified. The original Area of Potential Effect (APE) was used; however, there are areas that are not recommended to be resurveyed/ inventoried with the CRAS Update. The APE is large to include secondary impacts or indirect effects such as visual and noise

which will be considered. However, this does not mean the proposed construction will be as wide as the APE. There are several alternatives in the Westshore area so that area will be inventoried, but the area in West Tampa has no proposed construction outside of the median area or at a higher elevation than the existing exterior lanes. Therefore, we are not proposing to resurvey in the West Tampa area. ***(PLEASE NOTE: after the CRC meeting, it was determined that this is no longer the case since there are now three options for Express Lane access in the Himes Avenue to McDill Avenue area. Consequently, the survey area has been expanded to now include a portion of the West Tampa area. This additional area will be included on the text and maps in the Cultural Resource Research Design and Survey Methodology document.)*** The Downtown Tampa area needs to be re-inventoried and resurveyed since the interstate will be reconfigured in that area. This is one of the main areas where Janus Research will focus their efforts for the CRAS Update, in addition to other resurvey areas described at the CRC meeting ***(and based on additional information gathered after the CRC meeting)***. There will be some tweaks to the original survey area, as needed to include some newer historic districts (North Franklin Street and Upper North Franklin Street). Elaine Illes added that some parcels were added to the APE around Robles Park. Becky Spain Schwarz noted that the area north of Dr. MLK Jr. Boulevard to Osborne Avenue is also being inventoried. Elaine Illes stated that if there is a delay in the project or more public involvement is needed related to a specific issue, the Section 106 cultural resource schedule may need to be extended because there is quite a bit of information that we need to wait for that is necessary in evaluating alternatives and potential effects. Obviously, the cultural resources effort is dependent on the whole study moving along as scheduled.

## **B. Historic Resource / District Evaluations**

1. Historic District Period of Significance – Becky stated that the period of construction for properties to be surveyed in the CRAS Update included up to 1969. Within the historic districts, the identified period of significance will be addressed without doing extra research. The City of Tampa Historic Preservation Department can provide some information that they have been gathering for the existing historic districts, especially for what happened between 1945 and 1969.

2. Historic Resources Built 1940s-1960s – Dennis Fernandez noted the dates identified in the historic districts were identified so long ago that they don't actually reflect the issues that we are dealing with today. He would like to be included in any discussions with staff from the NPS. Janus Research will include a limited update of the historic context from 1941 to 1969 in the CRAS Update. These resources will be considered in the context of established historic districts, but the background research supporting them will be very limited. The CRAS Update will include good information about this time period, but not include the



full language needed for NRHP nominations. Janus Research will just be setting the stage for this period.

3. Contributing vs Non-contributing (date of construction, integrity) – Alyssa McManus asked Amy Streelman if NRHP recommendations will be made. Amy Streelman stated that recommendations would be made as to whether resources were contributing or non-contributing within the districts, and that is normal to make a broad statement such as “if the period of significance is expanded, this resource would be contributing.” The survey will update contributing and non-contributing resources for previously recorded resources. Per SHPO, an entire historic district does not need to be reevaluated, it can just be determined if resources are contributing or non-contributing to the historic district. The formal historic district documentation does not have to be updated.

Cathy Kendall asked if linear resources would be in the APE, even if they extend outside of the APE. Becky Spain Schwarz noted that there are a few railroads and canals within the APE and asked if the methodology needed to be changed for these resources. Amy Streelman said this wouldn't be a problem to include the linear resources in the CRAS Update, and that many railroads are already determined NRHP eligible. Railroads show up on aerials and are not problematic to assess for significance. Amy Streelman also noted that canals are not a problem either, and that a good methodology can be implemented into the report to identify linear resources. Amy Streelman also stated that any potential historic roads will not be recorded within the report. Roy Jackson stated that if a road is within historic district boundaries, it is presumed to be significant to the historic district, especially in the case of brick roads, many of which have been identified. Roy Jackson further noted that road patterns are features which have not been explored. Elaine Illes stated that brick roads are noted during effects documentation. Roy concurred with Elaine that roads are part of effects documentation since projects can change road patterns in districts. Per Roy, there should be a focus on roads in districts if the project were to change the circulation of a road and/or if there is heavy involvement with the road.

Becky Spain Schwarz added that the City of Tampa has an ordinance to protect brick roads whether they are in a historic district or not. Roy reaffirmed that the default is to assume a road within a district could be contributing even if the road is not called out.

4. Florida Master Site File (FMSF) Updates – Individual Resources and Historic Districts - Becky Spain Schwarz stated that individual resources will receive updated FMSF forms, but historic districts will not. Existing historic district boundaries will not be revised. Janus Research will prepare the FMSF forms and include the results in the CRAS Update report in a tabular format. Significant resources, however, will include a written description and photographs within the report. The FMSF forms will be provided digitally. There will be lists of

demolished or moved resources. If a resource is moved outside of the survey area and it is part of the previous TIS documentation of moved resources, it will only be in a list and a FMSF form will not be prepared. Any resources within the identified survey area that have been moved and restored (especially for the TIS MOA) will receive updated FMSF forms. Roy Jackson said these updated forms will be important for restored resources so their documentation is complete.

5. Ybor City National Historic Landmark District - There will only be a focus on contributing and non-contributing individual resources within the National Historic Landmarks (NHL) district.

### **C. Archaeology**

Ken Hardin outlined how the TIS project in the Downtown Tampa and Ybor City area might affect the archaeology. Ken noted, of particular local interest, Fort Brooke in downtown is an important resource for Tampa but it is located to the south of Whiting Avenue and won't be affected. As for Ybor City, the need for archaeological field survey would be limited since the original TIS study verified through early Sanborn Fire Insurance maps that there was no historic development prior to the 1880's when Ybor City was founded. Initially there was concern that privy and trash pits could be present, however, that proved not to be evident and unlike downtown where there were big bottle dumps, there were none in Ybor City. Ybor City's waste was likely sent to the Scrubs. Ken did note that outside of downtown and Ybor City there is an area around Osborne Avenue and Dr. MLK Jr. Boulevard that may require additional ROW. This area will need to be evaluated with field testing.

Alyssa McManus, SHPO, asked if when there was an adverse effect and a house was demolished, was archaeological testing done. She also asked if testing in areas of house removals could be talked about down the line. Ken Hardin stated that the initial survey did a lot of testing in the yards of houses and as no archaeological sites were found, additional testing was deemed not necessary. Janus Research is not scoped to do this. Elaine Illes stated that if additional testing is requested by the committee, the matter will be revisited and can be addressed through a separate contract if need be.

Cathy Kendall, FHWA, asked if there was a proposed phasing plan with archaeological and historic surveys. As discussed above, the APE for the archaeology is defined by the ROW needs. The APE for the historic resources for this proposed project is very different from the APE for archaeology. The historic resource APE includes a full block or more outside the proposed ROW in most locations. Elaine noted that one of the issues that will have to be addressed is the difficulty in identifying reasonable staging areas for construction in the historic



districts. This can be a challenge, i.e. the recent 21<sup>st</sup>/ 22<sup>nd</sup> Street project in Ybor City presented some difficulty with this issue and required extra work.

#### **D. CRAS Update Research Design / Methodology Technical Memorandum**

Becky Spain Schwarz stated that all maps have been prepared and a CRAS Update research design will be prepared either for approval or for information and comment. For the Section 7 and I-275 in Pinellas County projects, the CRAS research designs were for information and comment only and there was no formal approval. The SHPO and other agencies can provide comment if they want and this will be incorporated into the CRAS Update document. The research design should be completed within the next two months (*It was submitted to the District for review on December 18, 2017 and submitted to FHWA and SHPO for concurrent review on January 31, 2018. Comments were received from FHWA on February 26, 2018 and from SHPO on March 2, 2018. Comments were minimal. The Research Design and Survey Methodology document will also be submitted soon to the Native American Tribes for review.*). There is an original synopsis that Becky Spain Schwarz and Amy Streelman prepared for recent discussions with FHWA, FDOT OEM and SHPO. This information will be included. Elaine Illes also said to that displays from the October Workshop/ Historic Resources Information Meeting that were modified slightly based upon previous graphics presented will also be included in the research design document.

Amy Streelman discussed the concerns of one property owner that was present at the October 10<sup>th</sup> meeting. This owner is just outside of the APE and the citizen did not write down their address. She is not in the Seminole Heights Historic District, but the owner stated that their building is from the 1890s. Amy requested the property owner leave her address on a comment card.

Cathy Kendall asked if the Hillsborough River was included in the first TIS study. Becky Spain Schwarz answered that the Hillsborough River area had already been surveyed. Elaine Illes added that several project alternatives have ramps on the north and south side of the river that will most likely require new piers in the river. Ken Hardin addressed Cathy and stated that the area of the banks contains a lot of fill. They could be reevaluated but heavy equipment would be needed. He further noted that there are some wrecks further upstream that divers know about but in the project area, there are no recorded obstructions, i.e. shipwrecks. Ken stated that if columns were needed in the River itself, then their placement would be evaluated for potential effects to pre-historic archaeological resources. Per Dennis Fernandez, the sea walls of the Hillsborough River were constructed during the 1910s or 1920s.

## **V. ACTION ITEMS / DISCUSSION**

**Action Item 1:** CRAS Update Research Design will be prepared soon to document the CRAS Update methodology.

**Action Item 2:** The meeting will be formally summarized as it has been for all previous 91 meetings and distributed to all members of the committee. The summary will include comments from the Historic Resources Information Meeting for those committee members who were not in attendance.

**Action Item 3:** Follow-up on the property owner who attended the Workshop and owns a building one parcel outside of the proposed APE. Make a determination if her property will be included in the survey.

Marvin Williams asked how the closing of the Floribaska ramps would be addressed. He asked about consideration of closing ramps in historic districts. Regarding the commute, Marvin wants to know where people will go. Elaine Illes stated that when the CRAS is complete and we evaluate alternatives from an effect evaluation standpoint, the Floribaska ramps will be addressed. This will be part of our discussion at the next CRC meeting when we begin talking about criteria used for assessing effects for change of access, noise, visual, etc. There will be an evaluation of how the historic districts/properties will be affected. For example, the Boulevard alternative may be beneficial for the community in some respects but it could still put more traffic on minor roads in the historic districts which may be detrimental. All these issues related to effects on the historic districts and roadways will be discussed prior to beginning any evaluation at the next meeting when the CRAS Update field survey is complete.

## **VI. PUBLIC COMMENT (3 MINUTES PER SPEAKER; 1 HOUR MAXIMUM FOR PUBLIC COMMENTS)**

Chris Vela, Historic Ybor Neighborhood Association President and member of the Sunshine Citizens group, left a hard copy note of his comments as he had to leave before the meeting ended. Elaine asked Becky Spain Schwarz to read his comment out loud and noted it would be included in the minutes verbatim. His note reads as follows:

*"10/11/17 Cultural Resources Committee Mtg. #92*

*As a Ybor president living on 11<sup>th</sup> Avenue I am extremely concerned w/ mitigation and demolition of properties. I am also concerned of the quality of district, disrupting and crossing/cutting our historic street grid hurts our landmark district. I hope this board will reject any Interstate widening proposals, historic Ybor cannot continue to lose more property. Would like more meetings, better public notifications, and to discuss the MOA and establish a new one to protect (better) the integrity of our neighborhoods. Want to do*



*a new EIS for all historic districts alongside the Interstates. Want the highway, Interstate I 275, I4 removed from our historic districts.*

- *Christopher Vela*  
*924 ½ E 11<sup>th</sup> Ave*  
*Tampa FL 33605*

*P.S. We need more cultural resource meetings ongoing from this point. ”*

Amanda Brown, also with Sunshine Citizens, living at 6503 N. 21<sup>st</sup> Street spoke. She noted that there were good points in the CRC meeting. She wants more public access, specifically more late-night meetings and more meetings. Amanda feels that the archaeological information has been put to the side. She wants more discussion of this. She noted that Orlando had similar issues with demolishing houses when it turned out that they didn't need to take the houses. She has a concern that this will happen in relation to the current project. She also noted that existing ponds are not maintained.

Elaine Illes thanked Amanda for coming to the meeting.

**The meeting was adjourned at 11:19 PM.**

## **VII. NEXT MEETING**

The next meeting was not scheduled at this time; however, it is tentatively scheduled for after the CRAS Update survey work has been completed allowing for discussions of findings, updating of the schedule and discussions of criteria to be used for effect determination

*Please notify the author of any necessary revisions to these minutes. Otherwise, the foregoing shall be deemed an accurate account of the subject meeting. Thank you.*

*Attachments*



# Tampa Interstate Study

Cultural Resources Committee Meeting # 93

PLEASE SIGN IN

October 26, 2018

NAME	EMAIL ADDRESS	AFFILIATION OR GROUP NAME
1 Luis D. Lopez	luis.d.lopez@dot.gov	FHWA
2 Christy Hanks	CHANKS@HNTB.COM	HNTB
3 Becky Clarke	beckyclarke@aol.com	TPI
4 Crystal Geiger	crystal-geiger@dot.state.fl.us	FDOT
5 Kirk Bozen	on file	FDOT
6 <del>Angela Freeman</del> (on sheet 2)		<del>FDOT</del>
7 Robyn Rhineswelter	on file	FDOT - D7
8 Rebecca Spain Schwarz	on file	Atkins / D7 GEC
9 Craig Fox	Craig.Fox@dot.state.fl.us	FDOT
10 Shannon Bruffett	rsbruff@msn.com	TPI
11 Dennis Fernandez	dennis.fernandez@tampagov.net	COT - HIST Pres.
12 Kerith	kerith@2janj.kramer.com	JMW
13 Roy Jackson	roy.jackson@dot.state.fl	FDOT-OEM
14 Matt Marino	mattmarino@dot.state.fl.us	FDOT-OEM
15 Alyssa McManus	alyssa.mcmanus@dcs.myflorida	SHPO





# Tampa Interstate Study

Cultural Resources Committee Meeting # 93

PLEASE SIGN IN

October 26, 2018

NAME	EMAIL ADDRESS	AFFILIATION OR GROUP NAME
1 Mary Lou Godfrey	marylou.godfrey@dot.state.fl.us	FDOT
2 Dick Combs	rcombs@hntb.com	HNTB
3 Sarah Guagnini	Sarah.Guagnini@ATKinsglbl.com	ATKins
4 Adrienne Daggett		STHP (phone)
5 David Clarke		FTWA (phone)
6 Mandy Ranslow		ACTP (phone)
7 Jennifer Wilcox		FDOT
8 Lonnie Wiermeren		FDOT
9 Alice Price	alice.price@dot.state.fl.us	FDOT/ATKins
10 Amy Sreedman	amy_sreedman@janus-research.com	Janus Research
11 <del>Ken Jackson</del>	<del>Ken Jackson@janus-research.com</del>	<del>Janus Research</del>
12 <del>Alyssa McManus</del>	<del>alysa.mcmanus@dot.state.fl.us</del>	<del>STHP</del>
13 <del>Louis D. Lopez</del>	<del>lois.d.lopez@dot.gov</del>	<del>FTWA</del>
14 <del>Roy A. Jackson</del>	<del>roy.jackson@dot.state.fl.us</del>	<del>FDOT/ATKins</del>
15 <del>Maete Marino</del>	<del>maete.marino@dot.state.fl.us</del>	<del>FDOT/ATKins</del>



# Tampa Interstate Study

Cultural Resources Committee Meeting # 93

PLEASE SIGN IN

October 26, 2018

NAME

EMAIL ADDRESS

AFFILIATION OR GROUP NAME

1 BERENICE B DEIKOUNIS berenice.sueiremarquez@attusglobal.com FOOT/STIKINS

2 Amanda Brown (phone)

3 \_\_\_\_\_

4 \_\_\_\_\_

5 \_\_\_\_\_

6 \_\_\_\_\_

7 \_\_\_\_\_

8 \_\_\_\_\_

9 \_\_\_\_\_

10 \_\_\_\_\_

11 \_\_\_\_\_

12 \_\_\_\_\_

13 \_\_\_\_\_

14 \_\_\_\_\_

15 \_\_\_\_\_



## MEETING MINUTES

---

**Date/Time:** October 26, 2018, 9:00 a.m.

**Location:** Children's Board Hillsborough County Large Boardroom  
1002 E. Palm Avenue, Tampa FL

**Subject:** Tampa Interstate Study Cultural Resources Committee Meeting #93

**Author:** Rebecca Spain Schwarz, Berenice Sueiro, and Sarah K. Guagnini (Atkins);  
Elaine Illes (IPI)

**Copies To:** Tampa Interstate Study (TIS) Cultural Resources Committee (CRC)

---

*Note: Updated information after the CRC meeting is included in bold italics.*

### I. INTRODUCTIONS

Attendees (also see attached sign-in sheets):

**Federal Highway Administration (FHWA):** Luis D. Lopez, David Clarke (Washington, DC; call in)

**Florida Department of Transportation (FDOT) District Seven:** Kirk Bogen, Robin Rhinesmith, Crystal Geiger, Craig Fox, Mary Lou Godfrey, Lonnie Wittmeyer, Jennifer Howard

**FDOT Office of Environmental Management (OEM):** Roy Jackson, Matt Marino

**State Historic Preservation Officer (SHPO):** Alyssa McManus, Adrienne Daggett (call in)

**Advisory Council on Historic Preservation (ACHP):** Mandy Ranslow (call in)

**City of Tampa (COT):** Dennis Fernandez

**IPI (FDOT Consultant):** Elaine Illes

**HNTB (FDOT Consultant):** Dick Combs, Christy Haven

**Atkins (FDOT Consultant):** Alice Price, Rebecca Spain Schwarz, Sarah Guagnini, Berenice Sueiro Vazquez

**Tampa Preservation Inc. (TPI):** Becky Clarke, Shannon Bruffett

**Janus Research:** Ken Hardin, Amy Streelman

**Interested Parties:** Amanda Brown (citizen) (call in)

### II. Tampa Interstate Study Section 106 MOA

Elaine Illes welcomed old and new attendees to the 93<sup>rd</sup> Cultural Resources Committee (CRC) meeting. Briefly reviewing the history of the Tampa Interstate Study (TIS) Section 106 Memorandum of Agreement (MOA), she noted that all 64 historic buildings identified for relocation in the MOA have been relocated, thirty-five of which were also rehabilitated, and noted that there are still several Stipulations of the MOA that are in effect and currently being implemented. For example, any historic buildings purchased within the ROW will have Historic American Buildings Survey (HABS) documentation completed, will be advertised to the general public for relocation and if there were no

bidders, the historic elements will be salvaged prior to demolition. Another example of stipulations still being implemented includes the application of the TIS Urban Design Guidelines. For segments of the Interstate where the outside lanes/ general use lanes have been constructed as in West Tampa and most of Ybor City, the Guidelines have provided visual and audible mitigation. To be compatible with the surrounding historic neighborhoods and provide aesthetic mitigation, appropriate aesthetic treatments will be included in the TIS Supplemental Environmental Impact Statement (SEIS) selected alternative as stipulated in the MOA.

**A. City of Tampa Report – Dennis Fernandez**

**1. Interstate Trust Fund**

- **Loan Fund:** Dennis Fernandez reported that there have been more than \$4 million in loans and the fund has revolved two times! The money is earning interest that gets shifted to grant funds. Dennis noted that the Interstate Trust Fund has a balance of \$2,186,271.00. A few early loan payments recently provided extra funds. (Later in the meeting Dennis noted that the Deferred Payment Loan [DPL] for 2506 N 12<sup>th</sup> Street had been recently repaid and was satisfied.) They are now offering a five-year balloon loan payment option instead when they previously offered a 20-year fixed loan. There were some internal challenges with the mortgage structure. While they worked through it, they were not offering loans for 6-months, but they have remedied the issues and now have a couple of loans that are being processed. They will probably be approved by the end of the year.
- **Grant Fund:** The grant fund was set up using the interest accrued from the Loan Fund. The grant fund's current balance is \$164,436, but this is not reflective of the capacity of the program. There is \$75,000 in interest that has accrued and can be shifted into the fund. The maximum dollar amount of a grant is \$15,000 and the awarded amount is usually close to the maximum amount. Grants are for homesteaded properties only. These grants keep grant qualified people in their homes and encourage proper preservation for residents in historic districts. Under this grant program, a lot of roof repairs, structural work, and some architectural restoration work is being done. There is a requirement that 70% of the funds go to exterior work.
- The Phase II balance is \$548,572.00. Phase II is at capacity since all 29 of the structures have been moved and sold so there is no further ability to increase monies in this fund. The funds can be used anywhere in the city. They are not tied to the historic districts impacted by the TIS project. The fund has been used for projects throughout the city. The Beach Park



Archway is an example from 10 years ago where monies were used to refurbish the archway.

There are currently six grants being processed. In November 2018 there will be a meeting held for loans and grants. Currently the City is on two staggered cycles per year. A new hotel in Ybor City on 14<sup>th</sup> Street and 7<sup>th</sup> Avenue is currently under construction. There are two historic buildings on this property that will be integrated into the hotel. The program is a good marketing tool for preservation.

2. Private Rehabilitation Phase II – A spreadsheet was distributed that includes the 29 buildings that were relocated by the FDOT and transferred to the City of Tampa for private rehabilitation.

- The building that was relocated from 1017 E 14<sup>th</sup> Avenue to 1712 E 15<sup>th</sup> Avenue has been completed (exterior and interior rehabilitation) and the loan satisfied.

When the Phase II monies were first offered, the City used DPLs to assist individuals to improve the properties in a timely manner. There were some problems with some of the early DPLs with people defaulting on their loans. Consequently, several years ago the City moved to strictly cash sales. The City has spent time revisiting the DPLs and several have recently been satisfied. The following properties still have issues:

- 2308 E 12<sup>th</sup> Avenue (relocated from 2305 N 12<sup>th</sup> Street) has been sitting for a long time and the City is looking into alternatives to compel some type of activity on the rehabilitation. Currently with the City legal department.
- 2506 N 12<sup>th</sup> Street (relocated from 2502 N 13<sup>th</sup> Street)– is completed and the building is rented. The City is working with the owner to get repayment on the loan.
- 1714 E 15<sup>th</sup> Avenue (relocated from 1019 E 14<sup>th</sup> Avenue) is completed but lacking building permits and the City needs to reach out to the owner.
- 2314 E 12<sup>th</sup> Avenue (relocated from 1006 E 12<sup>th</sup> Avenue) has not been completed and has been resold twice. The DPL is in default for this property and discussion with City legal staff is on-going.

Elaine noted that the three properties that have had on-going problems have all been located east of 22<sup>nd</sup> Street in a portion of Ybor City that has been slower to revitalize than other areas but with the uptick in the real estate market maybe this will change.

Dennis noted that the twins at 915 E. Columbus Drive are almost completed and looking good. The 64<sup>th</sup> house move was the building currently located at 1715 E Columbus Drive (relocated from 916 E. 14<sup>th</sup> Avenue in February 2018). Their building permit wasn't issued until August 2018 and they have until the end of 2019 to complete their rehabilitation work.

## **B. SEIS Process/Schedule/On-Going Mitigation Implementation**

Elaine Illes gave a summary of the SEIS schedule.

- A Public Workshop is scheduled for December 2018. The four options for the Downtown Interchange Improvement area will be evaluated for their direct impacts to historic properties and this information will be included in the evaluation matrix at the workshop.
- A recommended alternative will be identified in January 2019.
- The effects analysis specific to indirect effects, such as visual and auditory effects, will be conducted based only on the recommended alternative. The Effects Analysis will be presented to the CRC for review and comments. In addition, a Status Report documenting the MOA implementation through the last house move is being prepared to be on display at the Workshop. CRC members will have 30 days to review the draft prior to the Workshop.

The FDOT currently owns 9 historic buildings within the Ybor City Historic District and Tampa Heights Historic District that are within the original TIS footprint. These are:

### North of I-4

- 1018 E. 14<sup>th</sup> Avenue – property will remain in place until a recommended alternative is selected. If the option selected impacts the property, the best alternative would be to sell the building for relocation and rehabilitation. If the building can remain in place, the FDOT will sell the property with the historic building.
- 1306 E. 14<sup>th</sup> Avenue and 2506 N. 14<sup>th</sup> Street – properties will be impacted by all four options under consideration. The buildings were put out for bid and have been sold to private individuals for relocation.

### South of I-4

- 916 E. 12<sup>th</sup> Avenue – property will remain in place until a recommended alternative is selected. This building is potentially affected by all four options. There is a vacant parcel, across the street where it can be relocated depending on which option is selected as the recommended alternative. Once the recommended alternative is identified the building can be advertised for relocation by a private individual.



- 1212 E. 12<sup>th</sup> Avenue – the hazmat/asbestos report has recently been completed. The property was put up for sale and no bids were received. The community requested if no bids were received, for the FDOT to salvage historic elements and demolish the property. (*This was completed in February 2019.*)

#### Tampa Heights

- 604 E Frances Avenue – the property was put out for bid and has been purchased. The FDOT and the purchaser are working with Historic Preservation/Dennis Fernandez' office to relocate the building to an adjacent vacant parcel to the west, outside of the footprint of the proposed construction. There are some large trees in between the parcels that are being worked around but they won't prevent the move from occurring. We are hopeful that the building will be approved for relocation by the end of this year or beginning of next year.
- 1902 N. Lamar Street – property will remain in place until a recommended alternative is selected. This building is potentially directly affected by 3 of the 4 options under consideration. If the recommended alternative selected directly impacts the building, it will be advertised for relocation. If the recommended alternative does not directly affect the building, it will be advertised for sale in its current location. After recent vagrant activity at the building, the building was un-boarded and inspected. The roof was leaking; therefore, the FDOT repaired the roof and secured the building

#### Occupied/ Leased

- Tampa Heights Community Center/Junior Civic Association/Faith Temple Church – the FDOT has a long-term lease with the City of Tampa for this building (twenty-five year with an option for renewal). One of the options does not directly impact this property.
- AKA Sorority House – The FDOT owns the property and has a short-term lease with the Sorority to remain in the building. In the original TIS Cultural Resource Assessment Survey (CRAS) prepared in the early 1990s, the property was determined not contributing to the Tampa Heights Historic District. With the passage of time and the fact that the building's historic fabric is intact, based upon the current methodology of the CRAS Update, the property would now be a contributing building to the historic district.

### III. HISTORIC RESOURCES INFORMATION MEETING

- A. Summary of Meeting** – A meeting was held on Thursday, October 25, 2018 at the Centro Asturiano de Tampa from 5:00 to 7:00 pm. A written summary of the meeting was handed out and Elaine reviewed the comments received. A copy of the sign-in sheets, comments received, and the meeting summary were distributed at the CRC meeting and are all attached as handouts. Presentation boards displayed at the meeting are available online at the following website: [tampainterstatestudy.com](http://tampainterstatestudy.com).
- B. Comments Received** – Twenty-one persons attended the meeting and participated. Seven comments were received. Among these comments, two citizens requested an electronic copy of the CRAS Update and a copy of all the presentation boards. Discussions on facilitating the CRAS Update to the public was held, as archaeological site locations are protected by law. It was agreed among all that the CRAS Update was going to be distributed with a label “under review” (since the FHWA and the SHPO have not completed their review) and archaeological sites locations, figures and photographs will be redacted. The document would be ready for public distribution by Monday, October 29, 2018.

Other citizens would like more public participation in the process, one expressed concerns with the scale of the project and its impact to historic districts, and a citizen expressed there should be no impact to historic properties.

Also, another citizen had a concern with the impacts to the re-created “Bro-Bowl” skate bowl at Perry Harvey Park. There was an open discussion of possible impacts to this property. The original Perry Harvey Skate Bowl was determined eligible for the National Register of Historic Places (NRHP), despite not being 50 years of age. As part of a US Department of Housing and Urban Development (HUD) project, an MOA was signed. It was not feasible to relocate the bowl so it was demolished and reconstructed to match the original one. The reconstructed skate park is within the original parcel, but not at the same location as the original bowl. Amy Streelman, Janus Research, explained that the resource was not surveyed as part of the CRAS Update since the original bowl is no longer extant. Elaine noted that this will be a lengthy discussion and asked to continue with the agenda and later in the meeting she would ask Shannon Bruffett to discuss his concerns.

### IV. OVERVIEW OF THE CRAS UPDATE

Elaine asked Amy to review the methodology for the CRAS Update, especially for those who had not been involved in the detailed methodology discussions at the last CRC meeting in October 2017. Amy explained what is considered when evaluating buildings and districts for NRHP eligibility and how conclusions are made. This information is



included in the voluminous CRAS Update. The CRAS Update was submitted to the FHWA and the SHPO on September 14, 2018 and is being reviewed by them now.

#### **A. Historic Districts**

Each historic district has a period of significance and for many that are being evaluated, the period of significance maybe late 1880s to 1940. But we evaluated each building independent of the period of significance to see if resources could now be contributing if the period of significance were to be extended. The CRAS Update survey looked at buildings as recent as 1969. If a building was 50 years of age and maintained its original integrity, it was considered contributing. No district boundary modifications were recommended, but the buildings were noted as contributing. One of the most important aspects of the survey is to objectively review what is remaining in comparison to the previous CRASs and identify loss of historic properties within the area of potential effect (APE). Each district has contributing and non-contributing buildings but to maintain eligibility of being a NHL or NRHP listed Historic District, a certain percentage of contributing structures must be maintained. To provide everyone with an idea of the ratio that was found in the CRAS Update, in Segment 2B which includes a portion of Ybor City, there were 169 contributing buildings and 17 non-contributing buildings. Within the surveyed APE in segment 2B within the Ybor City area, 143 buildings have been demolished since the last CRAS. Not all of these resources were within the protected local historic district; sometimes they are resources outside the district. Roy Jackson asked if the number of demolitions could be broken out by within the footprint and within the APE. Elaine noted that the Status Report that will be circulated for review prior to the Public Workshop provides numbers of buildings demolished by the FDOT within the TIS project footprint. Over the years, there have also been many buildings within the footprint that private property owners have demolished.

#### **B. Individual NRHP-listed or eligible Historic Properties**

The CRAS Update recorded 954 historic resources, of which 463 had previously been recorded and 491 were newly recorded. If a building is significant on its own merits, meeting the criteria set forth in 36 CFR 60.4, then the building is considered individually NRHP eligible. Some were previously evaluated and listed in the NRHP. Tables from the CRAS Update were handed out that included all of the individual NRHP-listed or eligible historic properties. Amy noted that there are three categories: listed, determined eligible and considered eligible. The difference between the last two is that the newly identified properties included in the CRAS Update have not been reviewed by the FHWA and the SHPO and therefore no determination has been made yet. Consequently, any individual historic property not previously evaluated carries a label of "considered eligible". Elaine noted that two individual historic properties, the Faith Temple Church owned by the FDOT and under long term-lease with the City of Tampa

and the Otto Stallings House still under private ownership, could be directly affected by the proposed TIS SEIS project depending upon the option chosen as the recommended alternative.

Matt Marino, Central Environmental Management Office (CEMO), asked if brick streets were going to be looked at. Amy stated that this will be looked at as part of the Section 106 effects analysis. Roy Jackson, CEMO, noted that the brick streets are a character defining feature in the National Register and National Historic Landmark districts. Elaine noted that one of the comments received last night at the Public Workshop was some concern about the brick streets and historic street grid so both the grid and the brick streets would be included in the effects assessment. Elaine had completed a brick street inventory several years ago for FDOT construction purposes. She also noted that the City of Tampa has a local ordinance that precludes the removal/ paving over of brick streets. Becky Clarke, Tampa Preservation Inc., commented that alleys needed to be included in that inventory and taken into consideration for the effects analysis. Alyssa McManus, SHPO, asked if this needed to be in a tech report prior to the Section 106 effects analysis document. Roy suggested developing a list and map of the brick roads within the APE, but the project impact to the street grid needs to be evaluated on how it effects the historic district as a whole. Becky Schwarz noted this could be added to the CRAS Update as part of the Addendum when the additional information for archeology is included after the recommended alternative is selected.

Continued discussion regarding the Perry Harvey Sr. Park “Bro-Bowl” Skateboard Bowl – Elaine distributed copies of the Perry Harvey Park Sr. Skateboard Bowl MOA signed in 2014. The MOA mitigation was completed, including the requirement for the City of Tampa to execute and record a restrictive covenant. She also distributed the Declaration of Restrictive Covenants and said Resolution and a letter from the City Attorney dated November 10, 2016 concluding that with the recording of the covenant, the terms and conditions of the MOA have been met and the City deems the MOA fully carried out and expired pursuant to its terms. Elaine noted that one of the four Downtown Interchange Improvement Options takes property from the Perry Harvey Park for the construction of bridge piers to support a large flyover. The piers and flyover would impact the parking next to the reconstructed skateboard bowl but the bowl itself would not be impacted. The large flyover would be casting a shadow on the skateboard bowl and would also be a visual intrusion. In addition, the flyover requires removal of some mature shade trees in the area. Elaine stated that based upon the documentation in the CRAS Update, where the bowl is reconstructed, the bowl is not recorded as a historic resource. Given the CRAS Update documentation and after reviewing the materials handed out at the meeting, in her mind Perry Harvey Park is a Section 4(f) resource and mitigation for impacts (taking of property) should be addressed through that process and not the Section 106 process. Shannon Bruffett, Tampa Preservation Inc., explained that in 2013



there were extensive discussions over this resource, its importance, and because of HUD's Section 106 compliance, the referenced MOA was signed for the Perry Harvey Park Skateboard Bowl. The reconstruction is part of a promise to the people and although they couldn't save the entire bowl some of the moguls were saved even though not for skating. Dennis mentioned some City staff have expressed great concerns over the alternative that impacts the park as a public space. They have expressed that segmenting of the park impacts people who use it. He recognizes the historic nature of the site and its connection to Central Avenue. He would like to see if the property is eligible as a site, aside from the reconstructed "Bro-Bowl". There is a social and cultural significance to this property. Many people think it is the same bowl because it was precisely reconstructed. He would prefer another alternative other than the one that covers part of this important resource. Alyssa asked if the park has maintained its social significance and feeling. Shannon is concerned about eliminating the natural feel by removing the mature trees that they worked so hard to ensure the same type of shading would be included as what was at the original bowl. The removal of the mature trees and the shadows created by the bridge will change the entire feel of the bowl. Elaine asked for comments/ discussion from any of the others. Roy stated that if he understood correctly that the feature has been moved, then the original materials and workmanship are gone. Shannon feels that based on its historic and landscaped setting it should be a historic site. Roy asked if the overall park has changed in the last 40 years. The entire park has been reconstructed/ redeveloped based upon a new plan developed with the community.

**C. Archaeology and field testing**

Ken Hardin, Janus Research, reported that there are a few known archeological sites within the Westshore area. One is a large lithic scatter that is a very common type of site where they made stone tools, usually located near the bay. Although testing was previously completed for the Westshore site, possible additional ROW may require additional testing to determine the extent of the scatter. In addition, since there are still options in the Downtown Interchange area (Segment 2B), the decision was made to complete any needed field testing on the recommended alternative with the related pond sites (each alternative has some variation of required ponds). The good news is that all of the options are largely within the original approved TIS footprint.

Adrienne Daggett, SHPO, asked if there would be potential for urban archeology when buildings are removed for road construction. Ken noted that earlier in the project this was the approach and that potential still exists, particularly in Ybor City. Previously they found turn of the century scatters but would want to look for privy pits and trash pits that could be eligible or significant. To this end the prominent historical archaeologist Edwin Dethlefsen was engaged (during the original 1990's project) to analyze the potential for surviving buried historic features, particularly pits (which are common for Ft Brooke period sites in

Tampa.) By examining historic Sanborn insurance maps and other historic documents, he determined there was no wide spread use of privy pits in historic Ybor City. Instead honey buckets were used as their sewer system. They were taken to the alley where they were collected and deposited in several trash dumps, but these dumps are all outside the TIS SEIS construction APE.

Alice Price asked if all ponds are within the APE. Ken explained that the archeological APE is the construction limits, whereas the historic properties APE is much, much larger. There are some ponds located in the archeological APE and some under certain options that could have a sliver outside the archeological APE that could need field testing. As was previously stated, if additional minor archaeological testing is necessary it will be completed after the recommended alternative is selected.

**D. Agency Discussion/Questions on Findings in the CRAS Update**

Alyssa generally concurs with the findings but now has more to think about due to the current discussions at the meeting. The field review held yesterday afternoon for agency staff was also very helpful. She said that she should be able to wrap up her review in a week or so. She was trying to complete within her 30-day review time, but this project is large and there are many obligations.

Luis Lopez, FHWA, had no additional comments. He will provide his review findings by next week.

Roy appreciated the comments from everyone today, particularly about the Perry Harvey Park and the local MOA for the bowl. We will want to continue to coordinate with the FHWA and this will also be addressed as part of the Section 4(f) process.

**V. CRITERIA FOR DETERMINING POTENTIAL EFFECTS**

Elaine referenced the presentation boards that were presented at the Public Historic Resources Information Meeting the previous evening and distributed a handout of indirect effects to be analyzed as part of the Effects Analysis.

- Visual - With an elevated roadway, visual effects will most likely have the greatest indirect effect upon the surrounding communities. It had the largest effects on the project in the past and it is anticipated again. With much of the interstate constructed and already including noise walls, the biggest areas of potential effects will be in the two interchange areas (Downtown I-4/I-275 and Westshore SR 60/I-275) where elevations could be higher and roadways could be closer. Some information related to visual adverse effects will be available at the Public Workshop to assist with comparison of options.



- Noise barriers will continue to be evaluated/constructed per the FEIS commitment. After the recommended alternative is identified and the noise analysis is completed, any adverse effects from noise not mitigated by barriers will be evaluated and addressed if reasonable. Until the final noise evaluation is completed, adverse effects resulting from noise cannot be accurately determined.
- The TIS Urban Design Guidelines will continue to be implemented to integrate the aesthetic design and appropriate mitigation per the TIS MOA. Characteristics of the historic districts, such as street grid and brick streets, will be evaluated.
- Access will be a qualitative analysis. The only ramp to be closed is at Floribraska Avenue. The original TIS concepts and all four TIS SEIS options propose for the Floribraska Avenue off-ramp to be closed due to traffic maneuvering issues. Ramps at Dr. MLK Jr. Boulevard and at N 14<sup>th</sup> Street/N 15<sup>th</sup> Street will be available instead. We were fortunate that Floribraska Avenue off-ramp had to be closed recently for some maintenance work. Consequently, we should have some existing traffic numbers for this proposed condition of cars traveling other routes to use for comparison to evaluate the proposed change in access from the existing off-ramp.

Amanda Brown, concerned citizen, noted that she was concerned with the access to Cuscaden Park and how the closing of the Floribraska Avenue off-ramp would affect the park. Elaine noted that Marvin Williams, FHWA, had asked about the effects of the Floribraska Avenue off-ramp closing at the last CRC meeting (October 2017) and noted that this would be one of the primary areas being evaluated since there are only a few traffic circulation differences within the historic districts. Roy noted that ultimate construction (build out) for most of the TIS project has been completed in Segments 2A (West Tampa) and 3A (Ybor City) so the effects should be mostly limited to the two interchanges (Downtown I-4/I-275 and Westshore SR 60/I-275).

David Clarke, FHWA Washington DC, suggested we reach out to both him and the ACHP once we get into the indirect effects analysis which can be complicated compared to the direct effects. Elaine thanked him for his offer and invited him to attend one of our meetings if he had the opportunity to travel. We love to give tours of the project and it's helpful to see things first hand.

## **VI. ACTION ITEMS / DISCUSSION**

1. Redact archeology information, prepare as discussed, send out requested CRAS Updates and presentation boards from Historic Resources Information Meeting on [tampainterstatestudy.com](http://tampainterstatestudy.com).
2. Prepare historic grid and brick street inventory for CRC review and discussion.
3. Submit Status Report for review six weeks before the Public Workshop to afford 30-day review and two weeks for revisions.

## **VII. PUBLIC COMMENT (3 MINUTES PER SPEAKER; 1 HOUR MAXIMUM FOR PUBLIC COMMENTS)**

Amanda asked what are the next steps in the Section 106 process and when will a draft be completed for the effects? Roy noted that the CRAS Update is under review by the SHPO, FHWA, NPS, and ACHP. Elaine noted that technical analysis can begin after the CRAS Update has been reviewed by the agencies. The next step is working to prepare information for the Public Workshop, after which time an alternative will be recommended. As noted previously, direct effects will be included in the evaluation matrix shown at the Public Workshop. There are no additional historic properties being directly impacted outside the original TIS footprint that were not previously being impacted in the original TIS FEIS. In most instances, options within the Downtown Interchange area (Segment 2B) have similar elevations or less than the original TIS Long-Term Preferred Alternative which is being used as the baseline for comparison. The CRAS Update was defined to primarily match the original TIS CRAS APE based upon worst case footprint and elevations available.

## **VIII. NEXT MEETING – tentatively May 2019**

The next meeting will be scheduled later but it is anticipated to be in May 2019.

**The meeting was adjourned at 11:44 AM.**

*Please notify the author of any necessary revisions to these minutes. Otherwise, the foregoing shall be deemed an accurate account of the subject meeting. Thank you.*

Attachments



**From:** Price, Alice  
**To:** [Bogen, Kirk](#); [Rhinesmith, Robin](#)  
**Cc:** [Richard Combs](#); [Elaine Illes](#); [Christy Haven](#)  
**Subject:** FW: Tampa Interstate Study Cultural Resources Overview Meeting Follow-Up  
**Date:** Tuesday, December 18, 2018 5:08:07 PM

---

FYI

Alice J. Price, AICP  
FDOT District 7, GEC  
Planning and Environmental Management Office  
11201 N. McKinley Drive  
Tampa, FL 33612  
Office: 813-975-6482  
Mobile: 813-928-6672  
[Alice.price@dot.state.fl.us](mailto:Alice.price@dot.state.fl.us)

---

**From:** Mandy Ranslow [mailto:[mranslow@achp.gov](mailto:mranslow@achp.gov)]  
**Sent:** Tuesday, December 18, 2018 4:56 PM  
**To:** Price, Alice <[Alice.Price@dot.state.fl.us](mailto:Alice.Price@dot.state.fl.us)>; Spain-Schwarz, Rebecca <[rebecca.spain-schwarz@atkinsglobal.com](mailto:rebecca.spain-schwarz@atkinsglobal.com)>; Jackson, Roy <[Roy.Jackson@dot.state.fl.us](mailto:Roy.Jackson@dot.state.fl.us)>  
**Cc:** David Clarke <[david.clarke@dot.gov](mailto:david.clarke@dot.gov)>  
**Subject:** Tampa Interstate Study Cultural Resources Overview Meeting Follow-Up

<b>EXTERNAL SENDER: Use caution with links and attachments.</b>
---

Good afternoon TIS Team,

Thank you so much for that informative overview of the TIS Project yesterday! I can't wait to visit and see the rehabbed and relocated historic houses!

I just wanted to share a couple thoughts as we move forward in the re-evaluation and analysis. As you all know, the MOA is 20+ years old. In the time since its execution in 1996 there have been some changes to the Section 106 regulations, tribal consultation has certainly become more standard nation-wide, and the ACHP has updated expectations for agreement document content (unanticipated discoveries, duration, reporting, etc.). I understand there is no sunset clause in this MOA and that you're all working very hard to keep your current project design within the boundaries that were originally defined and analyzed for the project. However, I think we should seriously consider amending this MOA. We can certainly build off the existing MOA. I know David mentioned a similar concern on the call. I would like to echo his remarks and encourage you to build the possibility of amending the MOA into the overall schedule.

I'd be happy to chat about this further anytime.

Thanks!

-mandy-

Mandy Ranslow

FHWA Liaison/Program Analyst

Advisory Council on Historic Preservation

401 F Street, NW

Washington DC 20001

[mranslow@achp.gov](mailto:mranslow@achp.gov)

202-517-0218



## Price, Alice

---

**From:** Geiger, Crystal  
**Sent:** Monday, March 23, 2020 9:06 AM  
**To:** Price, Alice; Jeffrey Novotny, P.E. AICP (jnovotny@ace-fla.com)  
**Cc:** Bogen, Kirk; Rhinesmith, Robin; Conner, Allison  
**Subject:** FW: Document Review Confirmation for TISSEIS\_DraftSEIS\_01-2020

FYI-SHPO comments below

### Crystal Geiger

FDOT District Seven  
Planning & Environmental Management Office (PLEMO)  
Phone: (813) 975-6637 [crystal.geiger@dot.state.fl.us](mailto:crystal.geiger@dot.state.fl.us)



---

**From:** admin@fla-etat.org <admin@fla-etat.org>  
**Sent:** Monday, March 23, 2020 9:04 AM  
**To:** alyssa.mcmanus@dos.myflorida.com  
**Cc:** Geiger, Crystal <Crystal.Geiger@dot.state.fl.us>  
**Subject:** Document Review Confirmation for TISSEIS\_DraftSEIS\_01-2020

**EXTERNAL SENDER:** Use caution with links and attachments.

A review was received for the following:

**Event:** 258337-2 Tampa Interstate Study (TIS) Draft Supplemental Environmental Impact Statement (SEIS) - Notice of Public Availability  
**Document:** TISSEIS\_DraftSEIS\_01-2020  
**Submitted By:** Alyssa McManus  
**Global:** Yes  
**Comments:**

SHPO has reviewed the draft SEIS and has no comment at this time. We look forward to reviewing the final.

## Price, Alice

---

**From:** Bogen, Kirk  
**Sent:** Tuesday, March 24, 2020 9:44 PM  
**To:** Price, Alice  
**Subject:** FW: 258337-2 Tampa Interstate Study (TIS) Draft Supplemental Environmental Impact Statement (SEIS) - Notice of Public Availability

See below comment from FAA sent directly to me and cc'ed you and others.

Thanks

Kirk Bogen, P.E.  
Environmental Management Engineer  
FDOT District Seven  
Planning & Environmental Management Office (PLEMO)  
kirk.bogen@dot.state.fl.us  
(813) 975-6448 / (800) 226-7220 x6448  
Cell: (813) 981-3797  
FAX: (813) 975-6451

---

**From:** Green, Peter M (FAA) <peter.m.green@faa.gov>  
**Sent:** Wednesday, March 18, 2020 4:29 PM  
**To:** Bogen, Kirk <Kirk.Bogen@dot.state.fl.us>  
**Cc:** Price, Alice <Alice.Price@dot.state.fl.us>; Rhinesmith, Robin <Robin.Rhinesmith@dot.state.fl.us>; Geiger, Crystal <Crystal.Geiger@dot.state.fl.us>; Lasher, Wendy G <Wendy.Lasher@atkinsglobal.com>; Harper, Rebecca H (FAA) <rebecca.h.harper@faa.gov>; Iglesias-Hamann, Jenny (FAA) <Jenny.Iglesias-Hamann@faa.gov>; Ganley, Jennifer (FAA) <Jennifer.Ganley@faa.gov>  
**Subject:** RE: 258337-2 Tampa Interstate Study (TIS) Draft Supplemental Environmental Impact Statement (SEIS) - Notice of Public Availability

**EXTERNAL SENDER: Use caution with links and attachments.**

Mr. Bogen,

The Federal Aviation Administration appreciates receiving the Notice of Availability of the Draft Supplemental Environmental Impact Statement. The project does not appear to affect public-use airports and we have no comments on the project.

Regards,

Peter Green

**Peter M. Green, AICP**  
Environmental Protection Specialist  
Orlando Airports District Office  
Federal Aviation Administration  
8427 SouthPark Circle  
Orlando, Florida 32819





## APPENDIX E

### Section 4(f) Coordination



# CITY OF TAMPA

Bob Buckhorn, Mayor

Parks and Recreation Department

Paul Dial, Director

February 27, 2019

Mr. Kirk Bogen, PE  
FDOT District 7 Environmental Management Engineer  
11201 N. McKinley Drive  
Tampa, FL 33612

Re: Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS): I-275 from the Howard Frankland Bridge to north of Martin Luther King Jr. Blvd. and I-4 from I-275 to east of 50<sup>th</sup> St. – Potential 4(f) Uses (FPIC: 258337-2)

Dear Mr. Bogen,

We concur with FDOT's recommendation in its **December 20, 2018 letter** that Section 4(f) would not apply to the resources listed in Table 4 of the **Draft Section 4(f) Parks and Recreational Resources Update and Applicability Technical Memorandum (December 20, 2018)**, and offer these additional comments:

1. Any additional bridge structures in the Hillsborough River could impact users of the paddling trail and their safety should be a consideration of the design process.
2. Reference to Angus Moss Dog Park should be Angus **Goss** Dog Park.

We concur with FDOT's recommendation that Section 4(f) would not apply to the resources listed in Table 2 on the technical memorandum.

We concur with FDOT's recommendation that Julian B. Lane Riverfront Park is a significant resource. We understand that the TIS SEIS has identified a direct use of approximately 0.4-0.5 acres of the park at the northeastern portion of the park boundary depending on which design option is selected for the Downtown Tampa Interchange. We agree that the direct use would not adversely affect activities, features, attributes or qualities of the park. The approximate direct impact to the park may also affect a portion of the living shoreline, and the City is in the process of entering into a conservation easement with SWFWMD over that area.

We concur with FDOT's recommendation that Perry Harvey, Sr. Park is a significant resource. The potential impacts vary and are elaborated on below, based on each design option.

**Option A:** The design proposed for Option A will impact access to the park for patrons, police, fire and emergency vehicles, and parking at the north part of the park via North Central Avenue. It will also impact the access to and use of the park dumpster and enclosure, and the main electrical and irrigation service panel boxes in the area, which would need to be relocated.

This design will also pose a significant impact to mature trees in the area, which will require mitigation. It appears there is a potential re-alignment of Lamar Ave. It could be deduced this improves connectivity to the Seminole Heights Trail.

**Option B:** The design proposed for Option B will impact access for park patrons, police, fire and emergency vehicles and parking at the north part of the park via North Central Avenue. It will also impact the access to and use of the park dumpster and enclosure, and the main electrical and irrigation service panel boxes in the area, which will need to be relocated. This design will also pose a significant impact to mature trees in the area, which will require mitigation. It appears there is a potential re-alignment of Lamar Ave. It could be deduced this improves connectivity to the Seminole Heights Trail.

**Option C:** This option will severely impact park access via North Central Avenue to the park and areas north of Estelle Street for park patrons, police, fire, and emergency vehicles. Other impacts include the loss of 28 parking spaces, and the relocation of the park dumpster and enclosure, electrical and irrigation service panel boxes in the north area of the park. This option require the removal of a significant number of mature trees, causing a severe impact to the shaded picnic area, the overall park environment and aesthetics, and thereby reducing the carbon sequestration benefits they currently provide as part of the urban forest. The existing active recreation facilities in that area (basketball court and skatepark) will be impacted by the inconsistent sun/shade patterns an overhead roadway will create. The inconsistent shade patterns will affect the playability of the sport(s) by the patrons, and their safety as balls and patrons on skateboards come out of and go into drastically different light conditions. Further mental impacts to park patrons can be anticipated as vibrations and noise from vehicles, including large trucks, will be traveling directly above them. The potential of a wreck with materials or whole vehicles falling onto the park or patrons could be in the thoughts of park patrons. Additional noise, air pollution and litter will impact park patrons and maintenance staff on a daily basis. Additionally, we anticipate that there will be stormwater leaks off the overhead roadway into the park site, based on conditions found under existing elevated roadway structures in Tampa. These leaks will increase the potential for petroleum and other deleterious contaminants to impact the park site. The impacts will all be felt by the youth that currently utilize the park as their active recreation site for daily after school and summer youth programming.

The park also serves as the main recreational resource for the adjacent Encore! community, which is currently growing and expanding, bringing new low and middle income residents to the area regularly. The City received HUD funds to assist in funding the park reconstruction, which was completed in 2016. Perry Harvey, Sr. Park is an integral piece to the project, with amenities such as the loop trail, basketball court and skatepark, open multi-purpose fields, event space for large public events, a splashpad, and a restroom building. Our department remains hopeful that funds will be allocated in the future to build a community center along Scott Street. The building's purpose is to add skill-building community education programs, and event space for theater and musical arts, for the local community and other Tampa residents.



This option may require discussion and negotiation with both local, state and federal historic preservation agencies, and HUD staff, regarding impacts to the reconstructed skatepark, which was built as part of a Section 106 review process.

In summary, these impacts will require substantial mitigation efforts by FDOT to replace the loss of 1.8+- acres (to be confirmed) of dedicated park land, access for public and emergency vehicles, 28 lost parking spaces, main power and irrigation panel box relocation, mature tree canopy, and other measures deemed necessary to mitigate the safety, noise, vibration, pollution, and litter which will impact park patrons and maintenance staff daily, resulting from the project.

**Option D:** The design proposed for Option D does not appear to impact the park site.

Sincerely,



Paul Dial, Director  
Tampa Parks and Recreation Department

Cc: Dennis Rogero (City of Tampa)  
Brad Suder (City of Tampa)  
Karla Price (City of Tampa)  
Peg Bors (City of Tampa)  
Jean Duncan (City of Tampa)  
Dennis Fernandez (City of Tampa)  
Alice Price (FDOT)  
Ed McKinney (FDOT)



## *Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

11201 N. McKinley Drive  
Tampa, FL 33612

KEVIN J. THIBAUT, P.E.  
SECRETARY

March 8, 2019

Transmitted via Email

Mr. Luis Lopez, P.E.

Senior Environmental Specialist and Interim Planning Program Manager  
Federal Highway Administration (FHWA)  
400 West Washington Street, Suite 4200  
Orlando, Florida 32801

RE: Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS): I-275 from the Howard Frankland Bridge to north of Martin Luther King Jr. Blvd. and I-4 from I-275 to east of 50<sup>th</sup> St.-Potential Section 4(f) Uses (FPID: 258337-2)

Dear Mr. Lopez,

The Florida Department of Transportation (FDOT) District 7 appreciates the Federal Highway Administration's (FHWA's) continuous support of the Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS).

The TIS SEIS process includes compliance with Section 4(f) of the United States Department of Transportation (USDOT) Act of 1966, as amended. The analysis for the TIS SEIS evaluation has identified numerous parks and recreation resources within the ¼ mile buffer area of the project, many of which are owned and maintained by the City of Tampa; therefore, the City of Tampa Parks and Recreation Department is considered the Official with Jurisdiction (OWJ) over these facilities. The original TIS FEIS also included a Section 4(f) use of Perry Harvey Sr. Park (1.1 acres along the western boundary of the park).

FDOT has met with the City numerous times throughout the past two years to discuss this process and the potential uses of specific Section 4(f) resources, most recently on December 10, 2018. At that meeting, FDOT discussed the Section 4(f) process and presented a summary of the *Draft Section 4(f) Parks and Recreational Resources Update and Applicability Technical Memorandum* (December 2018).

On December 20, 2018, FDOT sent a letter to formally request the City's opinions on the significance of these resources and to initiate consultation on the impacts resulting from any identified use of the significant properties, including the technical memorandum (Attachment A).

The City responded to the letter on March 1, 2019 (Attachment B). In summary, the City concurs with the following:

- Concurrence with FDOT's recommendation that Section 4(f) would not apply to the resources listed in Table 4 of the technical memorandum as there is no temporary or permanent

acquisitions or occupations of those resources nor will there be any meaningful indirect impacts to those resources impacted/affected.

- Concurrence with FDOT's recommendation that Section 4(f) would not apply to the resources listed in Table 2 of the technical memorandum as they are either transportation facilities which were funded and constructed to primarily serve for transportation functions or because they are generally located within transportation right of way and the proposed project includes maintaining the continuity of these trails.
- Concurrence on FDOT recommendation that the Julian B. Lane Park is a significant resource. As discussed on page 15 of the technical memorandum, the project may have a direct use of approximately 0.4-0.5 acres of the Julian B. Lane Park property at the northeastern portion of the park boundary, depending on which design option is selected for the Downtown Tampa Interchange. The direct use would not adversely affect the activities, features, attributes, or qualities of the park; therefore, FDOT will seek a Section 4(f) *de minimis* impact determination from the FHWA for the project's planned use of ROW of the park.
- Concurrence on FDOT recommendation that the Perry Harvey Sr. Park is a significant resource. As discussed on page 10 of the technical memorandum, the project may have a direct use ranging from approximately 0.1-1.8 acres of the Perry Harvey Sr. Park property at the northwestern portion of the park boundary, depending on which design option is selected for the Downtown Tampa Interchange. Options A and B may have a direct use of approximately 0.1 acres in the parking area at the northwest corner of the park property. Option C may have a direct use associated with pier placement of an interstate flyover ramp within the park boundaries. Design Option C includes certain proximity impacts due to the interstate flyover ramp at the basketball courts and skate bowl (total = 1.8 acres). Option D would require no acquisition of property from the park.

FDOT is committed to continuous coordination with the City on these potential impacts, including any mitigation that may be needed.

FDOT understands that Section 4(f) can also apply to historic resources. FDOT is preparing a Case Study Report to comply with Section 106 of the National Historic Preservation Act to document these impacts. The Section 106 process will reveal if there are any potential Section 4(f) uses that may need to be added to the Section 4(f) evaluations or approvals. The Section 4(f) evaluation will be documented in Chapter 4 of the TIS SEIS.

Now that we have received feedback from the City, FDOT would like to submit the technical memorandum and the documented coordination to FHWA for a final determination on Section 4(f) applicability for these properties and discuss our next steps.

If you need any additional information from us, please contact the project manager, Alice Price at 813-975-6482 or [alice.price@dot.state.fl.us](mailto:alice.price@dot.state.fl.us).



Mr. Luis Lopez  
March 8, 2019  
Page 3

Sincerely,

Kirk Bogen, P.E.  
District Seven Environmental Management Engineer

Attachment

Cc: Karen Brunelle (FHWA)  
Marisel Lopez (FHWA)  
Jason Watts (FDOT OEM)  
Jenna Bowman (FDOT OEM)  
Ed McKinney (FDOT District 7)  
Robin Rhinesmith (FDOT District 7)  
Alice Price (FDOT District 7)

# ATTACHMENT A

FDOT LETTER AND PACKAGE TO CITY OF  
TAMPA-DECEMBER 20, 2018



*Florida Department of Transportation*

**RICK SCOTT**  
GOVERNOR

11201 N. McKinley Drive  
Tampa, FL 33612

**ERIK R. FENNIMAN**  
INTERIM SECRETARY

December 20, 2018

Transmitted via Email

Mr. Paul Dial  
City of Tampa, Director of Parks and Recreation  
3402 West Columbus Drive  
Tampa, Florida 33607

RE: Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS): I-275 from the Howard Frankland Bridge to north of Martin Luther King Jr. Blvd. and I-4 from I-275 to east of 50<sup>th</sup> St.-Potential Section 4(f) Uses (FPID: 258337-2)

Dear Mr. Dial,

The Florida Department of Transportation (FDOT) District 7 appreciates the City of Tampa's continuous support in the preparation of the Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS). As you know, FDOT is working with the Federal Highway Administration (FHWA) to complete the TIS SEIS and numerous technical support documents. The TIS SEIS is an update to the original TIS Final EIS (FEIS) that was approved by FHWA in 1996 and the two Records of Decision (RODs) were issued by FHWA, in 1997 and 1999. The TIS SEIS is a detailed reevaluation of the 1996 TIS FEIS to document changes in the concept, surrounding conditions, and potential impacts of the project.

The TIS SEIS process includes compliance with Section 4(f) of the United States Department of Transportation (USDOT) Act of 1966, as amended. This Act governs the use of lands from publicly owned parks, recreation areas, wildlife and waterfowl refuges, and public or private historic sites by federally funded or permitted USDOT projects. The analysis for the TIS SEIS evaluation has identified numerous parks and recreation resources within the ¼ mile buffer area of the project, many of which are owned and maintained by the City of Tampa. The original TIS FEIS also included a Section 4(f) use of Perry Harvey Sr. Park (1.1 acres along the western boundary of the park).

As the City is the owner of the facilities discussed in the attachment, FDOT and FHWA consider the City as the Official with Jurisdiction over these facilities. Section 4(f) requires FHWA and FDOT to seek the Official with Jurisdiction's (OWJ) opinions on the significance of the properties in question and to coordinate any impacts to these properties associated with the proposed project.

The purpose of this letter is to formally request the City's opinions on the significance of these resources and to initiate consultation on the impacts resulting from any identified use of the significant properties. Under Section 4(f) the term significance has a specific meaning.



*Significance means that in comparing the availability and function of the recreation area or park facility with the recreational and park objectives of the community, the land in question plays an important role in meeting those objectives.*

FDOT has met with the City numerous times throughout the past two years to discuss this process and the potential uses of specific Section 4(f) resources, most recently on December 10, 2018. At that meeting, FDOT discussed the Section 4(f) process and presented a summary of the attached *Draft Section 4(f) Parks and Recreational Resources Update and Applicability Technical Memorandum* (December 2018). After we receive feedback from the City, FDOT will submit the technical memorandum and the documented coordination to FHWA for a final determination on Section 4(f) applicability for these properties.

To assist the City in your response, FDOT would like to have your feedback on the following:

- Concurrence with FDOT's recommendation that Section 4(f) would not apply to the resources listed in Table 4 of the technical memorandum as there is no temporary or permanent acquisitions or occupations of those resources nor will there be any meaningful indirect impacts to those resources impacted/affected.
- Concurrence with FDOT's recommendation that Section 4(f) would not apply to the resources listed in Table 2 of the technical memorandum as they are either transportation facilities which were funded and constructed to primarily serve for transportation functions or because they are generally located within transportation right of way and the proposed project includes maintaining the continuity of these trails.
- Concurrence on FDOT recommendation that the Julian B. Lane Park is a significant resource. As discussed on page 15 of the technical memorandum, the project may have a direct use of approximately 0.4-0.5 acres of the Julian B. Lane Park property at the northeastern portion of the park boundary, depending on which design option is selected for the Downtown Tampa Interchange. The direct use would not adversely affect the activities, features, attributes, or qualities of the park; therefore, FDOT will seek a Section 4(f) *de minimis* impact determination from the FHWA for the project's planned use of ROW of the park.
- Concurrence on FDOT recommendation that the Perry Harvey Sr. Park is a significant resource. As discussed on page 10 of the technical memorandum, the project may have a direct use ranging from approximately 0.1-1.8 acres of the Perry Harvey Sr. Park property at the northwestern portion of the park boundary, depending on which design option is selected for the Downtown Tampa Interchange. Options A and B may have a direct use of approximately 0.1 acres in the parking area at the northwest corner of the park property. Option C may have a direct use associated with pier placement of an interstate flyover ramp within the park boundaries. Design Option C includes certain proximity impacts due to the interstate flyover ramp at the basketball courts and skate bowl (total = 1.8 acres). Option D would require no acquisition of property from the park.

Please note that Section 4(f) can also apply to historic resources. FDOT is preparing a Case Study Report to comply with Section 106 of the National Historic Preservation Act to document these impacts. The Section 106 process will reveal if there are any potential Section 4(f) uses that may need to be added to

the Section 4(f) evaluations or approvals. The Section 4(f) evaluation will be documented in Chapter 4 of the TIS SEIS.

FDOT is committed to continuous coordination with the City on these potential impacts, including any mitigation that may be needed. In terms of schedule, we are planning our next round of public workshops in late spring 2019. Soon after that, we will recommend a preferred alternative to FHWA. We would like to have your input by February 1, 2019.

Thank you again for your support. If you need any additional information from us, please contact the project manager, Alice Price at 813-975-6482 or [alice.price@dot.state.fl.us](mailto:alice.price@dot.state.fl.us).

Sincerely,

A handwritten signature in blue ink that reads "Kirk Bogen". The signature is fluid and cursive, with the first name "Kirk" and last name "Bogen" clearly distinguishable.

Kirk Bogen, P.E.

District Seven Environmental Management Engineer

Attachment

Cc: Jean Duncan (City of Tampa)  
Dennis Rogero (City of Tampa)  
Dennis Fernandez (City of Tampa)  
Ed McKinney (FDOT)  
Richard Moss (FDOT)  
Alice Price (FDOT)  
Jason Watts (FDOT OEM)  
Luis Lopez (FHWA)

# ATTACHMENT B

CITY OF TAMPA RESPONSE TO FDOT-  
MARCH 1, 2019





# CITY OF TAMPA

Bob Buckhorn, Mayor

Parks and Recreation Department

Paul Dial, Director

February 27, 2019

Mr. Kirk Bogen, PE  
FDOT District 7 Environmental Management Engineer  
11201 N. McKinley Drive  
Tampa, FL 33612

Re: Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS): I-275 from the Howard Frankland Bridge to north of Martin Luther King Jr. Blvd. and I-4 from I-275 to east of 50<sup>th</sup> St. – Potential 4(f) Uses (FPIC: 258337-2)

Dear Mr. Bogen,

We concur with FDOT's recommendation in its **December 20, 2018 letter** that Section 4(f) would not apply to the resources listed in Table 4 of the **Draft Section 4(f) Parks and Recreational Resources Update and Applicability Technical Memorandum (December 20, 2018)**, and offer these additional comments:

1. Any additional bridge structures in the Hillsborough River could impact users of the paddling trail and their safety should be a consideration of the design process.
2. Reference to Angus Moss Dog Park should be Angus **Goss** Dog Park.

We concur with FDOT's recommendation that Section 4(f) would not apply to the resources listed in Table 2 on the technical memorandum.

We concur with FDOT's recommendation that Julian B. Lane Riverfront Park is a significant resource. We understand that the TIS SEIS has identified a direct use of approximately 0.4-0.5 acres of the park at the northeastern portion of the park boundary depending on which design option is selected for the Downtown Tampa Interchange. We agree that the direct use would not adversely affect activities, features, attributes or qualities of the park. The approximate direct impact to the park may also affect a portion of the living shoreline, and the City is in the process of entering into a conservation easement with SWFWMD over that area.

We concur with FDOT's recommendation that Perry Harvey, Sr. Park is a significant resource. The potential impacts vary and are elaborated on below, based on each design option.

**Option A:** The design proposed for Option A will impact access to the park for patrons, police, fire and emergency vehicles, and parking at the north part of the park via North Central Avenue. It will also impact the access to and use of the park dumpster and enclosure, and the main electrical and irrigation service panel boxes in the area, which would need to be relocated.

This design will also pose a significant impact to mature trees in the area, which will require mitigation. It appears there is a potential re-alignment of Lamar Ave. It could be deduced this improves connectivity to the Seminole Heights Trail.

**Option B:** The design proposed for Option B will impact access for park patrons, police, fire and emergency vehicles and parking at the north part of the park via North Central Avenue. It will also impact the access to and use of the park dumpster and enclosure, and the main electrical and irrigation service panel boxes in the area, which will need to be relocated. This design will also pose a significant impact to mature trees in the area, which will require mitigation. It appears there is a potential re-alignment of Lamar Ave. It could be deduced this improves connectivity to the Seminole Heights Trail.

**Option C:** This option will severely impact park access via North Central Avenue to the park and areas north of Estelle Street for park patrons, police, fire, and emergency vehicles. Other impacts include the loss of 28 parking spaces, and the relocation of the park dumpster and enclosure, electrical and irrigation service panel boxes in the north area of the park. This option require the removal of a significant number of mature trees, causing a severe impact to the shaded picnic area, the overall park environment and aesthetics, and thereby reducing the carbon sequestration benefits they currently provide as part of the urban forest. The existing active recreation facilities in that area (basketball court and skatepark) will be impacted by the inconsistent sun/shade patterns an overhead roadway will create. The inconsistent shade patterns will affect the playability of the sport(s) by the patrons, and their safety as balls and patrons on skateboards come out of and go into drastically different light conditions. Further mental impacts to park patrons can be anticipated as vibrations and noise from vehicles, including large trucks, will be traveling directly above them. The potential of a wreck with materials or whole vehicles falling onto the park or patrons could be in the thoughts of park patrons. Additional noise, air pollution and litter will impact park patrons and maintenance staff on a daily basis. Additionally, we anticipate that there will be stormwater leaks off the overhead roadway into the park site, based on conditions found under existing elevated roadway structures in Tampa. These leaks will increase the potential for petroleum and other deleterious contaminants to impact the park site. The impacts will all be felt by the youth that currently utilize the park as their active recreation site for daily after school and summer youth programming.

The park also serves as the main recreational resource for the adjacent Encore! community, which is currently growing and expanding, bringing new low and middle income residents to the area regularly. The City received HUD funds to assist in funding the park reconstruction, which was completed in 2016. Perry Harvey, Sr. Park is an integral piece to the project, with amenities such as the loop trail, basketball court and skatepark, open multi-purpose fields, event space for large public events, a splashpad, and a restroom building. Our department remains hopeful that funds will be allocated in the future to build a community center along Scott Street. The building's purpose is to add skill-building community education programs, and event space for theater and musical arts, for the local community and other Tampa residents.

This option may require discussion and negotiation with both local, state and federal historic preservation agencies, and HUD staff, regarding impacts to the reconstructed skatepark, which was built as part of a Section 106 review process.

In summary, these impacts will require substantial mitigation efforts by FDOT to replace the loss of 1.8+- acres (to be confirmed) of dedicated park land, access for public and emergency vehicles, 28 lost parking spaces, main power and irrigation panel box relocation, mature tree canopy, and other measures deemed necessary to mitigate the safety, noise, vibration, pollution, and litter which will impact park patrons and maintenance staff daily, resulting from the project.

**Option D:** The design proposed for Option D does not appear to impact the park site.

Sincerely,



Paul Dial, Director  
Tampa Parks and Recreation Department

Cc: Dennis Rogero (City of Tampa)  
Brad Suder (City of Tampa)  
Karla Price (City of Tampa)  
Peg Bors (City of Tampa)  
Jean Duncan (City of Tampa)  
Dennis Fernandez (City of Tampa)  
Alice Price (FDOT)  
Ed McKinney (FDOT)





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

**Florida Division**

April 15, 2019

3500 Financial Plaza, Suite 400  
Tallahassee, Florida 32312  
Phone: (850) 553-2201  
Fax: (850) 942-9691  
[www.fhwa.dot.gov/fldiv](http://www.fhwa.dot.gov/fldiv)

In Reply Refer To:  
HDA-FL

Mr. Kirk Bogen, P.E.  
Environmental Management Engineer  
Florida Department of Transportation, District Seven  
Environmental Management Office

Subject: Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS): I-275 from the Howard Frankland Bridge to north of Martin Luther King Jr. Blvd. and I-4 from I-275 to east of 50<sup>th</sup> St. -Potential Section 4(f) Applicability (FPID: 258337-2)

Dear Mr. Bogen:

The Federal Highway Administration has completed the review of the referenced document received via email on March 11, 2019. We commend the level of information and consultation the FDOT has had with the City of Tampa, as the Official with Jurisdiction (OWJ) over the facilities discussed in the document.

Based on the review of the information provided in the Section 4(f) Technical Memorandum and coordination with the City of Tampa, included with your letter, we have determined the following:

1. Section 4(f) would not apply to the resources listed in Table 4 of the technical memorandum as there is no temporary or permanent acquisitions or occupations of those resources nor will there be any meaningful indirect impacts to those resources impacted/affected.
2. Section 4(f) would not apply to the resources listed in Table 2 of the technical memorandum as they are either transportation facilities which were funded and constructed to primarily serve for transportation functions or because they are generally located within transportation right of way and the proposed project includes maintaining the continuity of these trails.
3. The Julian B. Lane Park is a Section 4(f) property.
4. The Perry Harvey Sr. Park is a Section 4(f) property.

FHWA understands that FDOT is preparing a Case Study Report to comply with Section 106 of the National Historic Preservation Act to document the impacts that could be applicable to Section 4(f). Once it is available it will be submitted to FHWA for determination of applicability of Section 4(f).

Mr. Bogen  
April 15, 2019

2

FHWA recommends FDOT to continue working with the OWJ to identify ways to avoid, and where avoidance is not feasible and prudent, minimize the use of Section 4(f) properties.

If you have any questions, please do not hesitate to contact Mr. Luis D. López-Rivera at (407) 867-6420 or e-mail [luis.d.lopez@dot.gov](mailto:luis.d.lopez@dot.gov).

Sincerely,

A handwritten signature in black ink, appearing to be "James Christian", written over a horizontal line.

FOR: James Christian, P.E.  
Division Administrator



# City of Tampa

*Jane Castor, Mayor*

## Parks & Recreation Department

**Paul Dial, Director**

3402 W. Columbus Drive

Tampa, FL 33607

Office (813) 274-8615

Fax: (813) 274-5249

May 11th, 2020

Mr. Kirk Bogen, P.E.  
Environmental Management Engineer  
Florida Department of Transportation District Seven  
11201 North McKinley Drive  
Tampa, Florida 33612

Transmitted via Email

RE: Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS):  
I-275 from the Howard Frankland Bridge to north of Dr. Martin Luther King Jr. Blvd. and  
I-4 from I-275 to east of 50<sup>th</sup> Street  
Work Program Item Segment Number: 258337-2  
Section 4(f) Coordination: Julian B. Lane Park and Perry Harvey Sr. Park

Dear Mr. Bogen:

The City of Tampa appreciates the Florida Department of Transportation (FDOT) District Seven for their continued coordination on the Supplemental Environmental Impact Statement (SEIS) for the above referenced project. We received your letter dated February 6, 2020 and my staff attended the public hearing on February 25, 2020 at the Hillsborough Community College-Dale Mabry Campus. We also received a copy of the public hearing transcript from your staff on April 9, 2020 and have reviewed the recommended locally preferred alternative (LPA). The City understands that the LPA has no impacts to the Perry Harvey Sr. Park.

The City also understands that the LPA will bridge over or span 0.017 acre of Julian B. Lane Park property in the northeastern corner between Green Street and the Hillsborough River and the span will not impact or impair any activities, features, or attributes of the Section 4(f) resource. To construct the bridge structure, however, temporary occupancy during construction would be required within the northeastern corner of the park. Importantly, there will be no construction or staging activities in the area of the bat house and the living shoreline. Although in proximity to the bat house and living shoreline, there will be no construction or staging activities in this area.



The FDOT has committed to the following per 23 CFR 774.13(d):

1. FDOT's use of the area is only necessary to construct the express lane exit to Ashley Drive. There would be no change in ownership of the park property.
2. The scope and nature of the temporary work is minor and aerial in nature; it includes placing a bridge superstructure over 0.017 acre of the northeastern corner of the 25-acre park. Temporary occupancy would occur during less than 50 percent of the project construction duration.
3. The temporary occupancy for construction activities will not interfere with any temporary or permanent activities, features, or attributes of the park.
4. The area will be returned to its existing or better condition. Any impacted landscape will be replanted/relocated within the vicinity per direction of the City of Tampa's Parks and Recreation Department. The bat house, adjacent to the construction area, will remain in place and be properly protected per coordination with City of Tampa's Parks and Recreation Department.
5. Specific to your concern related to the living shoreline expressed in your February 27, 2019 letter, the westernmost pier located in the Hillsborough River will be constructed north of the City of Tampa/Southwest Florida Water Management District (SWFWMD) conservation easement and appropriate construction best management practices will be implemented to ensure any short term or long term impacts are avoided.

The City of Tampa Parks and Recreation Department, as the official with jurisdiction over the Julian B. Lane Riverfront and Perry Harvey Sr. parks, concurs with these conditions and with the FHWA and FDOT findings that, based upon these commitments, the proposed LPA will have no potential to "use" lands of the Julian B. Lane Park. The City has reviewed the public comments and does not anticipate any controversy associated with this decision. Our staff is looking forward to working with your design staff during the conceptual design phase over the next few years.

Thank you again for your continued coordination.  
Sincerely,



Paul Dial, Director  
City of Tampa Parks and Recreation Department

CC:

Ocea Wynn, Administrator, Neighborhood and Community Affairs  
Jean Duncan, Administrator, Infrastructure and Mobility

## APPENDIX F

# Natural Resources Evaluation Concurrence



# United States Department of the Interior

## FISH AND WILDLIFE SERVICE

North Florida Field Office  
7915 Baymeadows Way, Suite 200  
Jacksonville, FL 32256-7517  
Phone: 904.731.3336  
Fax: 904.731.3045

August 25, 2017

Florida Department of Transportation  
Efficient Transportation Decision Making (ETDM) Process  
Environmental Technical Advisory Team (ETAT) Review  
Project Name: Tampa Interstate Study (TIS) SEIS  
District: District 7  
County: Hillsborough  
Planning Organization: FDOT District 7  
Phase: Programming Screen  
FWS # 2017-TA-0581

### **Purpose and Need:**

The purpose of this project is to produce a Master Plan, conceptual design and environmental impact database for improvements to I-4, I-275 and I-75.

The need for the project is to improve travel, operational and safety issues on the road.

### **Fish and Wildlife Habitat**

#### **Degree of Effect: Minimal**

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the project as being located in an area where there is a mix of urban, commercial and residential developments. Species of concern that have the potential to occur in this area is the wood stork and the eastern indigo snake.

Dependent upon the alternative(s) selected, the proposed project is expected to result in minimal to moderate involvement with wildlife and habitat resources. If it is determined the project will affect federally listed species and/or their habitat, the Department will initiate informal consultation with FWS during the Project Development process.

#### **Wood Stork (*Mycteria americana*)**

The surrounding area is mainly a mix of urban, commercial and residential developments. The action area falls within a Core Foraging Area (CFA) of at least one nesting colony of the endangered wood stork (East Lake – Bellows Lake). Direct impacts should be avoided.

The Service has determined that the loss of wetlands within a CFA due to an action could result in the loss of foraging habitat for the wood stork. To minimize adverse effects to the wood stork and other



wetland dependent species, we recommend that impacts to suitable foraging habitat be avoided. If avoidance is not possible, minimization measure should be employed and best management practices to avoid further degradation of the site. Mitigation for wetland impacts should be discussed with USFWS and will require further coordination. Please refer to the North Florida Field Office website for WOST colony locations. <http://www.fws.gov/northflorida>

### **Eastern Indigo Snakes (*Drymarchon corais couperi*)**

It is very unlikely that this species may occur in the highly developed area within the action area. The addition of a new roads and the widening of roads will likely increase the risks to this species from direct mortality and indirectly from habitat fragmentation and noise disturbance. Individual snakes may have large home ranges of 200 to 250 acres. Direct impacts from vehicles, loss and fragmentation of habitat would contribute to the further decline of this species. Implementing the current standard construction conditions and protection measures for EIS will reduce the direct risks to snakes during the construction phase but not the long term impacts from habitat fragmentation and loss of individuals from interactions with vehicles for the life of the facility. Complete surveys for gopher tortoise burrows (currently a federal candidate species, which may be listed as Threatened before construction begins) should be conducted. Protection guidelines can be found on the North Florida Ecological Services website: <http://www.fws.gov/northflorida>. Surveys for gopher tortoise burrows will also facilitate the use of the EIS Effect determination key utilized by the Army COE.

Coordination with the Office of Migratory birds will be needed for an eagle nest located within 200 feet of corridor.

Surveys for all federally listed plants found in Hillsborough County (the list can be found on our website [northflorida.fws.gov](http://northflorida.fws.gov)) should be conducted by a trained botanist during the appropriate time of year.

### **Wetlands**

#### **Degree of Effect: Minimal**

Wetlands provide important habitat for fish and wildlife. Best Management Practices (BMPs) should be used to prevent degradation of wetland and other aquatic resources from erosion, siltation, and nutrient discharges associated with the project site. We recommend that the project be designed to avoid these valuable resources to the greatest extent practicable. If impacts to wetlands are unavoidable, we recommend that the FDOT provides mitigation that fully compensates for the loss of wetland resources.

Dependent upon the alternative(s) selected, the proposed project is expected to result in minimal to moderate involvement with wildlife and habitat resources. If it is determined the project will affect and federally listed species and/or their habitat, the Department will initiate consultation with FWS during the Project Development process.

Submitted by ETAT Member: Zakia Williams



## ***Florida Department of Transportation***

**RICK SCOTT**  
GOVERNOR

11201 N. McKinley Drive  
Tampa, Florida 33612

**MIKE DEW**  
SECRETARY

May 18, 2018

Ms. Zakia Williams  
U.S. Fish and Wildlife Service  
U.S. Department of the Interior  
7915 Baymeadows Way, Suite 200  
Jacksonville, FL 32256-7517

**RE: Endangered Species Act Section 7 Coordination**  
Tampa Interstate Study  
Supplemental Environmental Impact Statement  
Segments 1A and 2A  
Hillsborough County, Florida  
WPI Segment No: 258337-2

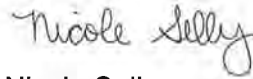
Dear Ms. Williams:

The Florida Department of Transportation (FDOT) is conducting a Supplemental Environmental Impact Statement (SEIS) study to evaluate alternatives for Tampa Interstate Study (TIS). The proposed project for the Tampa Interstate Study (TIS) is located in the City of Tampa in Hillsborough County, Florida. The study area comprises approximately 11 miles of Interstate 275 (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 (also known as the Crosstown Connector). The proposed improvements would involve the reconstruction/widening of I-275 from east of Howard Frankland Bridge (HFB) to north of State Road (SR) 574 (Dr. Martin Luther King (MLK) Jr. Boulevard), and I-4 from I-275 to east of 50th Street. The proposed improvements are located in the 1996 TIS Final Environmental Impact Statement (FEIS) Segments 1A, 2A, 2B, 3A, 3B and 3C (**Figure 1**). This report covers Segments 1A and 2A. Segments 2A, 3A and 3B are covered in a separate report and Segment 3C has already been constructed.

This Natural Resource Evaluation (NRE) was prepared as part of this SEIS study. This NRE documents the proposed project's wetlands and protected species involvement and provides an update to information from the 1996 FEIS and subsequent RODs in 1997 and 1999. This report also documents existing wildlife resources and habitat types found within the project area for potential occurrences of federal-listed species and designated Critical Habitat. It also includes state-listed protected species and their suitable habitat. Potential impacts to species and habitats are provided in this document.

The NRE is attached for your review. The FDOT respectfully requests a response from the U.S. Fish and Wildlife Service within 30 days. If you have any questions or need additional information, please contact me at (813) 975-6455 or email me at nicole.selly@dot.state.fl.us.

Sincerely,



Nicole Selly  
Environmental Specialist

NCS

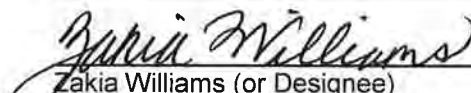
cc:	Alice Price, FDOT	Jenna Bowman, OEM
	Kirk Bogen, FDOT	Karen Brunelle, FHWA
	Robin Rhinesmith, FDOT	Cathy Kendall, FHWA
	Randy Turner, ACOE	Joseph Sullivan, FHWA
	Monte Ritter, SWFWMD	

---

The U.S. Fish and Wildlife Service finds the attached project documentation complete and sufficient and ✓ concurs/        does not concur with the recommendations and findings provided herein.

**USFWS Comments:**

The FWS finds the project documentation complete and concurs with the findings and recommendations.

  
Zakia Williams (or Designee)  
U.S. Fish and Wildlife Service  
North Florida Ecological Services Office

06/17/18  
Date



## Wetlands and Essential Fish Habitat

Anticipated impacts to wetlands and Essential Fish Habitat are shown in **Table 1**.

**Table 1**

FLUCCS Code	FLUCCS Description	USFWS Code	USFWS Description	Acreage in Study Area
510	Streams and Waterways	R2UB	Riverine, Unconsolidated Bottom	0.37
530	Reservoirs	PUBx	Palustrine, Unconsolidated Bottom, Excavated	6.54
540	Bays and Estuaries	E1UB/E1OW	Estuarine, Subtidal, Unconsolidated Bottom/Open Water	7.43
612	Mangrove Swamps	E2SS3P	Estuarine, Tidal, Scrub-Shrub, Broad-Leaved Evergreen, Irregularly Flooded	6.61
642	Saltwater Marsh	E2EM1P	Estuarine, Tidal, Emergent, Persistent, Irregularly Flooded	0.27
911	Seagrass	E2AB3M	Estuarine, Tidal, Aquatic Bed, Rooted Vascular, Irregularly Flooded	13.47
<b>TOTAL</b>				<b>34.69</b>



## ***Florida Department of Transportation***

**RICK SCOTT  
GOVERNOR**

11201 N. McKinley Drive  
Tampa, Florida 33612

**MIKE DEW  
SECRETARY**

May 18, 2018

Ms. Zakia Williams  
U.S. Fish and Wildlife Service  
U.S. Department of the Interior  
7915 Baymeadows Way, Suite 200  
Jacksonville, FL 32256-7517

**RE: Endangered Species Act Section 7 Coordination**  
Supplemental Environmental Impact Statement (SEIS)  
Segments 2B, 3A & 3B  
Hillsborough County, Florida  
WPI Segment No: 258337-2

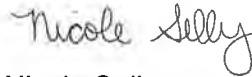
Dear Ms. Williams:

The proposed project for the Tampa Interstate Study (TIS) is located in the City of Tampa in Hillsborough County, Florida. The study area comprises approximately 11 miles of Interstate 275 (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 (also known as the Crosstown Connector). The proposed improvements would involve the reconstruction/widening of I-275 from east of Howard Frankland Bridge (HFB) to north of State Road (SR) 574 (Dr. Martin Luther King (MLK) Jr. Boulevard), and I-4 from I-275 to east of 50th Street. The proposed improvements are located in the 1996 TIS Final Environmental Impact Statement (FEIS) Segments 1A, 2A, 2B, 3A, 3B and 3C (**Figure 1**). This report covers Segments 2A, 3A and 3B. Segments 1A and 2A are covered in a separate report and Segment 3C has already been constructed.

This Natural Resource Evaluation (NRE) was prepared as part of this SEIS study. This NRE documents the proposed project's wetlands and protected species involvement and provides an update to information from the 1996 FEIS and subsequent RODs in 1997 and 1999. This report also documents existing wildlife resources and habitat types found within the project area for potential occurrences of federal-listed species and designated Critical Habitat. It also includes state-listed protected species and their suitable habitat. Potential impacts to species and habitats are provided in this document.

The NRE is attached for your review. The FDOT respectfully requests a response from the U.S. Fish and Wildlife Service within 30 days. If you have any questions or need additional information, please contact me at (813) 975-6455 or email me at nicole.selly@dot.state.fl.us.

Sincerely,



Nicole Selly  
Environmental Specialist

NCS

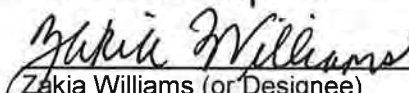
cc:	Alice Price, FDOT	Jenna Bowman, OEM
	Kirk Bogen, FDOT	Karen Brunelle, FHWA
	Robin Rhinesmith, FDOT	Cathy Kendall, FHWA
	Randy Turner, ACOE	Joseph Sullivan, FHWA
	Monte Ritter, SWFWMD	

---

The U.S. Fish and Wildlife Service finds the attached project documentation complete and sufficient and ✓ concurs/        does not concur with the recommendations and findings provided herein.

**USFWS Comments:**

The FWS finds this document to be complete and sufficient.	
The FWS concurs with the effects determination outlined in the report.	
	FWS Log #18-TA-0723

  
Zakia Williams (or Designee)  
U.S. Fish and Wildlife Service  
North Florida Ecological Services Office

06/17/18  
Date



**From:** Selly, Nicole  
**To:** [Salicco, Christopher](#)  
**Cc:** [Rhinesmith, Robin](#)  
**Subject:** FW: TIS SEIS NRE for Downtown Interchange (Section 6)  
**Date:** Thursday, February 22, 2018 9:54:23 AM  
**Attachments:** [image001.png](#)

---

**From:** David Rydene - NOAA Federal [mailto:david.rydene@noaa.gov]  
**Sent:** Thursday, February 22, 2018 9:08 AM  
**To:** Selly, Nicole <Nicole.Selly@dot.state.fl.us>  
**Subject:** Re: TIS SEIS NRE for Downtown Interchange (Section 6)

Hi Nicole,

I am familiar with the area where the highway crosses the Hillsborough River and there will not be any direct impacts to EFH. Our comments would be our standard ones regarding using BMPs and appropriate stormwater management. I think the statement you proposed for the NRE is fine.

- Dave

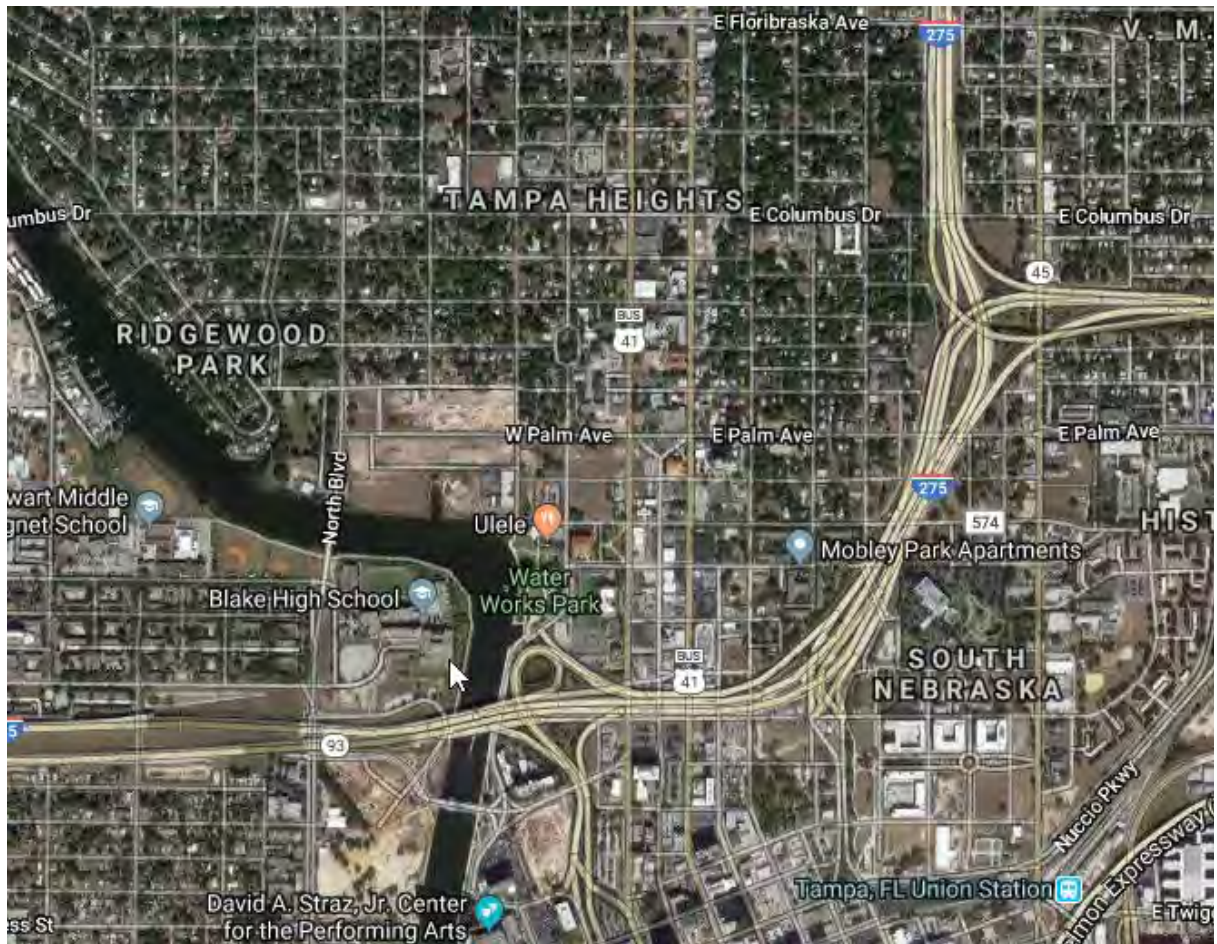
On Wed, Feb 21, 2018 at 3:46 PM, Selly, Nicole <[Nicole.Selly@dot.state.fl.us](mailto:Nicole.Selly@dot.state.fl.us)> wrote:

Hi Dave,

We are finishing up the NREs (there are 2) for the TIS SEIS. You will receive them both for review, however, we do not anticipate EFH involvement for the Downtown Interchange portion. Per the PD&E Manual, Chapter 17, for an EIS with no EFH, the statement below is added to the NRE.

*This project has been coordinated with NMFS and there is no involvement with, or adverse effect on Essential Fish Habitat; therefore, Essential Fish Habitat consultation is not required.*

We did not screen this project in ETDM, and the original study did not show impacts. So, I would like to talk with you to confirm no EFH consultation is required for this portion of I-275 that crosses the Hillsborough River.



Please call me if you have any questions.

Thanks,  
Nicole

*Nicole Selly*

Environmental Specialist III

District Seven - PLEMO

[\(813\) 975-6455](tel:8139756455) phone

[\(813\) 975-6443](tel:8139756443) fax

[nicole.selly@dot.state.fl.us](mailto:nicole.selly@dot.state.fl.us)

--

David Rydene, Ph.D.

Fish Biologist

National Marine Fisheries Service

Habitat Conservation Division

**From:** Selly, Nicole  
**To:** [Price, Alice](#); [Salicco, Christopher](#)  
**Subject:** FW: Document Review Confirmation for 258337-2 TIS SEIS NRE (Segments 2B, 3A & 3B)  
**Date:** Wednesday, June 20, 2018 9:46:05 AM

---

**From:** admin@fla-etat.org [mailto:admin@fla-etat.org]  
**Sent:** Tuesday, June 19, 2018 7:29 AM  
**To:** jennifer.goff@MyFWC.com  
**Cc:** Selly, Nicole <Nicole.Selly@dot.state.fl.us>  
**Subject:** Document Review Confirmation for 258337-2 TIS SEIS NRE (Segments 2B, 3A & 3B)

A review was received for the following:

**Event:** 258337-2 TIS SEIS NRE Review (Segments 2B, 3A & 3B)

**Document:** 258337-2 TIS SEIS NRE (Segments 2B, 3A & 3B)

**Submitted By:** Jennifer Goff

**Global:** Yes

**Comments:**

Florida Fish and Wildlife Conservation Commission (FWC) staff has reviewed the Natural Resources Evaluation for Segments 2B, 3A, and 3B of the Tampa Interstate Study in accordance with Chapter 379, Florida Statutes and Rule 68A-27, Florida Administrative Code (F. A. C.). We agree with the determinations of effect for listed species, and have no comments or recommendations to offer on this project.

If you need further assistance, please do not hesitate to contact our office by email at [FWCConservationPlanningServices@MyFWC.com](mailto:FWCConservationPlanningServices@MyFWC.com). If you have specific technical questions, contact Brian Barnett at (772) 579-9746 or email [brian.barnett@MyFWC.com](mailto:brian.barnett@MyFWC.com).



**From:** Selly, Nicole  
**To:** [Price, Alice](#); [Salicco, Christopher](#)  
**Cc:** [Bogen, Kirk](#); [Rhinesmith, Robin](#)  
**Subject:** FW: Document Review Confirmation for 258337-2 TIS SEIS NRE (Segments 2B, 3A & 3B)  
**Date:** Wednesday, June 20, 2018 3:42:07 PM

---

**From:** admin@fla-etat.org [mailto:admin@fla-etat.org]  
**Sent:** Tuesday, June 5, 2018 2:26 PM  
**To:** David.Rydene@noaa.gov  
**Cc:** Selly, Nicole <Nicole.Selly@dot.state.fl.us>  
**Subject:** Document Review Confirmation for 258337-2 TIS SEIS NRE (Segments 2B, 3A & 3B)

A review was received for the following:

**Event:** 258337-2 TIS SEIS NRE Review (Segments 2B, 3A & 3B)  
**Document:** 258337-2 TIS SEIS NRE (Segments 2B, 3A & 3B)  
**Submitted By:** David Rydene  
**Global:** Yes  
**Comments:**

NMFS staff has reviewed the Natural Resources Evaluation Report that is part of the Supplemental Environmental Impact Statement for the Tampa Interstate Study's Segments 2A, 3A, and 3B (Work Program Segment 258337-2) . NMFS finds that the information and analyses in the report are accurate and the assessments of impacts to NMFS trust resources are reasonable estimates at this stage in the process.

## APPENDIX G

# Other Agency Coordination

## **Agency Comments on Coordination Plan**



**ETDM EST DocReview Document Review Event Information**

<b>Event Name</b>	<b>Event Description</b>	<b>Start Date</b>	<b>End Date</b>	<b>Related ETDM Event(s)</b>
258337-2 Tampa Interstate Study (TIS) SEIS - Agency Coordination and Public Involvement Plan	Please provide comments for the Agency Coordination and Public Involvement Plan for the Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS).	07/26/2017	08/25/2017	
<b>Document Name</b>	<b>Document Description</b>			
TIS-SEIS Project Coordination and Public Involvement Plan	This Project Coordination and Public Involvement Plan (Plan) establishes an approach for coordinating agency (Federal Lead, State Joint Lead, Cooperating, and Participating) outreach efforts that the			
<b>Reviewer</b>	<b>Reviewing Organization</b>	<b>SEIS Role</b>	<b>Reviewed and Understands Agency Coordination and Public Involvement Plan</b>	
Johnsen, Michael	Federal Rail Administration	Participating Agency	No response as of 11/8/17	
Lane, Virginia	Federal Aviation Administration	Participating Agency	No response as of 11/8/17	
McManus, Alyssa	FL Department of State	Participating Agency	Y	
Ostrosky, Tarrie L.	US Army Corps of Engineers	Participating Agency	Needs more coordination to assure appropriate wetland avoidance, minimization, and mitigation	
Overton, Randall D.	US Coast Guard	Cooperating Agency	No response as of 11/8/17	
Rydene, David A.	National Marine Fisheries Service	Participating Agency	Y	
Somerville, Amanetta	US Environmental Protection Agency	Participating Agency	No response as of 11/8/17	
Walton, Cynthia	National Park Service	Participating Agency	No response as of 11/8/17	
Williams, Larry	US Fish and Wildlife Service	Participating Agency	Y, with comments	
Williams, Zakia	US Fish and Wildlife Service	Participating Agency	No response as of 11/8/17	
<b>Responder</b>	<b>Responding Organization</b>			
Bogen, Kirk	Bogen, Kirk	Project Sponsor		
Henzel, Ashley	Henzel, Ashley	Project Sponsor		
Rhinesmith, Robin	Rhinesmith, Robin	Project Sponsor		

**DocReview Document Reviews and Responses for TIS-SEIS Project Coordination and Public Involvement Plan**

Sections	Pages	Paragraphs	Global	Reviewing Organization	Comments	Reviewer Document	Response
6.2	16	2	No	US Army Corps of Engineers	<p>Wetlands: The information provided indicates that the 1996 TIS FEIS identified 15 wetlands that the TIS Project would affect. Additionally, the 2008 reevaluation for Section 3C identified nine additional wetlands that the TIS Project would affect, and one that the TIS Project would no longer affect. The information also includes that the wetlands consist of man-made brackish ponds, man-made freshwater ponds, man-made drainage channels, man-made herbaceous wetlands, scrub/shrub wetlands, and forested wetlands. The U.S. Fish and Wildlife Service (USFWS) National Wetland Inventory (NWI) classification for wetlands found in the TIS Project study area include: E1UB3Lx, PUBHx, R2UBHx, PEMIFx, PEMIC, PF03/IA, PUBFx, and PSS3J. The document includes that avoidance of wetland impacts will be evaluated during the project evaluation process. The information also indicates that the TIS Project Team will avoid wetlands, if possible. However, given the locations of the wetlands, filling activities would be necessary to widen the existing roadway and construct new roadway. Therefore, if complete avoidance is not possible, minimization efforts would be evaluated. The document also includes that mitigation would be provided for unavoidable wetland impacts. According to a review of the Regulatory In-Lieu Fee and Bank Information Tracking System (RIBITS), there is one federally-approved mitigation bank (Tampa Bay Mitigation Bank) with a service area which encompasses the proposed roadway project. The Tampa Bay Mitigation Bank utilizes two functional assessment methods: WRAP for palustrine credits and EWRAP for estuarine credits. In accordance with the mitigation hierarchy, as identified within the 2008 Mitigation Rule, the use of a federally-approved mitigation bank should first be evaluated. Second, an in-lieu fee program; however, there are currently no in-lieu fee programs with service areas which encompass the project area. Finally, permittee-responsible mitigation may be evaluated; however, information must be provided which justifies how the permittee-responsible mitigation option would be the environmentally preferred option to offset unavoidable impacts to waters of the United States. The Corps recommends that the RIBITS site be</p>		
			Yes	FL Department of State	<p>SHPO staff have reviewed the Public Involvement Plan and Survey Methodology. At this time, we concur with the plan and methodology as presented. As the project evolves, there may need to be some adjustments in area of potential effect, depending on what alternative(s) move forward in the planning process.</p>		
			Yes	National Marine Fisheries Service	<p>NMFS staff has reviewed the Project Coordination and Public Involvement Plan for the Tampa Interstate Study (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) and finds the plan acceptable.</p>		
			Yes	US Fish and Wildlife Service	<p>Please see the attached document for comments</p>	<p><a href="#">20170825_fws_itr_Tampa Interstate Study.pdf</a></p>	

# Document Reviews and Responses

## Event Details

**Event:** 258337-2 Tampa Interstate Study (TIS) SEIS - Agency Coordination and Public Involvement Plan

**Managing Organization:** FDOT District 7

**Start Date:** 07/26/2017

**End Date:** 08/25/2017

**Description:**

Please provide comments for the Agency Coordination and Public Involvement Plan for the Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS).

The proposed improvements would involve the reconstruction of I-275 from east of Howard Frankland Bridge to North of SR 574 (Martin Luther King Jr. Boulevard) and I-4 from I-275 to east of 50th Street.

Please feel free to forward the EST submittal to other staff members in your agency who are interested in reviewing this document.

**Related Document Review Event(s):**

**Related ETDM Project(s):** There are no ETDM projects related to this event.

## Event Documents

Document (PDF)	Size	Description
<a href="#">TIS-SEIS Project Coordination and Public Involvement Plan</a>	5.63 MB	This Project Coordination and Public Involvement Plan (Plan) establishes an approach for coordinating agency (Federal Lead, State Joint Lead, Cooperating, and Participating) outreach efforts that the FHWA and FDOT will undertake during the environmental review process for the TIS SEIS. A key focus of the Plan is to facilitate an understanding with the governmental agencies regarding the study process, key milestones, and decision points. It will also serve to solicit ideas, input, and comments on the study, as well as seek feedback on the potential transportation, social, and environmental consequences. The Plan describes the overall approach and coordination methods that the TIS Project Team will use to obtain agency insights and satisfy Federal coordination requirements of 23 CFR 139 during the environmental review process.

## Document Reviews

### TIS-SEIS Project Coordination and Public Involvement Plan

#### Official Reviews

Section(s)	Page(s)	Paragraph(s)	Global	Reviewing Organization	Comments	Reviewer Document	Response	Responding Organization
6.2	16	2	No	US Army Corps of Engineers	Wetlands: The information provided indicates that the 1996 TIS FEIS identified 15 wetlands that the TIS Project would affect. Additionally, the 2008 reevaluation for Section 3C identified nine additional wetlands that the TIS Project would affect, and one that the TIS Project would no longer affect. The information also includes that the wetlands consist of man-made brackish ponds, man-made freshwater ponds, man-made drainage channels, man-made herbaceous wetlands, scrub/shrub wetlands, and			



				<p>forested wetlands. The U.S. Fish and Wildlife Service (USFWS) National Wetland Inventory (NWI) classification for wetlands found in the TIS Project study area include: E1UB3Lx, PUBHx, R2UBHx, PEMIFx, PEMIC, PF03/IA, PUBFx, and PSS3J. The document includes that avoidance of wetland impacts will be evaluated during the project evaluation process. The information also indicates that the TIS Project Team will avoid wetlands, if possible. However, given the locations of the wetlands, filling activities would be necessary to widen the existing roadway and construct new roadway. Therefore, if complete avoidance is not possible, minimization efforts would be evaluated. The document also includes that mitigation would be provided for unavoidable wetland impacts. According to a review of the Regulatory In-Lieu Fee and Bank Information Tracking System (RIBITS), there is one federally-approved mitigation bank (Tampa Bay Mitigation Bank) with a service area which encompasses the proposed roadway project. The Tampa Bay Mitigation Bank utilizes two functional assessment methods: WRAP for palustrine credits and EWRAP for estuarine credits. In accordance with the mitigation hierarchy, as identified within the 2008 Mitigation Rule, the use of a federally-approved mitigation bank should first be evaluated. Second, an in-lieu fee program; however, there are currently no in-lieu fee programs with service areas which encompass the project area. Finally, permittee-responsible mitigation may be evaluated; however, information must be provided which justifies how the permittee-responsible mitigation option would be the</p>		
--	--	--	--	--	--	--

					environmentally preferred option to offset unavoidable impacts to waters of the United States. The Corps recommends that the RIBITS site be evaluated during the project evaluation, as the RIBITS database is updated regularly and would identify the current federally-approved mitigation options. The Corps also understands that an alternatives wetlands impact analysis will be prepared.			
			Yes	FL Department of State	SHPO staff have reviewed the Public Involvement Plan and Survey Methodology. At this time, we concur with the plan and methodology as presented. As the project evolves, there may need to be some adjustments in area of potential effect, depending on what alternative(s) move forward in the planning process.			
			Yes	National Marine Fisheries Service	NMFS staff has reviewed the Project Coordination and Public Involvement Plan for the Tampa Interstate Study (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) and finds the plan acceptable.			
			Yes	US Fish and Wildlife Service	Please see the attached document for comments	<a href="#">20170825_fws_itr_tampa_interstate_study.pdf</a>		

**DocReview Document Reviews and Responses for TIS SEIS Alternatives Screening Evaluation - Final Draft**

Sections	Pages	Paragraphs	Global	Reviewing Organization	Comments	Reviewer Document	Response	Responding Organization
			Yes	FL Department of State	Thank you for informing us of the Alternatives that have been eliminated. We look forward to further consultation.			
			Yes	National Marine Fisheries Service	NMFS staff has reviewed the Tampa Interstate Study SEIS Alternatives Screening Evaluation (dated November 2017). NMFS believes that the document adequately describes the methodology used to determine which of the 5 alternatives under consideration meet the project's purpose and need criteria. NMFS also finds that the alternatives selected for further study are reasonable in terms of fulfilling the project's purpose and need requirements.			
			Yes	US Army Corps of Engineers	The Corps has no comments in regard to specific locations within the document. The Corps continues to recommend avoidance and minimization efforts, and mitigation would be necessary if effects to resources would be unavoidable.			
			Yes	US Coast Guard	I am unable to open the attached document (TIS SEIS Alternatives Screening Evaluation - Final Draft) for the Tampa Interstate Study (TIS) due to our organizations cyber security measures (Firewall block). The Coast Guard is required to issue permits to authorize the constructions, replacement or modification of any bridge which crosses navigable waters of the United States. The Coast Guard typically adopts the lead federal agency's environmental document (the portions related to our permit action "the bridges") to fulfill our NEPA requirements during our permitting process. In order for the Coast Guard to adopt the environmental document, all environmental control laws outlined in our Bridge Permit Application Guide (BPAG) must be addressed in the environmental document (or documents supporting the environment document). The Coast Guard's BPAG (which covers all Coast Guard requisite environmental control laws) can be found at <a href="http://www.dco.uscg.mil/Our-Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/Marine-Transportation-Systems-CG-5PW/Office-of-Bridge-Programs/Bridge-Permit-Application-Process/">http://www.dco.uscg.mil/Our-Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/Marine-Transportation-Systems-CG-5PW/Office-of-Bridge-Programs/Bridge-Permit-Application-Process/</a>			
					Thank you - Randall Overton			
			Yes	US Fish and Wildlife Service	Fish and Wildlife Habitat  Degree of Effect: Minimal The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the project as being located in an area where there is a mix of urban, commercial and residential developments. Species of concern that have the potential to occur in this area is the wood stork and the eastern indigo snake. Dependent upon the alternative(s) selected, the proposed project is expected to result in minimal to moderate involvement with wildlife and habitat resources. If it is determined the project will affect federally listed species and/or their habitat, the Department will initiate informal consultation with FWS during the Project Development process. Wood Stork ( <i>Mycteria americana</i> ) The surrounding area is mainly a mix of urban, commercial and residential developments. The action area falls within a Core Foraging Area (CFA) of at least one nesting colony of the endangered wood stork (East Lake - Bellows Lake). Direct impacts should be avoided. The Service has determined that the loss of wetlands within a CFA due to an action could result in the loss of foraging habitat for the wood stork. To minimize adverse effects to the wood stork and other wetland dependent species, we recommend that impacts to suitable foraging habitat be avoided. If avoidance is not possible, minimization measure should be employed and best management practices to avoid further degradation of the site. Mitigation for wetland impacts should be discussed with USFWS and will require further coordination. Please refer to the North Florida Field Office website for WOST colony locations. <a href="http://www.fws.gov/northflorida">http://www.fws.gov/northflorida</a>  Eastern Indigo Snakes ( <i>Drymarchon corais couperi</i> ) It is very unlikely that this species may occur in the highly developed area within the action area. The addition of a new roads and the widening of	<a href="#">BPAG COMDTPUB P16591 3D 19 July 2016.pdf</a>		



## Christina Haven

---

**From:** George Walton  
**Sent:** Monday, July 31, 2017 5:46 PM  
**To:** Christina Haven  
**Subject:** Fwd: Document Review Confirmation for TIS-SEIS Project Coordination and Public Involvement Plan

Sent from my iPhone

Begin forwarded message:

**From:** "Bogen, Kirk" <[Kirk.Bogen@dot.state.fl.us](mailto:Kirk.Bogen@dot.state.fl.us)>  
**Date:** July 31, 2017 at 3:45:38 PM EDT  
**To:** George Walton <[gwalton@HNTB.com](mailto:gwalton@HNTB.com)>, "Kendall, Cathy (FHWA)" <[Cathy.Kendall@dot.gov](mailto:Cathy.Kendall@dot.gov)>, "Sullivan, Joseph" <[joseph.sullivan@dot.gov](mailto:joseph.sullivan@dot.gov)>  
**Cc:** "Henzel, Ashley" <[Ashley.Henzel@dot.state.fl.us](mailto:Ashley.Henzel@dot.state.fl.us)>  
**Subject:** FW: Document Review Confirmation for TIS-SEIS Project Coordination and Public Involvement Plan

FYI

Kirk Bogen, P.E.  
Environmental Management Engineer  
FDOT District Seven  
Planning & Environmental Management Office (PLEMO)  
[kirk.bogen@dot.state.fl.us](mailto:kirk.bogen@dot.state.fl.us)  
(813) 975-6448 / (800) 226-7220 x6448  
FAX: (813) 975-6451

---

**From:** Selly, Nicole  
**Sent:** Monday, July 31, 2017 8:47 AM  
**To:** Henzel, Ashley; Bogen, Kirk  
**Subject:** FW: Document Review Confirmation for TIS-SEIS Project Coordination and Public Involvement Plan

**From:** [admin@fla-etat.org](mailto:admin@fla-etat.org) [<mailto:admin@fla-etat.org>]  
**Sent:** Friday, July 28, 2017 2:23 PM  
**To:** [David.Rydene@noaa.gov](mailto:David.Rydene@noaa.gov)  
**Cc:** Selly, Nicole  
**Subject:** Document Review Confirmation for TIS-SEIS Project Coordination and Public Involvement Plan

A review was received for the following:

**Event:** 258337-2 Tampa Interstate Study (TIS) SEIS - Agency Coordination and Public Involvement Plan  
**Document:** TIS-SEIS Project Coordination and Public Involvement Plan

**Submitted**  
**By:** David Rydene  
**Global:** Yes  
**Comments:**

NMFS staff has reviewed the Project Coordination and Public Involvement Plan for the Tampa Interstate Study (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) and finds the plan acceptable.

## Christina Haven

---

**From:** Price, Alice <Alice.Price@dot.state.fl.us>  
**Sent:** Wednesday, January 17, 2018 11:40 AM  
**To:** Christina Haven  
**Subject:** FW: Notice: Document Review has begun for Draft Schedule - Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS)  
**Attachments:** TIS EIS Draft Schedule Comments.pdf

Here was the email that went out on the schedule and the comments are attached.

Alice J. Price, AICP  
FDOT District 7, GEC  
Office: 813-975-6482  
Mobile: 813-928-6672

**From:** est\_update@fla-etat.org [mailto:est\_update@fla-etat.org]  
**Sent:** Monday, November 06, 2017 3:21 PM  
**To:** David.Rydene@noaa.gov; randall.d.overton@uscg.mil; somerville.amanetta@epa.gov; Tarrie Ostrofsky <tarrie.l.ostrofsky@usace.army.mil>; zakia\_williams@fws.gov; alyssa.mcmanus@dos.myflorida.com; Michael.johnsen@dot.gov; virginia.lane@faa.gov; larry\_williams@fws.gov; cynthia\_walton@nps.gov  
**Cc:** Selly, Nicole <Nicole.Selly@dot.state.fl.us>; gwilym\_rankin@nps.gov; Cathy.Kendall@dot.gov; Sullivan, Joseph <joseph.sullivan@dot.gov>; Benito.Cunill@dot.gov; Karen.Brunelle@fhwa.dot.gov; Sullivan, Joseph <joseph.sullivan@dot.gov>; Price, Alice <Alice.Price@dot.state.fl.us>; Henzel, Ashley <Ashley.Henzel@dot.state.fl.us>; Bogen, Kirk <Kirk.Bogen@dot.state.fl.us>; Rhinesmith, Robin <Robin.Rhinesmith@dot.state.fl.us>  
**Subject:** Notice: Document Review has begun for Draft Schedule - Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS)

A Document Review event has begun on the Environmental Screening Tool (EST).

The review period **starts today, Monday, 11/6/2017 and will end in 18 calendar days on Friday, 11/24/2017.**

Click this link to access the document(s) and begin your review:

<https://www.fla-etat.org/est/documentReview/DocReviewTool.do?eventId=741>

### EVENT\_DETAILS:

<b>Event Name</b>	Draft Schedule - Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS)
<b>Event Description</b>	Good afternoon,

Please find the attached draft schedule for the Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS). Please send any comments to Alice Price, PD&E Manager at: [alice.price@dot.state.fl.us](mailto:alice.price@dot.state.fl.us) by November 24, 2017.



<b>Document(s) to Review</b>	<a href="https://www.fla-etat.org/est/documentReview/DocReviewTool.do?eventId=741">https://www.fla-etat.org/est/documentReview/DocReviewTool.do?eventId=741</a>
<b>Related Document Review Event(s)</b>	None
<b>Related ETDM Project(s)</b>	None

---

**INSTRUCTIONS FOR REVIEWING AND PROVIDING COMMENTS ON DOCUMENTS:**

The link above will take you to an online document review tool which will provide you access to the specific documents and a tool which will capture your comments for consideration. You can provide comments specific to a certain sentence, paragraph or section of the document. Some of the documents have numbered lines which you can use for specifying a location in the document for the comment. Here is a link that shows you how to use the comment form: <https://www.fla-etat.org/est/servlet/blobViewer?blobID=9033>

Additionally, we have a fully staffed Help Desk capable of answering questions regarding the access and use of the document review tool. Email: [help@fla-etat.org](mailto:help@fla-etat.org) and phone: 850-414-5334.

---

Thank you

**From:** Henzel, Ashley  
**To:** [Christina Haven](#)  
**Subject:** FW: Document Review Confirmation for TIS-SEIS Project Coordination and Public Involvement Plan  
**Date:** Monday, September 18, 2017 4:22:46 PM

---

FYI...

Ashley Henzel, PE  
FDOT District 7, GEC  
Office: 813-975-6433

---

**From:** Selly, Nicole  
**Sent:** Tuesday, August 22, 2017 9:48 AM  
**To:** Bogen, Kirk; Henzel, Ashley  
**Cc:** Creighton, Virginia; Rhinesmith, Robin  
**Subject:** FW: Document Review Confirmation for TIS-SEIS Project Coordination and Public Involvement Plan

**From:** [admin@fla-etat.org](mailto:admin@fla-etat.org) [<mailto:admin@fla-etat.org>]  
**Sent:** Tuesday, August 22, 2017 8:25 AM  
**To:** Tarrie Ostrofsky  
**Cc:** Selly, Nicole  
**Subject:** Document Review Confirmation for TIS-SEIS Project Coordination and Public Involvement Plan

A review was received for the following:

**Event:** 258337-2 Tampa Interstate Study (TIS) SEIS - Agency Coordination and Public Involvement Plan  
**Document:** TIS-SEIS Project Coordination and Public Involvement Plan  
**Submitted By:** Tarrie Ostrofsky  
**Sections:** 6.2  
**Pages:** 16  
**Paragraphs:** 2  
**Comments:**

Wetlands: The information provided indicates that the 1996 TIS FEIS identified 15 wetlands that the TIS Project would affect. Additionally, the 2008 reevaluation for Section 3C identified nine additional wetlands that the TIS Project would affect, and one that the TIS Project would no longer affect. The information also includes that the wetlands consist of man-made brackish ponds, man-made freshwater ponds, man-made drainage channels, man-made herbaceous wetlands, scrub/shrub wetlands, and forested wetlands. The U.S. Fish and Wildlife Service (USFWS) National Wetland Inventory (NWI) classification for wetlands found in the TIS Project study area include: E1UB3Lx, PUBHx, R2UBHx, PEMIFx, PEMIC, PF03/IA, PUBFx, and PSS3J. The document includes that avoidance of wetland impacts will

be evaluated during the project evaluation process. The information also indicates that the TIS Project Team will avoid wetlands, if possible. However, given the locations of the wetlands, filling activities would be necessary to widen the existing roadway and construct new roadway. Therefore, if complete avoidance is not possible, minimization efforts would be evaluated. The document also includes that mitigation would be provided for unavoidable wetland impacts. According to a review of the Regulatory In-Lieu Fee and Bank Information Tracking System (RIBITS), there is one federally-approved mitigation bank (Tampa Bay Mitigation Bank) with a service area which encompasses the proposed roadway project. The Tampa Bay Mitigation Bank utilizes two functional assessment methods: WRAP for palustrine credits and EWRAP for estuarine credits. In accordance with the mitigation hierarchy, as identified within the 2008 Mitigation Rule, the use of a federally-approved mitigation bank should first be evaluated. Second, an in-lieu fee program; however, there are currently no in-lieu fee programs with service areas which encompass the project area. Finally, permittee-responsible mitigation may be evaluated; however, information must be provided which justifies how the permittee-responsible mitigation option would be the environmentally preferred option to offset unavoidable impacts to waters of the United States. The Corps recommends that the RIBITS site be evaluated during the project evaluation, as the RIBITS database is updated regularly and would identify the current federally-approved mitigation options. The Corps also understands that an alternatives wetlands impact analysis will be prepared.



## **Agency Comments on Purpose and Need**

**ETDM EST DocReview Document Review Event Information**

Event Name	Event Description	Start Date	End Date	Related ETDM Event(s)
258337-2 TIS SEIS Purpose and Need Review	Per the Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS) Project Coordination and Public Involvement Plan (September 2017), the TIS SEIS Project Team will request	09/25/2017	10/25/2017	258337-2 Tampa Interstate Study (TIS) SEIS - Agency Coordination and Public Involvement Plan

Document Name	Document Description
TIS SEIS Draft Purpose and Need Document	TIS SEIS Draft Purpose and Need Document

Reviewer	Reviewing Organization	SEIS Role	Reviewed and Understands P&N
Johnsen, Michael	Federal Rail Administration	Participating Agency	No response as of 11/8/17
Lane, Virginia	Federal Aviation Administration	Participating Agency	No response as of 11/8/17
McManus, Alyssa	FL Department of State	Participating Agency	Y
Ostrosky, Tarrie L.	US Army Corps of Engineers	Participating Agency	Y
Overton, Randall D.	US Coast Guard	Cooperating Agency	No response as of 11/8/17
Rydene, David A.	National Marine Fisheries Service	Participating Agency	Y
Somerville, Amanetta	US Environmental Protection Agency	Participating Agency	No response as of 11/8/17
Walton, Cynthia	National Park Service	Participating Agency	No response as of 11/8/17
Williams, Larry	US Fish and Wildlife Service	Participating Agency	No response as of 11/8/17
Williams, Zakia	US Fish and Wildlife Service	Participating Agency	No response as of 11/8/17

Responder	Responding Organization	
Bogen, Kirk	Bogen, Kirk	Project Sponsor
Rhinesmith, Robin	Rhinesmith, Robin	Project Sponsor
Selly, Nicole C.	Selly, Nicole C.	Project Sponsor

DocReview Document Reviews and Responses for TIS SEIS Draft Purpose and Need Document

Sections	Pages	Paragraphs	Global	Reviewing Organization	Comments	Reviewer Document	Response
			Yes	FL Department of State	At this time, SHPO has no further comment. We have reviewed and concur with the methodology and the public involvement plan.		
			Yes	National Marine Fisheries Service	NMFS staff has reviewed the Supplemental Environmental Impact Statement (SEIS) for the Tampa Interstate Study. Due to the proposed project's lack of involvement with NMFS trust resources, NMFS has no comments to provide regarding the SEIS.		
			Yes	US Army Corps of Engineers	<p>The information included in the documents indicates that the purpose of the proposed project includes congestion relief that improves accessibility, mobility, travel times, and system linkages and multimodal connections, while supporting regional economic development goals and enhancing quality of life for Tampa Bay residents and visitors. The information also indicates that the need for the project includes to provide a vital link to the regional transportation network; provide a multimodal transportation corridor that complements the surrounding community from a transportation, economic, and social aspect; provide a safer, more efficient transportation system for the increased traffic volumes in the existing transportation corridor; and to allow for improved access to regional facilities and incident management.</p> <p>The Corps understands the purpose and need for the proposed project.</p>		



## **Agency Comments on Preliminary Screening**



*Florida Department of Transportation*

RICK SCOTT  
GOVERNOR

11201 N. McKinley Drive  
Tampa, FL 33612

Mike Dew  
SECRETARY

November 13, 2017

Cathy Kendall  
Senior Environmental Specialist  
Federal Highway Administration  
Florida Division  
3500 Financial Plaza, Suite 400  
Tallahassee, FL 32312

**Re: Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS) Preliminary Screening Technical Memo**

Dear Cathy:

Attached you will find the TIS SEIS Preliminary Screening Technical Memo for your approval. FDOT will provide a copy of the report to the TIS SEIS Cooperating and Participating Agencies for a 30-day review and comment period. Once FDOT receives agency comments on the report and has responded to the comments, if any, we will provide FHWA with a revised final document. Once FHWA has received the final document, FDOT requests the concurrence from FHWA with the findings of the Preliminary Screening Technical Memo and the alternatives dropped from further consideration in the National Environmental Policy Act (NEPA) process, as indicated by signature below. All remaining alternatives will continue to be evaluated in the NEPA process.

If you have any comment, please feel free to contact me.

Sincerely,

Kirk Bogen, P.E.  
Environmental Management Engineer  
FDOT District Seven  
Planning & Environmental Management Office (PLEMO)  
[kirk.bogen@dot.state.fl.us](mailto:kirk.bogen@dot.state.fl.us)  
(813) 975-6448 / (800) 226-7220 x6448  
FAX: (813) 975-6451

FHWA concurs with the findings of the Preliminary Screening Technical Memo and the alternatives to be dropped from further consideration.

**CATHY O KENDALL**

Cathy Kendall, Senior Environmental Specialist  
Federal Highway Administration, Florida Division

Digitally signed by CATHY O KENDALL  
DN: c=US, o=U.S. Government, ou=FWHA FHWATallahasseeFL, ou=DOT FHWATallahasseeFL,  
cn=CATHY O KENDALL  
Date: 2018.03.15 09:02:06 -04'00'

DATE

**ETDM EST DocReview Document Review Event Information**

Event Name	Event Description	Start Date	End Date	Related ETDM Event(s)	Related ETDM Project(s)
Tampa Interstate Study (TIS) Supplemental EIS (SEIS)-Preliminary Alternatives Screening Tech Memo	Tampa Interstate Study (TIS) Supplemental EIS (SEIS)-Preliminary Alternatives Screening Tech Memo - Cooperating and Participating Agencies Review	12/04/2017	01/03/2018		

Document Name	Document Description
TIS SEIS Alternatives Screening Evaluation - Final Draft	The Florida Department of Transportation District Seven is requesting concurrence from the Federal Highway Administration on Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS) Preliminary Alternatives Screening Technical Memorandum. The Tech Memo outlines the early steps to screen alternatives from the TIS SEIS. As a part of this request, FDOT District Seven is distributing the Tech Memo to all the cooperating and participating agencies for review. Please submit any comments by January 3, 2018. If you have questions regarding this Tech Memo, please contact Alice Price, AICP, FDOT PD&E Project Manager at: 813-975-6482 or
<b>Reviewer</b> Johnsen, Michael Lane, Virginia McManus, Alyssa Ostrofsky, Tarrie L. Overton, Randall D. Rankin, Ellen Rydene, David A. Somerville, Amanetta Walton, Cynthia Williams, Larry Williams, Zakia	<b>Reviewing Organization</b> Federal Rail Administration Federal Aviation Administration FL Department of State US Army Corps of Engineers US Coast Guard National Park Service National Marine Fisheries Service US Environmental Protection Agency National Park Service US Fish and Wildlife Service US Fish and Wildlife Service
<b>Reviewer</b> Johnsen, Michael Lane, Virginia McManus, Alyssa Ostrofsky, Tarrie L. Overton, Randall D. Rankin, Ellen Rydene, David A. Somerville, Amanetta Walton, Cynthia Williams, Larry Williams, Zakia	<b>SEIS Role</b> Participating Agency Participating Agency Participating Agency Participating Agency Cooperating Agency Participating Agency Participating Agency Participating Agency Participating Agency Participating Agency
<b>Reviewer</b> Johnsen, Michael Lane, Virginia McManus, Alyssa Ostrofsky, Tarrie L. Overton, Randall D. Rankin, Ellen Rydene, David A. Somerville, Amanetta Walton, Cynthia Williams, Larry Williams, Zakia	<b>Reviewed and Concurred with Alternatives Screening Tech Memo</b> No response as of 12/3/17; Time extension requested and document sent to R.Brown on 1/5/18 via email No response as of 12/3/17 Y Y Y, with comments specific to following guidance in the Bridge Permit Application No response as of 12/3/17 Y No response as of 12/3/17 Y, minimal degree of effect
<b>Responder</b> Bogen, Kirk	<b>Responding Organization</b> Bogen, Kirk
	Project Sponsor



**DocReview Document Reviews and Responses for TIS SEIS Alternatives Screening Evaluation - Final Draft**

Sections	Pages	Paragraphs	Global	Reviewing Organization	Comments	Reviewer Document	Response
			Yes	FL Department of State	Thank you for informing us of the Alternatives that have been eliminated. We look forward to further consultation.		
			Yes	National Marine Fisheries Service	NMFS staff has reviewed the Tampa Interstate Study SEIS Alternatives Screening Evaluation (dated November 2017). NMFS believes that the document adequately describes the methodology used to determine		
			Yes	US Army Corps of Engineers	The Corps has no comments in regard to specific locations within the document. The Corps continues to recommend avoidance and minimization efforts, and mitigation would be necessary if effects to		
			Yes	US Coast Guard	I am unable to open the attached document (TIS SEIS Alternatives Screening Evaluation - Final Draft) for the Tampa Interstate Study (TIS) due to our organizations cyber security measures (Firewall block). The Coast Guard is required to issue permits to authorize the constructions, replacement or modification of any bridge which crosses navigable waters of the United States. The Coast Guard typically adopts the lead federal agency's environmental document (the portions related to our permit action "the bridges") to fulfill our NEPA requirements during our permitting process. In order for the Coast Guard to adopt the environmental document, all environmental control laws outlined in our Bridge Permit Application Guide (BPAG) must be addressed in the environmental document (or documents supporting the environment document). The Coast Guard's BPAG (which covers all Coast Guard requisite environmental control laws) can be found at <a href="http://www.dco.uscg.mil/Our-Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/Marine-Transportation-Systems-CG-5PW/Office-of-Bridge-Programs/Bridge-Permit-Application-Process/">http://www.dco.uscg.mil/Our-Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/Marine-Transportation-Systems-CG-5PW/Office-of-Bridge-Programs/Bridge-Permit-Application-Process/</a>		
					Thank you - Randall Overton		
			Yes	US Fish and Wildlife Service	Fish and Wildlife Habitat  Degree of Effect: Minimal	<a href="#">BPAG COMDTPUB P16591 3D 19 July 2016.pdf</a>	

## **Workshop Agency Notices**

## Price, Alice

---

**From:** Geiger, Crystal  
**Sent:** Thursday, May 23, 2019 9:14 AM  
**To:** Price, Alice  
**Cc:** Rhinesmith, Robin; Bogen, Kirk  
**Subject:** FW: Public Workshop Announcement: Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS) and Northwest (Veterans) Expressway Design Alternatives Public Workshop Invite Letter.pdf; Alternatives Public Workshop Comment Form.pdf  
**Attachments:**

Hi Alice:

Here is the first notice that Wendy sent. I will send you a copy of the notice I sent to Mandy with ACHP and David Clarke, which is the notice I sent out after we spoke and determined that they were not a part of this email

### Crystal Geiger

FDOT District Seven  
Planning & Environmental Management Office (PLEMO)  
Phone: (813) 975-6637 [crystal.geiger@dot.state.fl.us](mailto:crystal.geiger@dot.state.fl.us)



---

**From:** Lasher, Wendy G <Wendy.Lasher@atkinsglobal.com>  
**Sent:** Monday, May 13, 2019 11:15 AM  
**To:** pscearce@plantcitygov.com; Rhinesmith, Robin <Robin.Rhinesmith@dot.state.fl.us>; Bianco, Brittany <Brittany.Bianco@dot.state.fl.us>; Bowman, Jenna <Jenna.Bowman@dot.state.fl.us>; Clark, Thu-Huong <Thu-Huong.Clark@dot.state.fl.us>; Kirby, Marjorie <Marjorie.Kirby@dot.state.fl.us>; McGilvray, Peter <Peter.McGilvray@dot.state.fl.us>; Muchuruza, Victor <Victor.Muchuruza@dot.state.fl.us>; stanley.a.mitchell@dot.gov; Brian Camposano <brian.camposano@freshfromflorida.com>; vincent.morris@freshfromflorida.com; matt.preston@deo.myflorida.com; Chris.Stahl@FloridaDEP.gov; Jason.Aldridge@dos.myflorida.com; Adrienne.Daggett@dos.myflorida.com; alyssa.mcmanus@dos.myflorida.com; FWCConservationPlanningServices@myfwc.com; terry.gilbert@myfwc.com; jennifer.goff@MyFWC.com; fritz.wettstein@myfwc.com; Beth Alden <aldenb@plancom.org>; Allison Yeh <YehA@plancom.org>; David.Rydene@noaa.gov; anita\_barnett@nps.gov; Leroy.Crockett@fl.usda.gov; paulbackhouse@semtribe.com; victoriamenchaca@semtribe.com; alisonswing@semtribe.com; chaz.lariche@swfwmd.state.fl.us; Monte.Ritter@swfwmd.state.fl.us; suzanne@tbrpc.org; johnm@tbrpc.org; andrew.a.kizlauskas@usace.army.mil; Lisa Lovvorn <Lisa.S.Lovvorn@usace.army.mil>; Michael Ornella <michael.ornella@usace.army.mil>; cynthia.d.ovdenk@usace.army.mil; Randy Turner <randy.l.turner@usace.army.mil>; randall.d.overton@uscg.mil; William.G.Tate@uscg.mil; Darayl.Tompkins@uscg.mil; Jennifer.N.Zercher@uscg.mil; sbanks@blm.gov; brosen@usgs.gov; gates.kim@epa.gov; Kajumba.Ntale@epamail.epa.gov; Singh-White.Alya@epa.gov; somerville.amanetta@epa.gov; White.Roshanna@epa.gov; mark\_a\_cantrell@fws.gov; zakia\_williams@fws.gov  
**Cc:** Geiger, Crystal <Crystal.Geiger@dot.state.fl.us>; Bogen, Kirk <Kirk.Bogen@dot.state.fl.us>; Price, Alice J <Alice.Price@atkinsglobal.com>; Conner, Allison <Allison.Conner@dot.state.fl.us>; Carson, Kristen <Kristen.Carson@dot.state.fl.us>



**Subject:** Public Workshop Announcement: Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS) and Northwest (Veterans) Expressway Design

**EXTERNAL SENDER: Use caution with links and attachments.**

Good Morning ETAT,

**PUBLIC WORKSHOP ANNOUNCEMENT**  
**Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS)**  
**and Northwest (Veterans) Expressway Design Change Re-evaluation**  
FDOT, District Seven – WPI Segment No.: 258337-2 and 255433-2  
Hillsborough County, Florida

The Florida Department of Transportation (FDOT) District Seven invites you to attend and participate in an Alternatives Public Workshop to learn more about the Westshore and Downtown Tampa Interchanges, and the I-275 corridor between these two areas. The workshop will cover the Northwest (Veterans) Expressway, Segment 1A, Segment 2A, Segment 2B, Segment 3A, and Segment 3B (also referred to as Tampa Bay Next Sections 4, 5, and 6) as displayed on the map on the attached invite letter. FDOT is holding this public workshop on two separate dates and locations to allow for maximum participation. The purpose of these workshops is to give interested persons an opportunity to express their views concerning the location, conceptual design, and social, economic, and environmental effects of the proposed improvements. The public workshops will be held at the following locations:

**PUBLIC WORKSHOP 1**  
**Tuesday, May 21, 2019**  
The Cuban Club  
2010 Avenida Republica de Cuba (14  
St.)  
Tampa, FL 33605  
5:30 p.m. - 7:30 p.m.

**PUBLIC WORKSHOP 2**  
**Thursday, May 23, 2019**  
Tampa Marriott Westshore  
1001 N. Westshore Blvd.  
Tampa, FL 33607  
5:30 p.m. - 7:30 p.m.

Project materials including maps, typical section boards, and project documents will be available for your review and FDOT representatives will be available at the workshop to answer questions. If you have questions regarding the project or the scheduled workshop, please visit our project website at <http://www.tampainterstatestudy.com> or contact:

Alice Price, AICP  
PD&E Project Manager  
FDOT District Seven  
(813) 975-6482  
[alice.price@dot.state.fl.us](mailto:alice.price@dot.state.fl.us)

Kris Carson  
Public Information Officer  
FDOT District Seven  
(813) 975-6060  
[kristen.carson@dot.state.fl.us](mailto:kristen.carson@dot.state.fl.us)

Thank you,

*-Wendy*

**Wendy G. Lasher, AICP**

Senior Planner III, FL Transportation Planning and PD&E

**ATKINS**

4030 West Boy Scout Blvd. Suite 700 | Tampa, Florida 33607

Tel: +1 (813) 281-8309 | Fax +1 (813) 282-8155 | Mob: +1 (813) 404-4979

Email: [wendy.lasher@atkinsglobal.com](mailto:wendy.lasher@atkinsglobal.com) | Web: [www.atkinsglobal.com/northamerica](http://www.atkinsglobal.com/northamerica) [www.atkinsglobal.com](http://www.atkinsglobal.com)

Twitter: [www.twitter.com/atkinsglobal](http://www.twitter.com/atkinsglobal) | Facebook: [www.facebook.com/atkinsglobal](http://www.facebook.com/atkinsglobal)

LinkedIn: [www.linkedin.com/company/atkins](http://www.linkedin.com/company/atkins) | YouTube: [www.youtube.com/ws Atkins plc](http://www.youtube.com/ws Atkins plc)

---

This email and any attached files are confidential and copyright protected. If you are not the addressee, any dissemination of this communication is strictly prohibited. Unless otherwise expressly agreed in writing, nothing stated in this communication shall be legally binding. The ultimate parent company of the Atkins Group is SNC-Lavalin Group Inc. Registered in Québec, Canada No. 059041-0. Registered Office 455 boul. René-Lévesque Ouest, Montréal, Québec, Canada, H2Z 1Z3. A list of Atkins Group companies registered in the United Kingdom and locations around the world can be found at <http://www.atkinsglobal.com/site-services/group-company-registration-details>

Consider the environment. Please don't print this e-mail unless you really need to.

## Price, Alice

---

**From:** Geiger, Crystal  
**Sent:** Thursday, May 23, 2019 9:15 AM  
**To:** Price, Alice  
**Cc:** Rhinesmith, Robin; Bogen, Kirk  
**Subject:** FW: Public Workshop Announcement: Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS) and Northwest (Veterans) Expressway Design Alternatives Public Workshop Invite Letter.pdf; Alternatives Public Workshop Comment Form.pdf

### Crystal Geiger

FDOT District Seven  
Planning & Environmental Management Office (PLEMO)  
Phone: (813) 975-6637 [crystal.geiger@dot.state.fl.us](mailto:crystal.geiger@dot.state.fl.us)



---

**From:** Geiger, Crystal  
**Sent:** Thursday, May 16, 2019 11:24 AM  
**To:** [mranslow@achp.gov](mailto:mranslow@achp.gov); Clarke, David (FHWA) <[david.clarke@dot.gov](mailto:david.clarke@dot.gov)>  
**Cc:** Bogen, Kirk <[Kirk.Bogen@dot.state.fl.us](mailto:Kirk.Bogen@dot.state.fl.us)>; Price, Alice J <[Alice.Price@atkinsglobal.com](mailto:Alice.Price@atkinsglobal.com)>; Conner, Allison <[Allison.Conner@dot.state.fl.us](mailto:Allison.Conner@dot.state.fl.us)>; Carson, Kristen <[Kristen.Carson@dot.state.fl.us](mailto:Kristen.Carson@dot.state.fl.us)>; Rhinesmith, Robin <[Robin.Rhinesmith@dot.state.fl.us](mailto:Robin.Rhinesmith@dot.state.fl.us)>  
**Subject:** Public Workshop Announcement: Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS) and Northwest (Veterans) Expressway Design

## PUBLIC WORKSHOP ANNOUNCEMENT

### Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS) and Northwest (Veterans) Expressway Design Change Re-evaluation

FDOT, District Seven – WPI Segment No.: 258337-2 and 255433-2  
Hillsborough County, Florida

The Florida Department of Transportation (FDOT) District Seven invites you to attend and participate in an Alternatives Public Workshop to learn more about the Westshore and Downtown Tampa Interchanges, and the I-275 corridor between these two areas. The workshop will cover the Northwest (Veterans) Expressway, Segment 1A, Segment 2A, Segment 2B, Segment 3A, and Segment 3B (also referred to as Tampa Bay Next Sections 4, 5, and 6) as displayed on the map on the attached invite letter. FDOT is holding this public workshop on two separate dates and locations to allow for maximum participation. The purpose of these workshops is to give interested persons an opportunity to express their views concerning the location, conceptual design, and social, economic, and environmental effects of the proposed improvements. The public workshops will be held at the following locations:

**PUBLIC WORKSHOP 1**

**PUBLIC WORKSHOP 2**



**Tuesday, May 21, 2019**  
The Cuban Club  
2010 Avenida Republica de Cuba (14  
St.)  
Tampa, FL 33605  
5:30 p.m. - 7:30 p.m.

**Thursday, May 23, 2019**  
Tampa Marriott Westshore  
1001 N. Westshore Blvd.  
Tampa, FL 33607  
5:30 p.m. - 7:30 p.m.

Project materials including maps, typical section boards, and project documents will be available for your review and FDOT representatives will be available at the workshop to answer questions. If you have questions regarding the project or the scheduled workshop, please visit our project website at <http://www.tampainterstatestudy.com> or contact:

Alice Price, AICP  
PD&E Project Manager  
FDOT District Seven  
(813) 975-6482  
[alice.price@dot.state.fl.us](mailto:alice.price@dot.state.fl.us)

Kris Carson  
Public Information Officer  
FDOT District Seven  
(813) 975-6060  
[kristen.carson@dot.state.fl.us](mailto:kristen.carson@dot.state.fl.us)

Thank you,

**Crystal Geiger**  
FDOT District Seven  
Planning & Environmental Management Office (PLEMO)  
Phone: (813) 975-6637 [crystal.geiger@dot.state.fl.us](mailto:crystal.geiger@dot.state.fl.us)



## **U.S. Coast Guard Coordination**



---

## FDOT-USCG Coordination Meeting Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS)

**Date:** February 2, 2018  
**Time:** 1:30 – 2:30 PM  
**Location:** District 7-Headquarters Manatee Conference Room  
**Call-in #:** (571) 317-3122; Access Code: 552-964-717  
**Webinar Link:** <https://global.gotomeeting.com/join/552964717>

Attendees	
• Randy Overton - USCG	
• Kirk Bogen – FDOT D7 EMO	
• Alice Price – FDOT D7 GEC/Atkins	

The United States Coast Guard (USCG) is a cooperating agency in the Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS). The purpose of this meeting was for the Florida Department of Transportation (FDOT) District Seven to provide a project overview and current status report for USCG.

FDOT presented a PowerPoint that summarized the history of the TIS and implementation of the TIS throughout the years. USCG has approved several permits for various interstate projects in the TIS SEIS area. FDOT also presented the four design options for the Downtown Tampa Interchange. USCG's biggest concern is impacts to the Hillsborough River. Each of the design options widens the bridge footprint over the river, but FDOT would try to keep the piers and spacing consistent with what is out there today. USCG emphasized their new bridge permitting procedures, which can be found here: <http://www.dco.uscg.mil/Our-Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/Marine-Transportation-Systems-CG-5PW/Office-of-Bridge-Programs/Bridge-Permit-Application-Process/>

In follow up to this coordination, FDOT will reach out to USCG at the beginning of the summer to schedule a field visit and plans review meeting.





---

## FDOT-USCG Coordination Meeting Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS)

**Date:** September 4, 2018  
**Time:** 9:00 – 10:00 AM  
**Location:** District 7-Headquarters Planning Conference Room  
**Call-in #:** (786) 535-3211; Access Code: 187-232-805  
**Webinar Link:** <https://global.gotomeeting.com/join/187232805>

Attendees	
• Randy Overton - USCG	• Dave Rydene - NMFS
• Kirk Bogen – FDOT D7 EMO	• Jenna Bowman – FDOT OEM (Teleconference)
• Robin Rhinesmith – FDOT D7 EMO	• Joe Sullivan – FHWA (Teleconference)
• Nicole Selly – FDOT D7 EMO	• Alice Price – FDOT D7 GEC/Atkins

The United States Coast Guard (USCG) is a cooperating agency in the Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS). The purpose of this meeting was for the Florida Department of Transportation (FDOT) District Seven to provide a project update and current status report for USCG and NMFS. The last meeting between FDOT and USCG was held on February 2, 2018.

Kirk Bogen shared the TB Next Program map to orient the staff with the TIS SEIS project area and section numbers. Kirk presented a detailed overview of the current concepts along I-275 from the Howard Frankland Bridge to north of Martin Luther King Jr. Blvd. and I-4 from I-275 to east of 50th Street. FDOT also presented the four design options for the Downtown Tampa Interchange. USCG's biggest concern is impacts to the Hillsborough River and potentially the Old Tampa Bay causeway. Kirk also discussed I-275 north of the Downtown Tampa Interchange, including the other crossing of the Hillsborough River near Sulphur Springs.

Randy is planning to attend one of the public workshops in December. Alice will send him the meeting details, so he can mark his calendar. FDOT will also follow up with USCG in early 2019 to provide an update on the recommended alternative.

# **Federal Railroad Administration Coordination**

**From:** Price, Alice  
**To:** [Christy Haven](#)  
**Subject:** FW: Notice: Document Review has begun for 258337-2 Tampa Interstate Study (TIS) Draft Supplemental Environmental Impact Statement (SEIS) - Notice of Public Availability  
**Date:** Friday, April 17, 2020 1:47:31 PM

---

Alice J. Price, AICP  
FDOT District 7, GEC  
Planning and Environmental Management Office  
11201 N. McKinley Drive  
Tampa, FL 33612  
Office: 813-975-6482  
Mobile: 813-928-6672  
[Alice.price@dot.state.fl.us](mailto:Alice.price@dot.state.fl.us)

---

**From:** Johnsen, Michael (FRA) <michael.johnsen@dot.gov>  
**Sent:** Thursday, April 16, 2020 12:57 PM  
**To:** Price, Alice <Alice.Price@dot.state.fl.us>  
**Cc:** Bogen, Kirk <Kirk.Bogen@dot.state.fl.us>; Rhinesmith, Robin <Robin.Rhinesmith@dot.state.fl.us>; Combs, Richard (Dick) <Richard.Combs@dot.state.fl.us>  
**Subject:** RE: Notice: Document Review has begun for 258337-2 Tampa Interstate Study (TIS) Draft Supplemental Environmental Impact Statement (SEIS) - Notice of Public Availability

Sorry- I thought I had done this.  
How about something like this:

FRA's main concern is allowing room for intercity rail expansion, as envisioned in the FRA Tampa to Orlando Tier 1 EIS from several years ago. Virgin Railways has expressed an interest in providing privately-developed service mostly within the corridor FRA analyzed. As the scope of this particular project is presented, it appears there are no immediate concerns regarding the right-of-way and room for intercity rail service. Please note any comments you may receive from rail providers in response to this EIS- FRA is unaware of any conflicts at this time. Thanks for considering intercity rail operations in your project.

Michael Johnsen  
Supervisory Environmental Protection Specialist  
FRA

### **Rail – Moving America Forward**

*The Federal Railroad Administration's mission is to enable the safe, reliable, and efficient movement of people and goods for a strong America, now and in the future.*

---

**From:** Price, Alice <[Alice.Price@dot.state.fl.us](mailto:Alice.Price@dot.state.fl.us)>  
**Sent:** Thursday, April 16, 2020 12:06 PM



**To:** Johnsen, Michael (FRA) <[michael.johnsen@dot.gov](mailto:michael.johnsen@dot.gov)>  
**Cc:** Bogen, Kirk <[Kirk.Bogen@dot.state.fl.us](mailto:Kirk.Bogen@dot.state.fl.us)>; Rhinesmith, Robin <[Robin.Rhinesmith@dot.state.fl.us](mailto:Robin.Rhinesmith@dot.state.fl.us)>; Combs, Richard (Dick) <[Richard.Combs@dot.state.fl.us](mailto:Richard.Combs@dot.state.fl.us)>  
**Subject:** RE: Notice: Document Review has begun for 258337-2 Tampa Interstate Study (TIS) Draft Supplemental Environmental Impact Statement (SEIS) - Notice of Public Availability  
**Importance:** High

Hi, Michael,

I hope your family is still safe! I just wanted to follow up from our previous conversation (see attached notes). You mentioned that you would prepare a response to our request for comments on the Draft SEIS. I was just wondering if you had a chance to do so. FHWA is getting ready to make a decision on whether or not we can prepare a combined Final SEIS and ROD, but would like to see FRA's input before they make their decision. I am available this afternoon after 2pm and most of the day tomorrow if you need additional information.

Thank you!

Alice J. Price, AICP  
FDOT District 7, GEC  
Planning and Environmental Management Office  
11201 N. McKinley Drive  
Tampa, FL 33612  
Office: 813-975-6482  
Mobile: 813-928-6672  
[Alice.price@dot.state.fl.us](mailto:Alice.price@dot.state.fl.us)

---

**From:** Johnsen, Michael (FRA) <[michael.johnsen@dot.gov](mailto:michael.johnsen@dot.gov)>  
**Sent:** Friday, March 13, 2020 1:45 PM  
**To:** Price, Alice <[Alice.Price@dot.state.fl.us](mailto:Alice.Price@dot.state.fl.us)>  
**Cc:** Geiger, Crystal <[Crystal.Geiger@dot.state.fl.us](mailto:Crystal.Geiger@dot.state.fl.us)>; Bogen, Kirk <[Kirk.Bogen@dot.state.fl.us](mailto:Kirk.Bogen@dot.state.fl.us)>; Rhinesmith, Robin <[Robin.Rhinesmith@dot.state.fl.us](mailto:Robin.Rhinesmith@dot.state.fl.us)>; Combs, Richard (Dick) <[Richard.Combs@dot.state.fl.us](mailto:Richard.Combs@dot.state.fl.us)>  
**Subject:** RE: Notice: Document Review has begun for 258337-2 Tampa Interstate Study (TIS) Draft Supplemental Environmental Impact Statement (SEIS) - Notice of Public Availability

Hi Alice-

Thanks again for getting hold of me for FRA's perspective. As you know, we completed a Tier 1 document several years ago now, that identified the I275 corridor from Tampa to Orlando as a potential high speed rail corridor, and since then, a private company (Brightline) has petitioned FLDOT to use the corridor for rail service. So the first thing that jumped to mind is interactions with that proposal. Through your reevaluation process, have you reached out to Brightline to determine if there are any conflicts with their proposed system and with the interchange? Since there is no "action" in front of FRA for this service at this time (though a future request for funding is always possible), FRA is not actively reviewing or involved in Brightline's current plans past the discussions

we have held with FHWA about 2 years ago, but it might be worth reaching out to them during your process to see if there are any conflicts in the use of the right-of-way.

From the photos, I'm not sure if there is current rail existing in the area or not- is there any existing rail infrastructure in the LOD? If so, we should set up a quick call to go over any possible impacts – and, if needed, we can provide our engineers with plans if that would be helpful.

Michael Johnsen  
Supervisory Environmental Protection Specialist  
FRA

### **Rail – Moving America Forward**

*The Federal Railroad Administration's mission is to enable the safe, reliable, and efficient movement of people and goods for a strong America, now and in the future.*

---

**From:** Price, Alice <[Alice.Price@dot.state.fl.us](mailto:Alice.Price@dot.state.fl.us)>

**Sent:** Friday, March 06, 2020 5:20 PM

**To:** Johnsen, Michael (FRA) <[michael.johnsen@dot.gov](mailto:michael.johnsen@dot.gov)>

**Cc:** Geiger, Crystal <[Crystal.Geiger@dot.state.fl.us](mailto:Crystal.Geiger@dot.state.fl.us)>; Bogen, Kirk <[Kirk.Bogen@dot.state.fl.us](mailto:Kirk.Bogen@dot.state.fl.us)>; Rhinesmith, Robin <[Robin.Rhinesmith@dot.state.fl.us](mailto:Robin.Rhinesmith@dot.state.fl.us)>; Combs, Richard (Dick) <[Richard.Combs@dot.state.fl.us](mailto:Richard.Combs@dot.state.fl.us)>

**Subject:** RE: Notice: Document Review has begun for 258337-2 Tampa Interstate Study (TIS) Draft Supplemental Environmental Impact Statement (SEIS) - Notice of Public Availability

Hey, Michael,

Here is a brochure on the recommended locally preferred alternative (LPA). As you will notice, we modified our plans for the Downtown Tampa Interchange to safety and operational improvements, so the footprint is considerably smaller. Also, all the materials from the public hearing are here. There is a 3D video that is helpful for visualization. The project documents are on the website, as well.

<http://tampainterstatestudy.com/public-hearing/>

After you have had a chance to review, we would be happy to set up a GotoMeeting to talk you through it personally and answer any questions you may have.

As always, we appreciate your support!

Thank you,  
ajp

Alice J. Price, AICP  
FDOT District 7, GEC

Planning and Environmental Management Office  
11201 N. McKinley Drive  
Tampa, FL 33612  
Office: 813-975-6482  
Mobile: 813-928-6672  
[Alice.price@dot.state.fl.us](mailto:Alice.price@dot.state.fl.us)

---

**From:** Johnsen, Michael (FRA) <[michael.johnsen@dot.gov](mailto:michael.johnsen@dot.gov)>  
**Sent:** Friday, March 6, 2020 12:52 PM  
**To:** [est\\_update@fla-etat.org](mailto:est_update@fla-etat.org)  
**Cc:** Geiger, Crystal <[Crystal.Geiger@dot.state.fl.us](mailto:Crystal.Geiger@dot.state.fl.us)>; Price, Alice <[Alice.Price@dot.state.fl.us](mailto:Alice.Price@dot.state.fl.us)>;  
Bogen, Kirk <[Kirk.Bogen@dot.state.fl.us](mailto:Kirk.Bogen@dot.state.fl.us)>  
**Subject:** RE: Notice: Document Review has begun for 258337-2 Tampa Interstate Study (TIS) Draft Supplemental Environmental Impact Statement (SEIS) - Notice of Public Availability

<b>EXTERNAL SENDER: Use caution with links and attachments.</b>
---

Thanks for the opportunity to review – though a couple of things—

This is the first communication I have received for the project in quite some time – what have I missed? Also, the link I was directed too requests a user name and password -is this something I need to set up?

Michael Johnsen  
Supervisory Environmental Protection Specialist  
FRA

### **Rail – Moving America Forward**

*The Federal Railroad Administration's mission is to enable the safe, reliable, and efficient movement of people and goods for a strong America, now and in the future.*

**From:** [est\\_update@fla-etat.org](mailto:est_update@fla-etat.org) <[est\\_update@fla-etat.org](mailto:est_update@fla-etat.org)>  
**Sent:** Thursday, March 05, 2020 10:33 AM  
**To:** Johnsen, Michael (FRA) <[michael.johnsen@dot.gov](mailto:michael.johnsen@dot.gov)>  
**Cc:** [crystal.geiger@dot.state.fl.us](mailto:crystal.geiger@dot.state.fl.us); [Alice.Price@dot.state.fl.us](mailto:Alice.Price@dot.state.fl.us); [kirk.bogen@dot.state.fl.us](mailto:kirk.bogen@dot.state.fl.us)  
**Subject:** Notice: Document Review has begun for 258337-2 Tampa Interstate Study (TIS) Draft Supplemental Environmental Impact Statement (SEIS) - Notice of Public Availability

A Document Review event has begun on the Environmental Screening Tool (EST).

The review period **starts today, Thursday, 3/5/2020 and will end in 33 calendar days on Tuesday, 4/7/2020.**



Click this link to access the document(s) and begin your review:

<https://www.fl-a-etat.org/est/documentReview/DocReviewTool.do?eventId=1561>

#### **EVENT\_DETAILS:**

**Event Name** 258337-2 Tampa Interstate Study (TIS) Draft Supplemental Environmental Impact Statement (SEIS) - Notice of Public Availability

**Event Description** Pursuant to the National Environmental Policy Act of 1969, the Florida Department of Transportation (FDOT) is transmitting the Draft Supplemental Environmental Impact Statement (SEIS) for the Tampa Interstate Study (TIS) for agency review. The study limits are I-275 from east of the Howard Frankland Bridge to north of Martin Luther King Jr. Boulevard and I-4 from I-275 to east of 50th Street. The Federal Highway Administration (FHWA) approved the original TIS Final EIS (FEIS) in 1996 and issued Records of Decision (RODs) in 1997 and 1999. Since that time, FDOT has constructed several portions of the project, including the I-4/Selmon Expressway Connector.

In January 2017, FHWA published a notice of intent to prepare an SEIS to update the project. FHWA signed the Draft SEIS on January 27, 2020 and is will publish the Draft SEIS and all support documents for public availability via US Environmental Protection Agency's (EPA's) e-NEPA platform by February 4, 2020.

The documents are available on the project website at:

<http://tampainterstatestudy.com/project-documents/>

The documents are also available on EPA's website at:

<http://www.epa.gov/compliance/nepa/eisdata.html>

If you have any questions or comments, please contact the project manager, Alice Price, AICP at: 813-975-6482 or

[alice.price@dot.state.fl.us](mailto:alice.price@dot.state.fl.us)

**Document(s) to Review** <https://www.fl-a-etat.org/est/documentReview/DocReviewTool.do?eventId=1561>

**Related Document Review Event(s)**      None

**Related ETDM Project(s)**      None

---

INSTRUCTIONS FOR REVIEWING AND PROVIDING COMMENTS ON DOCUMENTS:

The link above will take you to an online document review tool which will provide you access to the specific documents and a tool which will capture your comments for consideration. You can provide comments specific to a certain sentence, paragraph or section of the document. Some of the documents have numbered lines which you can use for specifying a location in the document for the comment. Here is a link that shows you how to use the comment form:

<https://www.fl-a-etat.org/est/servlet/blobViewer?blobID=9033>

Additionally, we have a fully staffed Help Desk capable of answering questions regarding the access and use of the document review tool. Email: [help@fl-a-etat.org](mailto:help@fl-a-etat.org) and phone: 850-414-5334.

---

Thank you,

Crystal Geiger  
FDOT District 7  
(813) 975-6637  
[crystal.geiger@dot.state.fl.us](mailto:crystal.geiger@dot.state.fl.us)



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

1200 New Jersey Ave, SE  
Washington, DC 20590

**FEB 02 2010**

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 50<sup>th</sup> 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 15<sup>th</sup> 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 15<sup>th</sup> 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 15<sup>th</sup> 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 15<sup>th</sup> 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 15<sup>th</sup> 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](mailto:John.Winkle@DOT.Gov). Thank you for the opportunity to participate in the preparation of this Supplemental EIS.

Sincerely,

A handwritten signature in dark ink, appearing to read "Marlys Osterhues", with a long horizontal flourish extending to the right.

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





*Florida Department of Transportation*

**RICK SCOTT**  
GOVERNOR

11201 N. McKinley Drive  
Tampa, FL 33612-6456

**MIKE DEW**  
SECRETARY

April 17, 2018

Transmitted via Email

Ms. Cathy Kendall, AICP  
Environmental Program Manager  
Federal Highway Administration  
Florida Division  
3500 Financial Plaza, Suite 400  
Tallahassee, Florida 32312

Re: FPN: 258337-2 Tampa Interstate Study Supplemental Environmental Impact Statement  
Coordination with the Federal Railroad Administration on the Florida High Speed Rail

Dear Ms. Kendall,

Thank you for participating in our meeting on April 3, 2018 here in Tampa. In follow up to our discussion regarding coordination with the Federal Railroad Administration (FRA) on potential conflicts between the Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS) and the Florida High Speed Rail (FHSR), you asked us to prepare draft language that would be included in the TIS SEIS to summarize this coordination effort.

In accordance with the Florida Department of Transportation's (FDOT's) Project Development and Environment (PD&E) Manual, the attached full write-up would be included in the Sociocultural Effects (SCE) Technical Memorandum, under the heading of "Mobility" with the FRA letter, dated February 2, 2018 as an attachment. We will also include a summary of this write-up in the "Mobility" section of TIS SEIS. In addition, FDOT will include a brief summary in the TIS SEIS Executive Summary under the heading of "Other Major Government Actions"; and we will add a new commitment to the list of TIS SEIS commitments. FDOT will include a brief write-up in the Comments and Coordination document and attach the FRA letter, as well.

FDOT and FRA have and will continue to work together as we further develop our transportation plans in this area. As discussed during our April 3<sup>rd</sup> meeting, this documentation will memorialize our commitment to continued coordination with FRA. FDOT will coordinate with FRA not only through the TIS SEIS review process in their role as a participating agency, but we will organize a follow up teleconference in early 2019 to discuss the preferred alternative concepts for the Downtown Tampa Interchange. If FRA initiates a re-evaluation of the FHSR

---

project in the future, FDOT will gladly partner with FRA in the completion of that documentation.

Based on the past and future coordination proposed in this document, FDOT is confident that we should be able to move forward in the process. Please send me any additional comments by April 27, 2018, or we will assume you have no further concerns regarding this issue. We appreciate your time and attention.

Sincerely,

A handwritten signature in blue ink that reads "Kirk Bogen". The signature is fluid and cursive, with the first name "Kirk" and last name "Bogen" clearly distinguishable.

Kirk Bogen, P.E.

FDOT District 7 Environmental Management Engineer

Cc: David Hawk, FHWA  
Karen Brunelle, FHWA  
David Gwynn, FDOT District 7  
Bill Jones, FDOT District 7  
Ed McKinney, FDOT District 7  
Ming Gao, FDOT District 7  
Richard Moss, FDOT District 7  
Jason Watts, FDOT OEM  
Jenna Bowman, FDOT OEM

## EXCERPT FROM TIS SEIS SOCIOCULTURAL EFFECTS (SCE) TECHNICAL MEMORANDUM

### **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 is 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 14<sup>th</sup> Street to 50<sup>th</sup> 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

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 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 right of way, 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 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. 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 (shown in the attachment), 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 right of way costs and impacts to realign the project along the I-275/I-4 right of way, as well as potential increases in construction cost to provide safety barriers and potentially elevate the transit system.

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 19<sup>th</sup> 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. 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. Option D (northern viaduct) includes new ramps at 15<sup>th</sup> Street, which would occupy the corridor previously planned for FHSR and may require the FHSR project to incur additional ROW impacts.

FDOT is committed to working with FRA as our transportation plans continue to develop, and would consider reconstructing the roadway or elevating the transit system, if needed. 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.



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

1200 New Jersey Ave, SE  
Washington, DC 20590

**FEB 02 2010**

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 50<sup>th</sup> 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 15<sup>th</sup> 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 15<sup>th</sup> 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 15<sup>th</sup> 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 15<sup>th</sup> 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 15<sup>th</sup> 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](mailto:John.Winkle@DOT.Gov). Thank you for the opportunity to participate in the preparation of this Supplemental EIS.

Sincerely,

A handwritten signature in dark ink, appearing to read "Marlys Osterhues", with a long horizontal flourish extending to the right.

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



## **Letters of Support**



OFFICE OF THE MAYOR

CITY OF ST. PETERSBURG

RICK KRISEMAN, MAYOR

December 5, 2018

Secretary David Gwynn  
FDOT District Seven Secretary of Transportation  
Florida Department of Transportation District Seven  
11201 McKinley Drive  
Tampa, FL, 33612

Re: Westshore Area (I-275/SR 60) Interchange

Dear Secretary Gwynn:

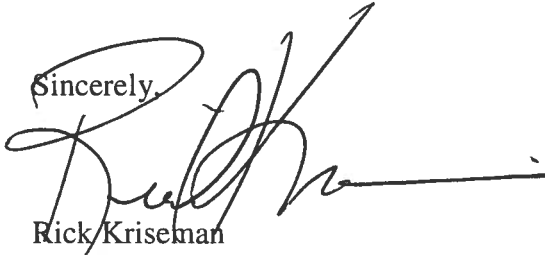
As the Mayor of the City of St. Petersburg, I commend the FDOT District Seven's leadership in the planning and implementation of limited access road improvements across and on both sides of Tampa Bay. The Gateway Expressway project and express lanes on I-275 in northern St. Petersburg are under construction. We greatly appreciate that FDOT has placed a design build project for additional capacity on I-275 from Roosevelt Boulevard to 54<sup>th</sup> Avenue South in the Tentative Five-Year Work Program. Construction of the new span of the Howard Frankland Bridge, which will include two express lanes in each direction, is expected to begin a year from now. On the Hillsborough County side, the operational improvements that will add one lane in each direction of I-275 from the Westshore area (I-275/SR 60) interchange to Dale Mabry Highway will help improve traffic flow in this heavily congested area.

While these enhancements will improve traffic flow through the areas they traverse, I am very concerned about the schedule for the reconstruction of the Westshore interchange. The Westshore District and Pinellas County's Gateway area at the western end of the bridge comprise one of the largest employment areas in the Southeast, serving a rapidly growing regional population of more than 2.5 million residents. In the Long Range Cost Feasible Plan for Florida's Strategic Intermodal System, construction funding for the interchange is listed in the FY 2029 to FY 2045 period of the plan. We do not believe that the Tampa Bay region can wait ten or more years to see the reconstruction of this critical interchange to begin. It has been a regional bottleneck for decades, and will likely experience even higher traffic volumes over the next ten years as the rapid growth of the Tampa Bay region's population and economy continues to occur.

The Hillsborough County MPO, Tampa Bay Area Transportation Management Area Leadership Group, and Forward Pinellas all agree that the reconstruction of the I-275/SR 60 interchange is the top transportation project priority for the Tampa Bay region - and I concur. **The City of St. Petersburg considers the Westshore interchange (Segments 4 and 5 of the Tampa Bay Next Program) to be the region's number one priority for SIS funding at this time.**

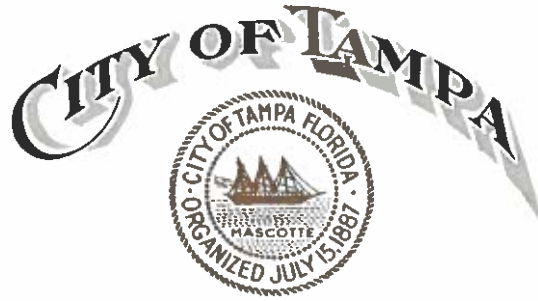
With such strong support for the Westshore interchange reconstruction project on both sides of Tampa Bay, we hope that the FDOT will be able to obtain the necessary state and federal funding for construction sooner than originally anticipated.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Rick Kriseman', with a long horizontal flourish extending to the right.

Rick Kriseman  
Mayor





**Bob Buckhorn, Mayor**

December 10, 2018

David W. Gwynn, P.E,  
District Seven Secretary  
Florida Department of Transportation  
11201 North McKinley Drive  
Tampa, Florida 33612

RE: Westshore Interchange (I-275/SR 60) Reconstruction Project Letter of Support

Dear Secretary Gwynn,

The City of Tampa respectfully submits this letter in support of advancing the Westshore Interchange (I-275/SR 60) Reconstruction Project.

The Westshore Interchange is a critical link to our Westshore and West Tampa communities. The Westshore area, which includes Tampa International Airport and Raymond James Stadium, is the largest employment center in the Tampa Bay region and one of Florida's largest economic centers. Motorists within the city face increased safety risks, traffic congestion and delays as demand from our region's sustained growth continues to place pressure on the existing transportation network. Reconstruction of the Westshore Interchange will substantially address these effects by providing and accommodating improved multi-modal transportation alternatives.

The reconstruction project will enable completion of important North/South roadway connections such as Reo, Occident and Trask Streets, beneath the Interstate and reconstruction of West Shore Boulevard, which will improve distribution of traffic among the surface streets while enabling opportunities for other complete streets and multi-modal mobility options including transit, and bike and pedestrian improvements. Reconstruction will also provide the groundwork for implementation of future regional and local transit projects.

This Westshore Interchange Project is prioritized in our Hillsborough Metropolitan Planning Organization's (MPO) Long Range Transportation Plan and Transportation Improvement Program. The Tampa Bay Area Regional Transportation Authority MPO Chair's Coordinating Committee and the Tampa Bay Transportation Management Area Leadership Group also recognize this project as a regional priority.

The City is committed to continued collaboration with your District Seven team to provide an efficient and safe transportation experience for our community and visitors. We request that FDOT advance the funding for the Westshore Interchange Project to address this critical priority. Thank you for your consideration.

Sincerely,  


Bob Buckhorn



**Hillsborough Area Regional Transit Authority**

1201 E. 7th Avenue • Tampa, Florida 33605

(813) 384-6600 • fax (813) 384-6284 • [www.goHART.org](http://www.goHART.org)

December 3, 2018

Secretary David Gwynn  
Florida Department of Transportation, District Seven  
11201 N. Malcolm McKinley Drive  
Tampa, Florida 33612-6403

Dear Secretary Gwynn,

Please accept this letter of support from the Hillsborough Area Regional Transit Authority (HART) for the Florida Department of Transportation's (FDOT) reconstruction of the I-275/SR 60 (Westshore Area) Interchange in the Westshore Area of Tampa.

Reconstruction of the Westshore Area Interchange will vastly improve safety and mobility for commuters and tourists and facilitate more efficient freight movement and hurricane evacuation routes. The Westshore area is the largest employment district in the Tampa Bay region, and it is a regional draw for destinations such as the Tampa International Airport, Raymond James Stadium, and two major shopping malls, making this project a top regional transportation priority for Hillsborough County.

At a local level, the project has the opportunity to help the District achieve its vision of making it easier for residents and visitors to walk and bike provide an enormous benefit to traffic circulation in the Westshore Business District, improve access and connectivity, and facilitate economic development.

Recently, the FDOT released its Strategic Intermodal System 2045 Cost Feasible Plan, which indicates that the interchange is likely to be funded for reconstruction in the next 10 years or more. The Westshore Area interchange in its current configuration could become a problematic bottleneck, intensified by the reconstruction of the Howard Frankland Bridge scheduled to begin next year, and the addition of express lanes on the new bridge. The reconstruction project has been planned and envisioned for over 20 years, and our community cannot delay its construction any longer.

HART is requesting that the I-275/SR 60 Interchange reconstruction be advanced as soon as possible. We are committed to serving as a partner to FDOT to make this happen.

Respectfully,

  
Lesley "Les" Miller, Commissioner  
HART Board Chair



## Hillsborough MPO Metropolitan Planning for Transportation

Commissioner  
Lesley "Les" Miller, Jr.  
Hillsborough County  
MPO Chairman

December 5, 2018

Councilman Harry Cohen  
City of Tampa  
MPO Vice Chairman

Paul Anderson  
Port Tampa Bay

Trent Green  
Planning Commission

Commissioner Ken Hagan  
Hillsborough County

Mayor Mel Jurado  
City of Temple Terrace

Commissioner Pat Kemp  
Hillsborough County

Joe Lopano  
Hillsborough County  
Aviation Authority

Mayor Rick A. Lott  
City of Plant City

Councilman  
Guido Maniscalco  
City of Tampa

David Mechanik  
HART

Commissioner  
Kimberly Overman  
Hillsborough County

Commissioner  
Mariella Smith  
Hillsborough County

Cindy Stuart  
Hillsborough County  
School Board

Councilman Luis Viera  
City of Tampa

Joseph Waggoner  
Expressway Authority

Beth Alden, AICP  
Executive Director

Interim Secretary Erik Fenniman  
Florida Department of Transportation  
605 Suwannee Street  
Tallahassee, FL 32399-0450

RE: Westshore Interchange (I-275/SR 60) Reconstruction

Dear Interim Secretary Fenniman:

This letter expresses our full support for the Westshore Interchange (I-275/SR 60) reconstruction project, which is part of a long-standing plan to improve and modernize Tampa's interstate system.

The proposed reconstruction is prioritized for funding in the *Imagine 2040 Long Range Transportation Plan* and in the shorter-term priority list for the *Hillsborough MPO Transportation Improvement Program*. It is also an important priority for the greater region, prioritized by the TBARTA MPO Chairs' Coordinating Committee and the Tampa Bay Transportation Management Area Leadership Group.

The Westshore Business District, where the project is located, is one of Florida's largest economic centers, and the location of Tampa International Airport. Traffic from around the region converges at Westshore's I-275/SR60 interchange. With the recent I-275 widening between Westshore and Downtown Tampa, the expansion of the Veterans Expressway, and the upcoming reconstruction of the Howard Frankland Bridge, traffic demand through this lynchpin interchange is continuing to grow.

Improving the interchange is essential to our city's and region's continued economic vitality. Lacking the reconstruction, the escalating traffic on both I-275 and the Veterans Expressway has resulted in daily bottlenecks at the interchange and dangerous back-ups on the Howard Frankland Bridge. The proposed improvements will both improve travel time reliability and increase safety.

Further development of the project design will provide the detailed information necessary to mark this as a signature project for the region and state. We request that FDOT provide full funding to address this critical priority as soon as possible.

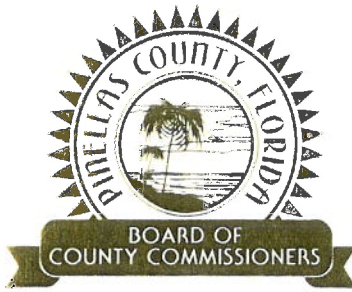
Sincerely,

Commissioner Lesley "Les" Miller, Jr.  
Chair, Hillsborough MPO



Plan Hillsborough  
[planhillsborough.org](http://planhillsborough.org)  
[planner@plancom.org](mailto:planner@plancom.org)  
813 - 272 - 5940  
601 E Kennedy Blvd  
18<sup>th</sup> Floor  
Tampa, FL, 33602





KENNETH T. WELCH  
CHAIRMAN

# PINELLAS COUNTY BOARD OF COUNTY COMMISSIONERS

PHONE (727) 464-3614 • FAX (727) 464-3022 • 315 COURT STREET • CLEARWATER, FLORIDA 33756  
[www.pinellascounty.org](http://www.pinellascounty.org)

November 29, 2018

David Gwynn  
FDOT District Seven Secretary of Transportation  
Florida Department of Transportation District Seven  
11201 McKinley Drive  
Tampa, FL, 33612

Dear Secretary Gwynn:

Each day, more than 170,000 vehicles cross the Howard Frankland Bridge between Pinellas and Hillsborough Counties, a linchpin of Florida's Strategic Intermodal System in Tampa Bay. That traffic must interact with the State Road 60 interchange that connects the Westshore District and Tampa International Airport. With four lanes of traffic coming from the east and the west along I-275, and the Veterans Expressway and SR 60 coming into the interchange from the north and south, the SR 60/I-275 interchange is the most significant transportation bottleneck in the Tampa Bay region. The Howard Frankland Bridge is four lanes wide coming into the interchange and, with exit ramps for SR 60, narrows to just two through lanes, creating daily recurring traffic congestion for traffic within and moving through Tampa.

The Westshore District and Pinellas County's Gateway area at the western end of the bridge comprise one of the largest employment areas in the Southeast, serving a rapidly growing regional population of more than 2.5 million residents. Despite this situation, the Florida Department of Transportation currently shows no construction funding for the interchange within the next five years. Planned improvements will include local street connectivity in the Westshore District to strengthen local access, improve public health and safety, and reduce pressure on the regional roadway network.

Resolving this critical transportation bottleneck will have a significant economic benefit for the entire Tampa Bay region. To improve travel time reliability, safety, and personal mobility, it is imperative that FDOT allocate funds for reconstruction of this critical interchange at the earliest opportunity.

The Pinellas County Board of County Commissioners supports making the reconstruction of the I-275/SR 60 interchange the top transportation project priority for the Tampa Bay region.

We look forward to continued collaboration on this priority as well as other projects within District Seven.

Sincerely,

A handwritten signature in black ink that reads "Kenneth T. Welch".

KENNETH T. WELCH, Chairman  
Pinellas Board of County Commissioners

## FORWARD PINELLAS

P: (727) 464.8250

F: (727) 464.8212

[forwardpinellas.org](http://forwardpinellas.org)

310 Court Street  
Clearwater, FL 33756



December 7, 2018

David Gwynn  
FDOT District Seven Secretary of Transportation  
Florida Department of Transportation District Seven  
11201 McKinley Drive  
Tampa, FL, 33612

RE: I-275 Westshore Interchange Reconstruction

Dear Secretary Gwynn:

The Howard Frankland Bridge between Pinellas and Hillsborough Counties is essential to Florida's Strategic Intermodal System in the Tampa Bay region. Traffic using the I-275 bridge across Tampa Bay must interact with the State Road 60 interchange that connects the Westshore District and Tampa International Airport. With four lanes coming from the east and the west along I-275, and the Veterans Expressway and SR 60 coming into the interchange from the north and south, the SR 60/I-275 interchange is the most significant traffic bottleneck in the Tampa Bay region. The Howard Frankland Bridge is four lanes wide coming into the interchange and, with exit ramps for SR 60, narrows to just two through lanes, creating daily recurring traffic congestion for traffic within and moving through Tampa.

Tampa's Westshore District and Pinellas County's Gateway area at the western end of the bridge comprise one of the largest employment areas in the Southeast, serving a rapidly growing regional population of more than 2.5 million residents. Despite that, the Florida Department of Transportation currently shows no construction funding for the interchange within the next five years. Reconstructing this interchange will enable local street connectivity in the Westshore District to strengthen local access, improve public health and safety, enable regional transit connectivity, and reduce pressure on the regional roadway network.

When the Forward Pinellas Board adopted its regional priorities in September, it also took action, in its role as the metropolitan planning organization, to specifically identify the I-275/SR 60 interchange as the top regional transportation priority in the Tampa Bay area. This is because the board strongly believes that providing construction funding to reconstruct and modernize this interchange will have a significant economic benefit for the entire region, while improving travel time reliability, safety and personal mobility.

It is imperative that FDOT allocate funds for reconstruction of this critical interchange at the earliest opportunity. We look forward to working with you and our other regional transportation partners on this important priority within District Seven. Thank you for your support and leadership.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Whit Blanton', is written over a blue circular stamp or seal.

Whit Blanton, FAICP  
Executive Director



December 5, 2018

Dear Secretary Gwynn,

Port Tampa Bay would like to thank the Florida Department of Transportation (FDOT) for its ongoing commitment to safety and mobility in our region. The purpose of this letter is to express our support for the reconstruction of the I-275/SR 60 (Westshore Area) Interchange in the Westshore Area of Tampa.

We understand and support this project as one of the top regional transportation priority for Hillsborough County. There are enormous benefits; improving safety, economically and relieving congestion making it easier for residents and visitors to walk and bike.

This project has been planned for over 20 years. Recently, the FDOT released its Strategic Intermodal System 2045 Cost Feasible Plan, which indicates that the interchange is likely to be funded for reconstruction in the next 10 years or more. We feel the time for this project is now. There are significant projects going on within the Westshore area. Our view is, with all the construction going on, the Westshore Area interchange currently could become a hindrance to mobility frustrating our citizens and choking economic development.

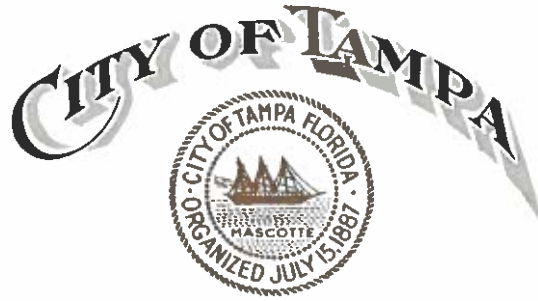
We are requesting that the I-275/SR 60 Interchange reconstruction be advanced as soon as possible. We are committed to serving as a partner to FDOT to make this happen.

Sincerely,

A handwritten signature in black ink that reads 'A. Paul Anderson'.

A. Paul Anderson  
President and CEO





**Bob Buckhorn, Mayor**

December 10, 2018

David W. Gwynn, P.E,  
District Seven Secretary  
Florida Department of Transportation  
11201 North McKinley Drive  
Tampa, Florida 33612

RE: Westshore Interchange (I-275/SR 60) Reconstruction Project Letter of Support

Dear Secretary Gwynn,

The City of Tampa respectfully submits this letter in support of advancing the Westshore Interchange (I-275/SR 60) Reconstruction Project.

The Westshore Interchange is a critical link to our Westshore and West Tampa communities. The Westshore area, which includes Tampa International Airport and Raymond James Stadium, is the largest employment center in the Tampa Bay region and one of Florida's largest economic centers. Motorists within the city face increased safety risks, traffic congestion and delays as demand from our region's sustained growth continues to place pressure on the existing transportation network. Reconstruction of the Westshore Interchange will substantially address these effects by providing and accommodating improved multi-modal transportation alternatives.

The reconstruction project will enable completion of important North/South roadway connections such as Reo, Occident and Trask Streets, beneath the Interstate and reconstruction of West Shore Boulevard, which will improve distribution of traffic among the surface streets while enabling opportunities for other complete streets and multi-modal mobility options including transit, and bike and pedestrian improvements. Reconstruction will also provide the groundwork for implementation of future regional and local transit projects.

This Westshore Interchange Project is prioritized in our Hillsborough Metropolitan Planning Organization's (MPO) Long Range Transportation Plan and Transportation Improvement Program. The Tampa Bay Area Regional Transportation Authority MPO Chair's Coordinating Committee and the Tampa Bay Transportation Management Area Leadership Group also recognize this project as a regional priority.

The City is committed to continued collaboration with your District Seven team to provide an efficient and safe transportation experience for our community and visitors. We request that FDOT advance the funding for the Westshore Interchange Project to address this critical priority. Thank you for your consideration.

Sincerely,  


Bob Buckhorn



**East Tampa Community Revitalization Partnership  
(ETCRP)  
3808 N. 22<sup>nd</sup> Street  
Tampa, FL 33610**



January 28, 2019

Secretary David Gwynn, P.E.  
FDOT District 7  
Planning and Environmental Management Office  
11201 N. McKinley Drive  
Tampa, FL 33612

Dear Secretary Gwynn,

I am contacting you today on behalf of the East Tampa Community Advisory Committee (CAC) and the East Tampa Community Revitalization Partnership (ETCRP). Our community organization and members have participated in several recent Tampa Bay Next Workshops hosted in East Tampa and have discussed the I-275 / I-4 options presented in depth.

Several members of the East Tampa Community do not support the closure of the Floribaska exit and the future development of properties adjacent to an expanded I-275 and I-4 Interchange based on past, historic experience during the closure of the 34<sup>th</sup> Street and 40<sup>th</sup> Street exits. Our community believes that this project has the potential to negatively and significantly impact economic development in East Tampa without careful design considerations. To mitigate this potential negative impact, the ETCRP / CAC would like to request that several key items be incorporated in the TB Next plan and implemented moving forward. Requests include:

- Pedestrian safety improvements inclusive of added / improved crosswalks and consistent sidewalks along the Nebraska Avenue corridor (From Hillsborough Avenue to I-4),
- Landscape improvements including landscaped medians and bulb-outs where appropriate along the Nebraska Avenue corridor,
- Improved, aesthetically pleasing street lighting along the Nebraska Avenue corridor and the Floribaska / 21<sup>st</sup> Avenue corridor,
- Funded "road diet" with associated landscaping for Floribaska / 21<sup>st</sup> Avenue,
- Funded signalization changes and improvements to modify both Columbus Drive and 17<sup>th</sup> Avenue to two-way streets,
- Funded landscape improvements adjacent to I-275 and I-4. This should include the incorporation of significant landscaping proven to effectively provide air filtration near transportation corridors. This may also include the incorporation of linear parks in the East Tampa community in coordination with the City of Tampa.
- Funded gateway improvements in support of the East Tampa Strategic Action Plan.

Many of these requested items were included in the original FDOT-funded Nebraska Avenue project (FPID 255853-1-52-01) in March 2007. However, these improvements were subsequently removed from the project to reduce cost and never implemented. These requests support the East Tampa Strategic Action Plan (Nov 12, 2009) and will help mitigate the significant negative impacts of interstate expansion and the closure of the Floribaska exit.

Sincerely,

*Natasha Goodley*

Natasha Goodley, Chair  
East Tampa Community Advisory Committee  
East Tampa Community Revitalization Partnership

cc: Tampa City Council; Hillsborough County Commissioners; Metropolitan Planning Organization; Bob McDonaugh, Economic Development Administrator; Jean Duncan, Director of Transportation, Richard Moss, P.E., Ed McKinney



## *Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

11201 N. McKinley Drive  
Tampa, FL 33612

KEVIN J. THIBAUT, P.E.  
SECRETARY

March 21, 2019

Ms. Natasha Goodley, Chair  
East Tampa Community Advisory Committee  
East Tampa Community Revitalization Partnership  
3808 North 22<sup>nd</sup> Street  
Tampa, Florida 33610

Dear Ms. Goodley,

I received your letter dated January 28, 2019 regarding your organization's position on the proposed closure of the I-275 ramps at Floribraska Avenue (Ave.) and desired mitigation requests. As you know, the Florida Department of Transportation (FDOT) has spent a great deal of time in your community discussing future plans for the interstate and we appreciate you taking the time to understand the issues and provide thorough feedback.

As you know, the proposed closure of the I-275 entrance and exit ramps at Floribraska Ave. is being studied as a part of the Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS), which will not be completed until late 2020. It is important to note that funding for improvements to the Downtown Tampa Interchange has not been identified and construction of a long-term solution will likely fall outside of the next ten years. FDOT will continue to coordinate with your community and local agency partners on long-term solutions; however, there are several projects in the pipeline that may address some of your concerns in the short-term.

- **Pedestrian safety improvements inclusive of added/improved crosswalks and consistent sidewalks along the Nebraska Avenue corridor (from Hillsborough Avenue to I-4)**

*FDOT completed Phase 1 of the Heights Mobility Study, which identified short-term safety improvements along N. Tampa Street (St.)/Florida Avenue (Ave.), and N. Nebraska Ave. in the East Tampa area. As a result, FDOT has programmed a project on Nebraska Ave. from Kennedy Boulevard (Blvd.) to Busch Blvd. (FPN: 443492-1) that will add crosswalks, fill sidewalk gaps, improve medians, and other safety-related elements. Design is scheduled to begin in 2022 with construction in 2024.*

- **Landscape improvements including landscaped medians and bulb outs where appropriate along the Nebraska Avenue corridor**



*Referring to our response to the previous concern, FDOT will review the corridor and identify landscaping opportunities, where appropriate, during the preliminary engineering phase in FPN: 443492-1. Coordination with the City of Tampa will be needed. In the next few months, we will reach out to East Tampa Community Revitalization Partnership (ETCRP) and the City of Tampa to discuss further.*

- **Improved, aesthetically pleasing street lighting along the Nebraska Ave. corridor and the Floribraska / 21<sup>st</sup> Ave. corridor**

*As a part of our traffic safety program, FDOT has completed or has planned, lighting enhancements within the East Tampa community. In partnership with the Tampa Electric Company (TECO) and the City of Tampa, FDOT upgraded to LED street lighting along Hillsborough Ave. from 15<sup>th</sup> St. to 40<sup>th</sup> St. FDOT also upgraded the lighting at the intersection at Hillsborough Ave./Nebraska Ave. to LED lighting.*

*FDOT identified additional corridors for lighting upgrades, including Nebraska Ave. from East Washington St. to Hillsborough Ave. and North 22<sup>nd</sup> St. from I-4 to East Cayuga St. We are actively seeking funding for both of these corridors.*

*LED lighting provides an overall higher visibility and uniformity compared to traditional lights, resulting in enhanced safety for bicycles, pedestrians, and motor vehicles, while reducing energy consumption and maintenance costs.*

- **Funded road diet with associated landscaping for Floribraska / 21<sup>st</sup> Ave.**

*Floribraska Ave./21<sup>st</sup> Ave. is owned and maintained by the City of Tampa. The City is designing improvements to Floribraska Ave. from Tampa St. to 9<sup>th</sup> St. (FPN: 436640-1). This project includes a road diet and improvements to sidewalks, bike lanes, crosswalks, and raised medians. Plans are nearly 60 percent complete and construction is scheduled for 2021.*

*The City is also considering an additional phase along 21<sup>st</sup> Ave. from Nebraska Ave. to 15<sup>th</sup> St. and potential future phases from 15<sup>th</sup> St. to Melburne Blvd. The plans would include a combination of cycle track, trail, and bike lane connections.*

- **Funded signalization changes and improvements to modify both Columbus Drive and 17<sup>th</sup> Ave. to two-way streets.**

*Columbus Dr./17<sup>th</sup> Ave. is under the jurisdiction of Hillsborough County. The Hillsborough MPO studied two-way improvements to Columbus Dr. and 17<sup>th</sup> St., but the project has not progressed. This is MPO Priority #59, and the latest construction cost estimate is \$1.6M. The County did agree to revisit the Columbus Dr./17<sup>th</sup> Ave. plans when funding becomes available.*

- **Funded landscape improvements adjacent to I-275 and I-4. This should include the incorporation of significant landscaping proven to effectively provide air filtration near transportation corridors. This may also include incorporation of linear parks in the East Tampa community in coordination with the City of Tampa.**

*Once a recommended alternative is identified in the TIS SEIS, FDOT will work with the community and the local maintaining agency (e.g. the City of Tampa) to identify additional landscape opportunity areas. It is anticipated that there will be landscape opportunities at potential pond sites and remainder parcels.*

*FDOT is also looking at a bicycle/pedestrian connection from Tampa Heights to the future Green Spine (14<sup>th</sup>/15<sup>th</sup> St.). This connection could be along Columbus Dr. or 14<sup>th</sup> Ave. Coordination with the City and County is underway.*

- **Funded Gateway improvements in support of the East Tampa Strategic Action Plan.**

*In review of the East Tampa Strategic Action Plan, it appears that there is one "major gateway" at I-4/ 50<sup>th</sup> St. and four "areas of interest" at I-275/Hillsborough Ave., I-275/Dr. Martin Luther King Jr. Blvd., I-275/Columbus Dr., and I-4/22<sup>nd</sup> St. In 2008, FDOT completed improvements to I-4, which included underpass improvements at 14<sup>th</sup> St./15<sup>th</sup> St., 21<sup>st</sup> St./22<sup>nd</sup> St., 26<sup>th</sup> St., 34<sup>th</sup> St., 39<sup>th</sup> St., and 50<sup>th</sup> St. Special aesthetics were incorporated within the boundaries of Ybor City National Register Historic District, including the 21<sup>st</sup> St./22<sup>nd</sup> St. fountains.*

*As a part of the TIS SEIS, FDOT is looking at potential improvements to the underpasses along I-275, including at Dr. Martin Luther King Jr. Blvd. and Columbus Dr. FDOT is also looking at underpass improvements to I-275 from north of Dr. Martin Luther King Jr. Blvd. to Bearss Ave., including Hillsborough Ave. as a part of a separate study (FPN# 431821-1). These improvements may include: wider sidewalks, enhanced lighting, painted bridge substructure, cut-back walls for improved bicycle/pedestrian experience, and public art and landscape opportunities. Our specific recommendations for these improvements will be determined at the end of the study and finalized in the design phase in coordination with the City of Tampa and ETCRP.*

We would like to establish a chain of communication to follow up on these issues. While we recently participated in a bus tour of East Tampa, we could set-up a field visit specific to Nebraska Ave. to better understand your concerns. In addition, the City suggested that we may want to set-up a workshop with ETCRP to discuss these issues further.

Ms. Goodley  
March 21, 2019  
Page 4 of 4

Please feel free to contact me or Ed McKinney, District Seven Planning and Environment Administrator, at: [Edward.mckinney@dot.state.fl.us](mailto:Edward.mckinney@dot.state.fl.us) or 813-975-6437 if you have further questions.

Sincerely,

A handwritten signature in black ink, appearing to read "David Gwynn", written over a circular stamp.

David Gwynn, P.E.  
District Seven Secretary

Cc: Jean Duncan, City of Tampa  
Bob McDonaugh, City of Tampa  
Paul Dial, City of Tampa  
Beth Alden, Hillsborough Metropolitan Planning Organization  
Richard Moss, Florida Department of Transportation  
Ed McKinney, Florida Department of Transportation



## APPENDIX H

# Public Hearing Transcript

**From:** Overton, Randall D CIV  
**To:** [Price, Alice](#)  
**Cc:** [Luis.D.Lopez@dot.gov](mailto:Luis.D.Lopez@dot.gov); [Brunelle, Karen \(FHWA\)](#); [Lopez-Cruz, Marisel \(FHWA\)](#); [Sullivan, Joseph](#); [Watts, Jason](#); [Clark, Thu-Huong](#); [Toolan, Kathleen](#); [Bogen, Kirk](#); [Rhinesmith, Robin](#); [McKinney, Edward](#); [Richard Combs](#); [Combs, Richard \(Dick\)](#); [Christy Haven](#); [Conner, Allison](#); [D07-DG-DISTRICTSTAFF-DPB](#)  
**Subject:** RE: Tampa Interstate Study (TIS) Draft Supplemental Environmental Impact Statement (SEIS) - USCG Cooperating Agency Review  
**Date:** Friday, November 22, 2019 1:03:57 PM

---

Alice,

Thank you for the opportunity to review the Draft Supplemental Environmental Impact Statement (SEIS) for the Tampa Interstate Study.

As part of our initial review of the Draft SEIS and our telephone conference on 19 November 2019, the Coast Guard has made a preliminary determination that the project, as proposed, will meet the reasonable needs of present and reasonably foreseeable navigation on this stretch of the Hillsborough River. This determination was based on the fact that the existing minimum navigational clearances over the Hillsborough River would be maintained and not further encumbered.

Please note that this preliminary determination does not constitute an approval or final agency action. The Coast Guard can only make a final determination after processing a complete bridge permit application.

The Coast Guard Bridge Permit Application Guide (BPAG) (Section 3.B) contains a comprehensive list/outline of NEPA requirements for Coast Guard bridge permitting (the project will be reviewed for the applicable environmental constituents – some of those in the BPAG will not be applicable). The Coast Guard BPAG is available at: <https://go.usa.gov/xRFk2> (the URL is case sensitive, please use link of type URL exactly as shown).

Thank you,  
Randy

**Randall Overton, M.P.A.**  
Chief, Permits Division  
Coast Guard Seventh District Bridge Administration  
909 SE 1st Ave Suite 432  
Miami, FL 33131  
(305) 205-0795 Cell  
(305) 415-6736 Office

---

**From:** Price, Alice <[Alice.Price@dot.state.fl.us](mailto:Alice.Price@dot.state.fl.us)>  
**Sent:** Wednesday, November 13, 2019 4:53 PM  
**To:** Overton, Randall D CIV <[Randall.D.Overton@uscg.mil](mailto:Randall.D.Overton@uscg.mil)>  
**Cc:** [Luis.D.Lopez@dot.gov](mailto:Luis.D.Lopez@dot.gov); [Brunelle, Karen \(FHWA\)](#) <[Karen.brunelle@dot.gov](mailto:Karen.brunelle@dot.gov)>; [Lopez-Cruz, Marisel \(FHWA\)](#) <[Marisel.lopez-cruz@dot.gov](mailto:Marisel.lopez-cruz@dot.gov)>; [Sullivan, Joseph](#) <[joseph.sullivan@dot.gov](mailto:joseph.sullivan@dot.gov)>; [Watts, Jason](#)

<Jason.Watts@dot.state.fl.us>; Clark, Thu-Huong <Thu-Huong.Clark@dot.state.fl.us>; Toolan, Kathleen <Kathleen.Toolan@dot.state.fl.us>; Bogen, Kirk <Kirk.Bogen@dot.state.fl.us>; Rhinesmith, Robin <Robin.Rhinesmith@dot.state.fl.us>; McKinney, Edward <Edward.McKinney@dot.state.fl.us>; Richard Combs <rcombs@hntb.com>; Combs, Richard (Dick) <Richard.Combs@dot.state.fl.us>; Christina Haven <chaven@hntb.com>; Conner, Allison <Allison.Conner@dot.state.fl.us>

**Subject:** [Non-DoD Source] Tampa Interstate Study (TIS) Draft Supplemental Environmental Impact Statement (SEIS) - USCG Cooperating Agency Review

**Importance:** High

Randy,

As you know, FDOT is working with FHWA Florida Division on the subject document. We have completed a draft for FHWA legal review and their 30-day review is scheduled to begin on Monday, November 18, 2019.

As a cooperating agency, we would like to give you an opportunity to review and comment, as well. Here is a link to the document portal and the password we have created for this review:

<http://tampainterstatestudy.com/fhwa-document-portal/>

Password: D\$kAH&d

As you know, we will go over the highlights of the document at our coordination meeting next week.

Please provide any comments you have on the TIS SEIS or support documentation to me by **December 18, 2019**.

Thank you and please let me know if you have any questions.  
ajp

Alice J. Price, AICP  
FDOT District 7, GEC  
Planning and Environmental Management Office  
11201 N. McKinley Drive  
Tampa, FL 33612  
Office: 813-975-6482  
Mobile: 813-928-6672  
[Alice.price@dot.state.fl.us](mailto:Alice.price@dot.state.fl.us)



## Price, Alice

---

**From:** Geiger, Crystal  
**Sent:** Wednesday, March 11, 2020 4:46 PM  
**To:** Jeffrey Novotny, P.E. AICP (jnovotny@ace-fla.com); Price, Alice  
**Cc:** Bogen, Kirk  
**Subject:** FW: Document Review Confirmation for TISSEIS\_Appendices\_01-2020

FYI

### Crystal Geiger

FDOT District Seven  
Planning & Environmental Management Office (PLEMO)  
Phone: (813) 975-6637 [crystal.geiger@dot.state.fl.us](mailto:crystal.geiger@dot.state.fl.us)



---

**From:** admin@fla-etat.org <admin@fla-etat.org>  
**Sent:** Wednesday, March 11, 2020 3:36 PM  
**To:** Randy Turner <randy.l.turner@usace.army.mil>  
**Cc:** Geiger, Crystal <Crystal.Geiger@dot.state.fl.us>  
**Subject:** Document Review Confirmation for TISSEIS\_Appendices\_01-2020

**EXTERNAL SENDER:** Use caution with links and attachments.

A review was received for the following:

**Event:** 258337-2 Tampa Interstate Study (TIS) Draft Supplemental Environmental Impact Statement (SEIS) - Notice of Public Availability  
**Document:** TISSEIS\_Appendices\_01-2020  
**Submitted By:** Randy Turner  
**Sections:** 4.1, 5.8  
**Pages:** 4-1 - 4-4, 5-44-5-45  
**Paragraphs:** 4.1, 5.8, 5.8.1  
**Comments:**

Section 4.1, pg. 4-1 - 4-4: The USACE concurs with the Wetlands and Other Surface Water assessments including the USACE authorities, resource estimation methodology, wetland or surface water communities, avoidance and minimization measures, mitigation strategies for wetlands and surface waters and also the permittee responsible mitigation for seagrass impacts and requirement for a Section 404 dredge/fill Permit.

Section 5.8, pg. 5-44 - 5-45: The USACE concurs with the Navigable Waters assessments with an additional comment for Section 5.8.1, pg. 5-44 and Section 5.85, pg. 5-45: Although no alterations are projected at this time for the Hillsborough River which is a federal navigation channel, there could be the possibility that a Section 408 (33 USC 408) permission review conducted by the USACE. The USACE would evaluate information provided at the time the applicant submits an application, or prior to an application submittal, for a USACE Section 404/Section 10 Permit to determine the requirement, if any, for a Section 408 review. This review evaluates any proposed alteration either in, under, or over a USACE navigation project to determine that such alteration will not impair the usefulness of the project and will not be injurious to the public interest.

## Price, Alice

---

**From:** Geiger, Crystal  
**Sent:** Monday, March 23, 2020 9:06 AM  
**To:** Price, Alice; Jeffrey Novotny, P.E. AICP (jnovotny@ace-fla.com)  
**Cc:** Bogen, Kirk; Rhinesmith, Robin; Conner, Allison  
**Subject:** FW: Document Review Confirmation for TISSEIS\_DraftSEIS\_01-2020

FYI-SHPO comments below

### Crystal Geiger

FDOT District Seven  
Planning & Environmental Management Office (PLEMO)  
Phone: (813) 975-6637 [crystal.geiger@dot.state.fl.us](mailto:crystal.geiger@dot.state.fl.us)



---

**From:** admin@fla-etat.org <admin@fla-etat.org>  
**Sent:** Monday, March 23, 2020 9:04 AM  
**To:** alyssa.mcmanus@dos.myflorida.com  
**Cc:** Geiger, Crystal <Crystal.Geiger@dot.state.fl.us>  
**Subject:** Document Review Confirmation for TISSEIS\_DraftSEIS\_01-2020

**EXTERNAL SENDER:** Use caution with links and attachments.

A review was received for the following:

**Event:** 258337-2 Tampa Interstate Study (TIS) Draft Supplemental Environmental Impact Statement (SEIS) - Notice of Public Availability  
**Document:** TISSEIS\_DraftSEIS\_01-2020  
**Submitted By:** Alyssa McManus  
**Global:** Yes  
**Comments:**

SHPO has reviewed the draft SEIS and has no comment at this time. We look forward to reviewing the final.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 4  
ATLANTA FEDERAL CENTER  
61 FORSYTH STREET  
ATLANTA, GEORGIA 30303-8960

March 23, 2020

Mr. James Christian, P.E.  
Division Administrator  
Federal Highway Administration  
Florida Division  
3500 Financial Plaza Way  
Suite 400  
Tallahassee, Florida 32312

Re: EPA Comments on the Tampa Interstate Study Supplemental Draft Environmental Impact Statement, Hillsborough County, Tampa, Florida. CEQ No. 20200025

Dear Mr. Christian:

The U.S. Environmental Protection Agency has reviewed the referenced document in accordance with Section 309 of the Clean Air Act and Section 102(2)(C) of the National Environmental Policy Act (NEPA). The Florida Department of Transportation (FDOT) and the Federal Highway Administration have prepared a Supplemental Draft Environmental Impact Statement (SDEIS) for 15 miles of multi-lane improvements: I-275 from west of State Road (SR) 60 to north of Dr. Martin Luther King, Jr. Boulevard (SR 574), and I-4 from I-275 to east of 50<sup>th</sup> Street. The Tampa Interstate Study (TIS) SDEIS evaluates the following three alternatives within five segments (1A, 2A, 2B, 3A, and 3B):

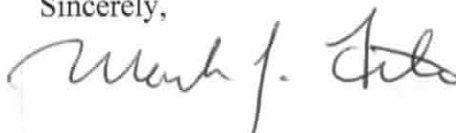
- No Further Action Alternative: The existing transportation system plus improvements approved in the 1997 and 1999 Records of Decision (RODs). This involves construction of the general use lanes and associated ramps within the I-275/SR 60 interchange as approved in the 1997 ROD.
- Updated 1996 TIS FEIS Long-Term Preferred Alternative (Non-Tolled): A four-roadway system of general use lanes that provides local access and non-tolled express lanes in each direction of travel on I-275 and I-4, and the preservation of a High Occupancy Vehicle/Transitway corridor within the interstate alignment.
- 2018 Express Lane Alternative (Tolled): Improvements include major components of the 1996 TIS FEIS Long-Term Preferred Alternative (Non-Tolled) with the addition of tolls to the proposed express lanes. There are areas where the design has changed in alignment and configuration. Of the five options for the I-285/I-4 downtown interchange (i.e., A, B, C, D, and E), Option E is the Locally Preferred Alternative (LPA), and it includes widening of I-275, modifications or relocation of on/exit ramps, and widening of the existing flyover ramp.

The EPA has concerns regarding impacts to wetlands and surface water, stormwater management, and environmental justice. We provide recommendations in the enclosed detailed technical comments to strengthen the TIS Supplemental Final Environmental Impact Statement (SFEIS) and address our concerns. The EPA requests that these technical recommendations be addressed in the SFEIS.



The EPA appreciates the opportunity to comment on the proposed project. If you have any questions, please contact Ms. Roshanna White of my staff at (404) 562-9035 or by e-mail at [white.roshanna@epa.gov](mailto:white.roshanna@epa.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Mark J. Fite". The signature is fluid and cursive, with the first name "Mark" being the most prominent.

Mark J. Fite  
Director  
Strategic Programs Office

Enclosure: Detailed Technical Recommendations

**Enclosure**  
**Tampa Interstate Study Supplemental Draft Environmental Impact Statement (SDEIS)**  
**Hillsborough County, Tampa, Florida, CEQ No. 20200025**  
**EPA Technical Recommendations**

**Wetlands and Surface Water:** The Updated 1996 TIS FEIS Long-Term Preferred Alternative (Non-Tolled) impacts 9.0 acres of surface water, and the 2018 Express Lane Alternative (Tolled) impacts 36 acres of wetlands and surface water. The proposed alternatives affect mangroves, saltwater marshes, and seagrasses (i.e., submerged aquatic vegetation, or SAV). Mangroves, saltwater marshes, and SAVs are important resources (i.e., essential fish habitat) due to the myriad ecological services and functions provided. Mangroves serve as a first line of defense in protecting infrastructure from storm surges and flood risks; the submerged roots provide protection for juvenile fish and buttress shorelines by keeping soil in place that would otherwise be carried away by the wind and waves.

According to subsection 4.1.5 Measures to Avoid or Minimize Harm or Potential Adverse Impacts, measures will be incorporated during design of TIS Segment 1A to reduce the proposed project's footprint within seagrass, wetlands or surface waters to the greatest extent practicable. However, it appears there are no avoidance options within TIS Segment 2B. The DSEIS indicates that seagrass loss will be mitigated through the Old Tampa Bay Water Quality Improvement Program (FPID 439206-1), and impacts to seagrasses and wetlands will be compensated for through mitigation bank purchases.

Recommendation: The EPA recommends conducting pre-and post-construction SAV surveys to quantify these impacts.

**Stormwater Management:** According to subsection 4.2.3 Affected Environment, stormwater from TIS Segments 1A and 2A is directed to existing ponds or discharged into existing outfalls, inlets and roadside ditches. TIS Segment 2B runoff flows towards Hillsborough River and south into Ybor Channel and McKay Bay. Runoff from TIS Segments 3A and 3B, which were designed for full build-out conditions, flows into Ybor Channel and McKay Bay.

For the Updated 1996 TIS Final EIS Long-Term Preferred Alternative (Non-Tolled), excavated detention ponds are proposed to meet regulatory criteria and minimize impacts to the existing stormwater outfall system. For the 2018 Express Lane Alternative (Tolled), TIS Segment 2A is a highly urbanized segment with limited area for stormwater management facilities, therefore FDOT will compensate for any shortfalls in nutrient credits through the Old Tampa Bay Water Quality Improvement Program (SWFWMD Permit No. 4300920). Each design option presented under the tolled alternative proposes adequate existing stormwater management facilities.

Subsection 4.2.5 Measures to Avoid, Minimize, or Mitigate Harm or Potential Adverse Impacts states that, according to the Southwest Florida Water Management District, the Stormwater Management Facilities (SMFs) designed and permitted for future development are not required to meet the impaired waters criteria. However, the EPA is concerned about direct nonpoint source discharges to aquatic resources, including Tampa Bay.

Recommendation: The EPA recommends using linear stormwater best management practices in the existing right-of-way, such as bioswales, infiltration trenches, or vegetated filter strips. Also, please provide a more detailed explanation in the SFEIS regarding how the SMFs accommodate major storm events and changes in rainfall within each segment.

**Environmental Justice (EJ):** According to Subsection 3.3.4 Affected Environment, the proposed improvements within both Preferred Alternatives will impact the same neighborhoods affected by construction of I-4 through Ybor City. According to Table 3-7 Percentages of EJ Populations by TIS Segment, the study area has a 73% minority population, and 32% of the population lives at or below the poverty level. Moreover, Table 3-19 shows that the Updated 1996 TIS FEIS Long-Term Preferred Alternative (Non-Tolled) will relocate 73 business and 196 residential parcels. These impacts may further separate communities that were divided when the interstate was constructed.

Within the 2018 Express Lane Alternative (Tolled), Segment 2B is the only one that will require relocations. The Locally Preferred Alternative - Segment 2B Option E - will relocate one business and six residential parcels, in comparison to the impacts of Segment 2B Option A, which involves 52 business and 336 residential relocations (Table 3-19).

**Recommendation:** The EPA recommends that the SFEIS further discuss how impacts to potential EJ communities will be addressed. The EPA supports FDOT's ongoing coordination with potentially affected communities, and we encourage efforts to further minimize and/or mitigate unavoidable impacts.

## Price, Alice

---

**From:** Geiger, Crystal  
**Sent:** Thursday, February 27, 2020 9:21 AM  
**To:** Price, Alice; Jeffrey Novotny, P.E. AICP (jnovotny@ace-fla.com)  
**Cc:** Bogen, Kirk; Rhinesmith, Robin  
**Subject:** TIS Draft SEIS SWFMD Comments  
**Attachments:** Document Review Confirmation for TISSEIS\_DraftSEIS\_01-2020; Document Review Confirmation for TISSEIS\_Appendices\_01-2020; Document Review Confirmation for TISSEIS\_DraftSEIS\_01-2020; Document Review Confirmation for TISSEIS\_DraftSEIS\_01-2020; Document Review Confirmation for TISSEIS\_DraftSEIS\_01-2020; Document Review Confirmation for TISSEIS\_DraftSEIS\_01-2020; Document Review Confirmation for TISSEIS\_DraftSEIS\_01-2020; Document Review Confirmation for TISSEIS\_DraftSEIS\_01-2020; Document Review Confirmation for TISSEIS\_DraftSEIS\_01-2020; Document Review Confirmation for TISSEIS\_DraftSEIS\_01-2020; Document Review Confirmation for TISSEIS\_DraftSEIS\_01-2020

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Good morning:

Attached are the emails from SWFMD with comments on different portions of the draft SEIS. I received them as 11 separate emails so I am attaching them here, let me know if there are any troubles opening. I can also just forward all the emails as well

Thanks

**Crystal Geiger**  
FDOT District Seven  
Planning & Environmental Management Office (PLEMO)  
Phone: (813) 975-6637 [crystal.geiger@dot.state.fl.us](mailto:crystal.geiger@dot.state.fl.us)





## Price, Alice

---

**From:** admin@fla-etat.org  
**Sent:** Wednesday, February 26, 2020 4:15 PM  
**To:** Monte.Ritter@swfwmd.state.fl.us  
**Cc:** Geiger, Crystal  
**Subject:** Document Review Confirmation for TISSEIS\_DraftSEIS\_01-2020

**EXTERNAL SENDER:** Use caution with links and attachments.

A review was received for the following:

**Event:** 258337-2 Tampa Interstate Study (TIS) Draft Supplemental Environmental Impact Statement (SEIS) - Notice of Public Availability  
**Document:** TISSEIS\_DraftSEIS\_01-2020  
**Submitted By:** Monte Ritter  
**Sections:** 4.1.5  
**Pages:** 4-4  
**Paragraphs:** 3  
**Comments:**

Last sentence states that 13.17 functional gain units are anticipated in the first quarter of 2020; however, ERP 43000920.017 has a credit release schedule based upon certain criteria for Location and Landscape values (5.73 units), Water Environmental values (13.17 units), and Community Structure values (1.01 units).

## Price, Alice

---

**From:** admin@fla-etat.org  
**Sent:** Wednesday, February 26, 2020 4:14 PM  
**To:** Monte.Ritter@swfwmd.state.fl.us  
**Cc:** Geiger, Crystal  
**Subject:** Document Review Confirmation for TISSEIS\_Appendices\_01-2020

**EXTERNAL SENDER:** Use caution with links and attachments.

A review was received for the following:

**Event:** 258337-2 Tampa Interstate Study (TIS) Draft Supplemental Environmental Impact Statement (SEIS) - Notice of Public Availability  
**Document:** TISSEIS\_Appendices\_01-2020  
**Submitted By:** Monte Ritter  
**Sections:** 4.1.5  
**Pages:** 4-4  
**Paragraphs:** 3  
**Comments:**

Last sentence states that 13.17 functional gain units are anticipated in the first quarter of 2020; however, ERP 43000920.017 has a credit release schedule based upon certain criteria for Location and Landscape values (5.73 units), Water Environmental values (13.17 units), and Community Structure values (1.01 units).

## Price, Alice

---

**From:** admin@fla-etat.org  
**Sent:** Wednesday, February 26, 2020 4:14 PM  
**To:** Monte.Ritter@swfwmd.state.fl.us  
**Cc:** Geiger, Crystal  
**Subject:** Document Review Confirmation for TISSEIS\_DraftSEIS\_01-2020

**EXTERNAL SENDER:** Use caution with links and attachments.

A review was received for the following:

**Event:** 258337-2 Tampa Interstate Study (TIS) Draft Supplemental Environmental Impact Statement (SEIS) -  
Notice of Public Availability  
**Document:** TISSEIS\_DraftSEIS\_01-2020  
**Submitted By:** Monte Ritter  
**Sections:** 4.1.2  
**Pages:** 4-2  
**Paragraphs:** 1  
**Comments:**

Unclear why FDOT is using a 15 foot buffer in wetland areas and 30 feet in seagrass areas. SWFWMD requires a 15 foot minimum and 25 foot average wetland buffer unless the applicant addresses secondary impacts to the systems.

## Price, Alice

---

**From:** admin@fla-etat.org  
**Sent:** Wednesday, February 26, 2020 4:24 PM  
**To:** Monte.Ritter@swfwmd.state.fl.us  
**Cc:** Geiger, Crystal  
**Subject:** Document Review Confirmation for TISSEIS\_DraftSEIS\_01-2020

**EXTERNAL SENDER:** Use caution with links and attachments.

A review was received for the following:

**Event:** 258337-2 Tampa Interstate Study (TIS) Draft Supplemental Environmental Impact Statement (SEIS) - Notice of Public Availability  
**Document:** TISSEIS\_DraftSEIS\_01-2020  
**Submitted By:** Monte Ritter  
**Sections:** Chapter 12  
**Pages:** 12-1  
**Paragraphs:** 2  
**Comments:**

Replace "Southwest Florida Water Management District (SFWMD)

- Jack Moore, Senior Professional Engineer"

with "Southwest Florida Water Management District (SWFWMD)

- Rob McDaniel, ERP Evaluation Manager"



## Price, Alice

---

**From:** admin@fla-etat.org  
**Sent:** Wednesday, February 26, 2020 4:26 PM  
**To:** Monte.Ritter@swfwmd.state.fl.us  
**Cc:** Geiger, Crystal  
**Subject:** Document Review Confirmation for TISSEIS\_DraftSEIS\_01-2020

**EXTERNAL SENDER:** Use caution with links and attachments.

A review was received for the following:

**Event:** 258337-2 Tampa Interstate Study (TIS) Draft Supplemental Environmental Impact Statement (SEIS) -  
Notice of Public Availability  
**Document:** TISSEIS\_DraftSEIS\_01-2020  
**Submitted By:** Monte Ritter  
**Sections:** Sources and References Cited  
**Pages:** 8  
**Paragraphs:** 4  
**Comments:**

Replace "SWFWMD. 2013. *Environmental Resource Permit Applicant's Handbook*" with "SWFWMD. 2018. *Environmental Resource Permit Applicant's Handbook*."

## Price, Alice

---

**From:** admin@fla-etat.org  
**Sent:** Wednesday, February 26, 2020 4:24 PM  
**To:** Monte.Ritter@swfwmd.state.fl.us  
**Cc:** Geiger, Crystal  
**Subject:** Document Review Confirmation for TISSEIS\_DraftSEIS\_01-2020

**EXTERNAL SENDER:** Use caution with links and attachments.

A review was received for the following:

**Event:** 258337-2 Tampa Interstate Study (TIS) Draft Supplemental Environmental Impact Statement (SEIS) -  
Notice of Public Availability  
**Document:** TISSEIS\_DraftSEIS\_01-2020  
**Submitted By:** Monte Ritter  
**Sections:** 4.5.1  
**Pages:** 4-12  
**Paragraphs:** 2  
**Comments:**

If are pipes extending below the mean high water line for Tampa Bay or the Hillsborough River then the pipes need to meet the design criteria for the FWC *Grates and Other Manatee Exclusion Devices for Culvert and Pipes (October 2015)*

## Price, Alice

---

**From:** admin@fla-etat.org  
**Sent:** Wednesday, February 26, 2020 4:22 PM  
**To:** Monte.Ritter@swfwmd.state.fl.us  
**Cc:** Geiger, Crystal  
**Subject:** Document Review Confirmation for TISSEIS\_DraftSEIS\_01-2020

**EXTERNAL SENDER:** Use caution with links and attachments.

A review was received for the following:

**Event:** 258337-2 Tampa Interstate Study (TIS) Draft Supplemental Environmental Impact Statement (SEIS) - Notice of Public Availability  
**Document:** TISSEIS\_DraftSEIS\_01-2020  
**Submitted By:** Monte Ritter  
**Sections:** 4.3.5  
**Pages:** 4-10  
**Paragraphs:** 1  
**Comments:**

Second sentence - Replace "The impacts to a tidally influenced floodplains would require no floodplain storage compensation as required by the SWFWMD or local water management district." with "The impacts to tidally influenced floodplains would require no floodplain storage compensation as required by the SWFWMD or local water management district unless a hydraulic restriction exists between the area of impact and the receiving tidal water. If a hydraulic restriction exists between the area of floodplain impact and the receiving tidal water body, compensation for the loss of storage will be required between the lowest elevation of impact up to the overtopping elevation to the tidal water body."

Last two sentences - Delete these sentences as they are duplicates of the previous two sentences.

## Price, Alice

---

**From:** admin@fla-etat.org  
**Sent:** Wednesday, February 26, 2020 4:21 PM  
**To:** Monte.Ritter@swfwmd.state.fl.us  
**Cc:** Geiger, Crystal  
**Subject:** Document Review Confirmation for TISSEIS\_DraftSEIS\_01-2020

**EXTERNAL SENDER:** Use caution with links and attachments.

A review was received for the following:

**Event:** 258337-2 Tampa Interstate Study (TIS) Draft Supplemental Environmental Impact Statement (SEIS) - Notice of Public Availability  
**Document:** TISSEIS\_DraftSEIS\_01-2020  
**Submitted By:** Monte Ritter  
**Sections:** 4.3.4  
**Pages:** 4-10  
**Paragraphs:** 6  
**Comments:**

First sentence - Replace "The potential impacts to tidally influenced floodplains would require no floodplain storage compensation as required by the SWFWMD or local water management district." with "The potential impacts to tidally influenced floodplains would require no floodplain storage compensation as required by the SWFWMD or local water management district unless a hydraulic restriction exists between the area of impact and the receiving tidal water. If a hydraulic restriction exists between the area of floodplain impact and the receiving tidal water body, compensation for the loss of storage will be required between the lowest elevation of impact up to the overtopping elevation to the tidal water body."

Last sentence - Delete "Therefore, it has been determined that this encroachment would not be significant."



## Price, Alice

---

**From:** admin@fla-etat.org  
**Sent:** Wednesday, February 26, 2020 4:20 PM  
**To:** Monte.Ritter@swfwmd.state.fl.us  
**Cc:** Geiger, Crystal  
**Subject:** Document Review Confirmation for TISSEIS\_DraftSEIS\_01-2020

**EXTERNAL SENDER:** Use caution with links and attachments.

A review was received for the following:

**Event:** 258337-2 Tampa Interstate Study (TIS) Draft Supplemental Environmental Impact Statement (SEIS) - Notice of Public Availability  
**Document:** TISSEIS\_DraftSEIS\_01-2020  
**Submitted By:** Monte Ritter  
**Sections:** 4.2.5  
**Pages:** 4-8  
**Paragraphs:** 1  
**Comments:**

Fourth sentence - Replace "meeting with SWFWMD on August 28, 2019" with "telephone record with SWFWMD on May 20, 2014".

Sixth sentence - Replace "(SWFWMD Permit No. 4300920)" with "(SWFWMD Permit No.4300920.017)" and replace "telephone record with SWFWMD on May 20, 2014" with "meeting with SWFWMD on August 28, 2019".

Last sentence indicates agreement documentation is provided in the *Pond Siting Reports*. Only the telephone record with SWFWMD on May 20, 2014 is included in the *Pond Siting Reports*.

## Price, Alice

---

**From:** admin@fla-etat.org  
**Sent:** Wednesday, February 26, 2020 4:18 PM  
**To:** Monte.Ritter@swfwmd.state.fl.us  
**Cc:** Geiger, Crystal  
**Subject:** Document Review Confirmation for TISSEIS\_DraftSEIS\_01-2020

**EXTERNAL SENDER:** Use caution with links and attachments.

A review was received for the following:

**Event:** 258337-2 Tampa Interstate Study (TIS) Draft Supplemental Environmental Impact Statement (SEIS) - Notice of Public Availability  
**Document:** TISSEIS\_DraftSEIS\_01-2020  
**Submitted By:** Monte Ritter  
**Sections:** 4.2.4  
**Pages:** 4-6  
**Paragraphs:** 3  
**Comments:**

Eighth sentence - Replace "(SWFWMD Permit No. 4300920) with (SWFWMD Permit No.4300920.017)".

## Price, Alice

---

**From:** admin@fla-etat.org  
**Sent:** Wednesday, February 26, 2020 4:26 PM  
**To:** Monte.Ritter@swfwmd.state.fl.us  
**Cc:** Geiger, Crystal  
**Subject:** Document Review Confirmation for TISSEIS\_DraftSEIS\_01-2020

**EXTERNAL SENDER:** Use caution with links and attachments.

A review was received for the following:

**Event:** 258337-2 Tampa Interstate Study (TIS) Draft Supplemental Environmental Impact Statement (SEIS) - Notice of Public Availability  
**Document:** TISSEIS\_DraftSEIS\_01-2020  
**Submitted By:** Monte Ritter  
**Sections:** Sources and References Cited  
**Pages:** 8  
**Paragraphs:** 4  
**Comments:**

Replace "SWFWMD. 2013. *Environmental Resource Permit Applicant's Handbook*" with "SWFWMD. 2018. *Environmental Resource Permit Applicant's Handbook*."

## Price, Alice

---

**From:** Geiger, Crystal  
**Sent:** Thursday, February 6, 2020 11:17 AM  
**To:** Price, Alice; Bogen, Kirk  
**Cc:** Rhinesmith, Robin  
**Subject:** FW: Document Review Confirmation for TISSEIS\_DraftSEIS\_01-2020

Hello:

FYI below for NMFS review and they provided the same response for the appendices. Let me know if you receive these updates as well or if I should continue to forward as they come in. Thanks!

### Crystal Geiger

FDOT District Seven  
Planning & Environmental Management Office (PLEMO)  
Phone: (813) 975-6637 [crystal.geiger@dot.state.fl.us](mailto:crystal.geiger@dot.state.fl.us)



---

**From:** admin@fla-etat.org <admin@fla-etat.org>  
**Sent:** Thursday, February 6, 2020 11:09 AM  
**To:** David.Rydene@noaa.gov  
**Cc:** Geiger, Crystal <Crystal.Geiger@dot.state.fl.us>  
**Subject:** Document Review Confirmation for TISSEIS\_DraftSEIS\_01-2020

**EXTERNAL SENDER:** Use caution with links and attachments.

A review was received for the following:

**Event:** 258337-2 Tampa Interstate Study (TIS) Draft Supplemental Environmental Impact Statement (SEIS) - Notice of Public Availability  
**Document:** TISSEIS\_DraftSEIS\_01-2020  
**Submitted By:** David Rydene  
**Global:** Yes  
**Comments:**

NMFS staff has reviewed the Draft Supplemental Environmental Impact Statement for the Tampa Interstate Study, but has no additional comments to provide other than those previously submitted.



#### **USFWS comments on draft Supplemental Environment Impact Statement/ Section 4(F) Evaluation**

The USFWS previously provided technical assistance for the wood stork, and the eastern indigo snake. USFWS determined that based on the commitments and the information provided in the previous Tampa Interstate Study (TIS) Draft Supplemental Environmental Impact Statement (SEIS) dated November 2017 that the project may affect, but not likely to adversely affect , these species.

#### **West Indian (Florida) Manatee (*Trichechus manatus*)**

The manatee was not previously addressed in the TIS SEIS; however, the species is now addressed due to Updated 1996 TIS FEIS Long –Term Preferred Alternative review. It has been determined that West Indian (Florida) manatee exist within the TIS SEIS study area at the Hillsborough River location.

The FDOT made a determination of ‘may affect, but not likely to adversely affect’ for the manatee. Based on the document the project footprint for this alternative will remain the same and no Critical Habitat has been designated in the study area, the USFWS concurs with a determination of ‘may affect, but not likely to adversely affect’ the manatee.

#### **Gulf Sturgeon (*Acipenser oxyrinchus desotoi*)**

The Gulf sturgeon was not previously addressed in the TIS SEIS; however, the species is now addressed due to Updated 1996 TIS FEIS Long –Term Preferred Alternative review. It has been determined that Gulf sturgeon exist within the TIS SEIS study area at the Hillsborough River location.

The FDOT made a determination of ‘may affect, but not likely to adversely affect’ for the Gulf sturgeon. Based on the document the project footprint for this alternative will remain the same and no Critical Habitat has been designated in the study area, the USFWS concurs with a determination of ‘may affect, but not likely to adversely affect’ the Gulf sturgeon.

**From:** Price, Alice  
**To:** [Christy Haven](#)  
**Subject:** FW: Notice: Document Review has begun for 258337-2 Tampa Interstate Study (TIS) Draft Supplemental Environmental Impact Statement (SEIS) - Notice of Public Availability  
**Date:** Friday, April 17, 2020 1:47:31 PM

---

Alice J. Price, AICP  
FDOT District 7, GEC  
Planning and Environmental Management Office  
11201 N. McKinley Drive  
Tampa, FL 33612  
Office: 813-975-6482  
Mobile: 813-928-6672  
[Alice.price@dot.state.fl.us](mailto:Alice.price@dot.state.fl.us)

---

**From:** Johnsen, Michael (FRA) <michael.johnsen@dot.gov>  
**Sent:** Thursday, April 16, 2020 12:57 PM  
**To:** Price, Alice <Alice.Price@dot.state.fl.us>  
**Cc:** Bogen, Kirk <Kirk.Bogen@dot.state.fl.us>; Rhinesmith, Robin <Robin.Rhinesmith@dot.state.fl.us>; Combs, Richard (Dick) <Richard.Combs@dot.state.fl.us>  
**Subject:** RE: Notice: Document Review has begun for 258337-2 Tampa Interstate Study (TIS) Draft Supplemental Environmental Impact Statement (SEIS) - Notice of Public Availability

Sorry- I thought I had done this.  
How about something like this:

FRA's main concern is allowing room for intercity rail expansion, as envisioned in the FRA Tampa to Orlando Tier 1 EIS from several years ago. Virgin Railways has expressed an interest in providing privately-developed service mostly within the corridor FRA analyzed. As the scope of this particular project is presented, it appears there are no immediate concerns regarding the right-of-way and room for intercity rail service. Please note any comments you may receive from rail providers in response to this EIS- FRA is unaware of any conflicts at this time. Thanks for considering intercity rail operations in your project.

Michael Johnsen  
Supervisory Environmental Protection Specialist  
FRA

### **Rail – Moving America Forward**

*The Federal Railroad Administration's mission is to enable the safe, reliable, and efficient movement of people and goods for a strong America, now and in the future.*

---

**From:** Price, Alice <[Alice.Price@dot.state.fl.us](mailto:Alice.Price@dot.state.fl.us)>  
**Sent:** Thursday, April 16, 2020 12:06 PM

**To:** Johnsen, Michael (FRA) <[michael.johnsen@dot.gov](mailto:michael.johnsen@dot.gov)>  
**Cc:** Bogen, Kirk <[Kirk.Bogen@dot.state.fl.us](mailto:Kirk.Bogen@dot.state.fl.us)>; Rhinesmith, Robin <[Robin.Rhinesmith@dot.state.fl.us](mailto:Robin.Rhinesmith@dot.state.fl.us)>; Combs, Richard (Dick) <[Richard.Combs@dot.state.fl.us](mailto:Richard.Combs@dot.state.fl.us)>  
**Subject:** RE: Notice: Document Review has begun for 258337-2 Tampa Interstate Study (TIS) Draft Supplemental Environmental Impact Statement (SEIS) - Notice of Public Availability  
**Importance:** High

Hi, Michael,

I hope your family is still safe! I just wanted to follow up from our previous conversation (see attached notes). You mentioned that you would prepare a response to our request for comments on the Draft SEIS. I was just wondering if you had a chance to do so. FHWA is getting ready to make a decision on whether or not we can prepare a combined Final SEIS and ROD, but would like to see FRA's input before they make their decision. I am available this afternoon after 2pm and most of the day tomorrow if you need additional information.

Thank you!

Alice J. Price, AICP  
FDOT District 7, GEC  
Planning and Environmental Management Office  
11201 N. McKinley Drive  
Tampa, FL 33612  
Office: 813-975-6482  
Mobile: 813-928-6672  
[Alice.price@dot.state.fl.us](mailto:Alice.price@dot.state.fl.us)

---

**From:** Johnsen, Michael (FRA) <[michael.johnsen@dot.gov](mailto:michael.johnsen@dot.gov)>  
**Sent:** Friday, March 13, 2020 1:45 PM  
**To:** Price, Alice <[Alice.Price@dot.state.fl.us](mailto:Alice.Price@dot.state.fl.us)>  
**Cc:** Geiger, Crystal <[Crystal.Geiger@dot.state.fl.us](mailto:Crystal.Geiger@dot.state.fl.us)>; Bogen, Kirk <[Kirk.Bogen@dot.state.fl.us](mailto:Kirk.Bogen@dot.state.fl.us)>; Rhinesmith, Robin <[Robin.Rhinesmith@dot.state.fl.us](mailto:Robin.Rhinesmith@dot.state.fl.us)>; Combs, Richard (Dick) <[Richard.Combs@dot.state.fl.us](mailto:Richard.Combs@dot.state.fl.us)>  
**Subject:** RE: Notice: Document Review has begun for 258337-2 Tampa Interstate Study (TIS) Draft Supplemental Environmental Impact Statement (SEIS) - Notice of Public Availability

Hi Alice-

Thanks again for getting hold of me for FRA's perspective. As you know, we completed a Tier 1 document several years ago now, that identified the I275 corridor from Tampa to Orlando as a potential high speed rail corridor, and since then, a private company (Brightline) has petitioned FLDOT to use the corridor for rail service. So the first thing that jumped to mind is interactions with that proposal. Through your reevaluation process, have you reached out to Brightline to determine if there are any conflicts with their proposed system and with the interchange? Since there is no "action" in front of FRA for this service at this time (though a future request for funding is always possible), FRA is not actively reviewing or involved in Brightline's current plans past the discussions

we have held with FHWA about 2 years ago, but it might be worth reaching out to them during your process to see if there are any conflicts in the use of the right-of-way.

From the photos, I'm not sure if there is current rail existing in the area or not- is there any existing rail infrastructure in the LOD? If so, we should set up a quick call to go over any possible impacts – and, if needed, we can provide our engineers with plans if that would be helpful.

Michael Johnsen  
Supervisory Environmental Protection Specialist  
FRA

### **Rail – Moving America Forward**

*The Federal Railroad Administration's mission is to enable the safe, reliable, and efficient movement of people and goods for a strong America, now and in the future.*

---

**From:** Price, Alice <[Alice.Price@dot.state.fl.us](mailto:Alice.Price@dot.state.fl.us)>

**Sent:** Friday, March 06, 2020 5:20 PM

**To:** Johnsen, Michael (FRA) <[michael.johnsen@dot.gov](mailto:michael.johnsen@dot.gov)>

**Cc:** Geiger, Crystal <[Crystal.Geiger@dot.state.fl.us](mailto:Crystal.Geiger@dot.state.fl.us)>; Bogen, Kirk <[Kirk.Bogen@dot.state.fl.us](mailto:Kirk.Bogen@dot.state.fl.us)>; Rhinesmith, Robin <[Robin.Rhinesmith@dot.state.fl.us](mailto:Robin.Rhinesmith@dot.state.fl.us)>; Combs, Richard (Dick) <[Richard.Combs@dot.state.fl.us](mailto:Richard.Combs@dot.state.fl.us)>

**Subject:** RE: Notice: Document Review has begun for 258337-2 Tampa Interstate Study (TIS) Draft Supplemental Environmental Impact Statement (SEIS) - Notice of Public Availability

Hey, Michael,

Here is a brochure on the recommended locally preferred alternative (LPA). As you will notice, we modified our plans for the Downtown Tampa Interchange to safety and operational improvements, so the footprint is considerably smaller. Also, all the materials from the public hearing are here. There is a 3D video that is helpful for visualization. The project documents are on the website, as well.

<http://tampainterstatestudy.com/public-hearing/>

After you have had a chance to review, we would be happy to set up a GotoMeeting to talk you through it personally and answer any questions you may have.

As always, we appreciate your support!

Thank you,  
ajp

Alice J. Price, AICP  
FDOT District 7, GEC



Planning and Environmental Management Office  
11201 N. McKinley Drive  
Tampa, FL 33612  
Office: 813-975-6482  
Mobile: 813-928-6672  
[Alice.price@dot.state.fl.us](mailto:Alice.price@dot.state.fl.us)

---

**From:** Johnsen, Michael (FRA) <[michael.johnsen@dot.gov](mailto:michael.johnsen@dot.gov)>  
**Sent:** Friday, March 6, 2020 12:52 PM  
**To:** [est\\_update@fla-etat.org](mailto:est_update@fla-etat.org)  
**Cc:** Geiger, Crystal <[Crystal.Geiger@dot.state.fl.us](mailto:Crystal.Geiger@dot.state.fl.us)>; Price, Alice <[Alice.Price@dot.state.fl.us](mailto:Alice.Price@dot.state.fl.us)>;  
Bogen, Kirk <[Kirk.Bogen@dot.state.fl.us](mailto:Kirk.Bogen@dot.state.fl.us)>  
**Subject:** RE: Notice: Document Review has begun for 258337-2 Tampa Interstate Study (TIS) Draft Supplemental Environmental Impact Statement (SEIS) - Notice of Public Availability

<b>EXTERNAL SENDER: Use caution with links and attachments.</b>
---

Thanks for the opportunity to review – though a couple of things—

This is the first communication I have received for the project in quite some time – what have I missed? Also, the link I was directed too requests a user name and password -is this something I need to set up?

Michael Johnsen  
Supervisory Environmental Protection Specialist  
FRA

### **Rail – Moving America Forward**

*The Federal Railroad Administration's mission is to enable the safe, reliable, and efficient movement of people and goods for a strong America, now and in the future.*

**From:** [est\\_update@fla-etat.org](mailto:est_update@fla-etat.org) <[est\\_update@fla-etat.org](mailto:est_update@fla-etat.org)>  
**Sent:** Thursday, March 05, 2020 10:33 AM  
**To:** Johnsen, Michael (FRA) <[michael.johnsen@dot.gov](mailto:michael.johnsen@dot.gov)>  
**Cc:** [crystal.geiger@dot.state.fl.us](mailto:crystal.geiger@dot.state.fl.us); [Alice.Price@dot.state.fl.us](mailto:Alice.Price@dot.state.fl.us); [kirk.bogen@dot.state.fl.us](mailto:kirk.bogen@dot.state.fl.us)  
**Subject:** Notice: Document Review has begun for 258337-2 Tampa Interstate Study (TIS) Draft Supplemental Environmental Impact Statement (SEIS) - Notice of Public Availability

A Document Review event has begun on the Environmental Screening Tool (EST).

The review period **starts today, Thursday, 3/5/2020 and will end in 33 calendar days on Tuesday, 4/7/2020.**

Click this link to access the document(s) and begin your review:

<https://www.fl-a-etat.org/est/documentReview/DocReviewTool.do?eventId=1561>

#### **EVENT\_DETAILS:**

**Event Name** 258337-2 Tampa Interstate Study (TIS) Draft Supplemental Environmental Impact Statement (SEIS) - Notice of Public Availability

**Event Description** Pursuant to the National Environmental Policy Act of 1969, the Florida Department of Transportation (FDOT) is transmitting the Draft Supplemental Environmental Impact Statement (SEIS) for the Tampa Interstate Study (TIS) for agency review. The study limits are I-275 from east of the Howard Frankland Bridge to north of Martin Luther King Jr. Boulevard and I-4 from I-275 to east of 50th Street. The Federal Highway Administration (FHWA) approved the original TIS Final EIS (FEIS) in 1996 and issued Records of Decision (RODs) in 1997 and 1999. Since that time, FDOT has constructed several portions of the project, including the I-4/Selmon Expressway Connector.

In January 2017, FHWA published a notice of intent to prepare an SEIS to update the project. FHWA signed the Draft SEIS on January 27, 2020 and is will publish the Draft SEIS and all support documents for public availability via US Environmental Protection Agency's (EPA's) e-NEPA platform by February 4, 2020.

The documents are available on the project website at:

<http://tampainterstatestudy.com/project-documents/>

The documents are also available on EPA's website at:

<http://www.epa.gov/compliance/nepa/eisdata.html>

If you have any questions or comments, please contact the project manager, Alice Price, AICP at: 813-975-6482 or

[alice.price@dot.state.fl.us](mailto:alice.price@dot.state.fl.us)

**Document(s) to Review** <https://www.fl-a-etat.org/est/documentReview/DocReviewTool.do?eventId=1561>

**Related Document Review Event(s)**      None

**Related ETDM Project(s)**      None

---

INSTRUCTIONS FOR REVIEWING AND PROVIDING COMMENTS ON DOCUMENTS:

The link above will take you to an online document review tool which will provide you access to the specific documents and a tool which will capture your comments for consideration. You can provide comments specific to a certain sentence, paragraph or section of the document. Some of the documents have numbered lines which you can use for specifying a location in the document for the comment. Here is a link that shows you how to use the comment form:

<https://www.fl-a-etat.org/est/servlet/blobViewer?blobID=9033>

Additionally, we have a fully staffed Help Desk capable of answering questions regarding the access and use of the document review tool. Email: [help@fl-a-etat.org](mailto:help@fl-a-etat.org) and phone: 850-414-5334.

---

Thank you,

Crystal Geiger  
FDOT District 7  
(813) 975-6637  
[crystal.geiger@dot.state.fl.us](mailto:crystal.geiger@dot.state.fl.us)

## Price, Alice

---

**From:** Geiger, Crystal  
**Sent:** Wednesday, March 11, 2020 4:46 PM  
**To:** Jeffrey Novotny, P.E. AICP (jnovotny@ace-fla.com); Price, Alice  
**Cc:** Bogen, Kirk  
**Subject:** FW: Document Review Confirmation for TISSEIS\_Appendices\_01-2020

FYI

### Crystal Geiger

FDOT District Seven  
Planning & Environmental Management Office (PLEMO)  
Phone: (813) 975-6637 [crystal.geiger@dot.state.fl.us](mailto:crystal.geiger@dot.state.fl.us)



---

**From:** admin@fla-etat.org <admin@fla-etat.org>  
**Sent:** Wednesday, March 11, 2020 3:36 PM  
**To:** Randy Turner <randy.l.turner@usace.army.mil>  
**Cc:** Geiger, Crystal <Crystal.Geiger@dot.state.fl.us>  
**Subject:** Document Review Confirmation for TISSEIS\_Appendices\_01-2020

**EXTERNAL SENDER:** Use caution with links and attachments.

A review was received for the following:

**Event:** 258337-2 Tampa Interstate Study (TIS) Draft Supplemental Environmental Impact Statement (SEIS) - Notice of Public Availability  
**Document:** TISSEIS\_Appendices\_01-2020  
**Submitted By:** Randy Turner  
**Sections:** 4.1, 5.8  
**Pages:** 4-1 - 4-4, 5-44-5-45  
**Paragraphs:** 4.1, 5.8, 5.8.1  
**Comments:**

Section 4.1, pg. 4-1 - 4-4: The USACE concurs with the Wetlands and Other Surface Water assessments including the USACE authorities, resource estimation methodology, wetland or surface water communities, avoidance and minimization measures, mitigation strategies for wetlands and surface waters and also the permittee responsible mitigation for seagrass impacts and requirement for a Section 404 dredge/fill Permit.



Section 5.8, pg. 5-44 - 5-45: The USACE concurs with the Navigable Waters assessments with an additional comment for Section 5.8.1, pg. 5-44 and Section 5.85, pg. 5-45: Although no alterations are projected at this time for the Hillsborough River which is a federal navigation channel, there could be the possibility that a Section 408 (33 USC 408) permission review conducted by the USACE. The USACE would evaluate information provided at the time the applicant submits an application, or prior to an application submittal, for a USACE Section 404/Section 10 Permit to determine the requirement, if any, for a Section 408 review. This review evaluates any proposed alteration either in, under, or over a USACE navigation project to determine that such alteration will not impair the usefulness of the project and will not be injurious to the public interest.

## **PUBLIC HEARING CERTIFICATION**

### **Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS)**

**I-275 from the Howard Frankland Bridge to North of Martin  
Luther King Jr. Boulevard and I-4 from I-275 to East of 50<sup>th</sup>  
Street**

**Hillsborough County, Florida**

**WPIS: 258337-2**

I certify that a public hearing was conducted in two sessions on February 25, 2020 and February 27, 2020. A transcript for the formal portion was prepared, and the attached document is a full, true, and complete transcript of what was said during the formal portion of the hearing.

*Kirk Bogen*

Signature

4/3/20

Date

Kirk Bogen, P.E.

District Seven Environmental Management Engineer

## PUBLIC HEARING

WPI SEGMENT NO. 258337-2

(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)

## SESSION #1

DATE: Tuesday, February 25, 2020  
TIME: 5:00 p.m. - 7:30 p.m.  
PLACE: Hillsborough Community College  
Dale Mabry Campus  
4001 West Tampa Bay Boulevard  
Tampa, Florida 33614

- and -

## SESSION #2

DATE: Thursday, February 27, 2020  
TIME: 5:00 p.m. - 7:30 p.m.  
PLACE: Port Tampa Bay Cruise Terminal #6  
1331 McKay Street  
Tampa, Florida 33602

REPORTED BY: CATHY J. JOHNSON MESSINA  
Stenographic Court Reporter  
  
YOLANDA COTRONEO  
Stenographic Court Reporter

## I N D E X

<u>NAME OF SPEAKER</u>	<u>PAGE NUMBER</u>
------------------------	--------------------

**SESSION #1:**

Formal Presentation .....	3
---------------------------	---

## Speakers:

- |                      |    |
|----------------------|----|
| 1. Ron Weaver.....   | 10 |
| 2. Gary Reckart..... | 13 |

Closing Public Hearing.....	15
-----------------------------	----

## Comments Made to the Court Reporters:

- |                                 |    |
|---------------------------------|----|
| 1. Neal Suarez.....             | 17 |
| 2. Beatrix Rahms.....           | 18 |
| 3. Neal Suarez (Continued)..... | 19 |

**SESSION #2:**

Formal Presentation.....	20
--------------------------	----

## Speakers:

- |                              |    |
|------------------------------|----|
| 1. Karen Jaroch .....        | 27 |
| 2. Doug Jesseph.....         | 29 |
| 3. Dave Sobush.....          | 31 |
| 4. Sharon Calvert.....       | 33 |
| 5. Rick Fernandez.....       | 34 |
| 6. Laura Lawson.....         | 36 |
| (For Commissioner Pat Kemp)  |    |
| 7. Karen Kress.....          | 38 |
| 8. Michelle Cookson.....     | 40 |
| 9. Kristopher Gallagher..... | 42 |
| 10. Christine Acosta.....    | 43 |
| 11. Amanda Brown.....        | 44 |
| 12. Matthew Suarez.....      | 45 |
| 13. Dayna Lazarus.....       | 47 |
| 14. Laura Lawson.....        | 48 |
| 15. Chris Vela.....          | 51 |
| 16. Mit Patel.....           | 53 |
| 17. Gus Ignas.....           | 56 |
| 18. Kelly Grimsdale.....     | 57 |

Closing.....	59
--------------	----

Certificate of Reporters.....	61
-------------------------------	----

Concordance Index.....	62 - 73
------------------------	---------

Computer-Aided Transcription



1           MR. BOGEN: Good evening. Welcome to the Public  
2           Hearing for the Tampa Interstate Study, or TIS,  
3           Supplemental Environmental Impact Statement, or SEIS.  
4           This Project Development & Environment Study, or  
5           PD&E Study, encompasses improvements to Interstate 275,  
6           or I-275, from the Howard Frankland Bridge to north of  
7           Dr. Martin Luther King Junior Boulevard and Interstate 4,  
8           or I-4, from I-275 to east of 50th Street. The Work  
9           Program Item, or WPI, Segment Number is 258337-2.

10           My name is Kirk Bogen and I am the Environmental  
11           Management Engineer for District 7 of the Florida  
12           Department of Transportation, or FDOT.

13           Today is Tuesday, February 25, 2020, and it is  
14           approximately 6:00 p.m. We are assembled at the Dale  
15           Mabry Campus of Hillsborough Community College in the  
16           Student Services Building located at 4001 West Tampa Bay  
17           Boulevard in Tampa, Florida.

18           FDOT District 7 is conducting the hearing this  
19           evening to provide you with an opportunity to discuss the  
20           project and to submit comments on this PD&E Study.  
21           Public participation is encouraged and solicited without  
22           regard to race, color, religion, sex, age, national  
23           origin, disability, or family status.

24           This Public Hearing is being held and was  
25           advertised in accordance with applicable Federal and

1 State requirements as shown on the citation board  
2 located next to the sign-in table and is being conducted  
3 in accordance with the Americans With Disabilities Act  
4 of 1990. This information is also provided in the  
5 project brochure you may have received in the mail or can  
6 be found at the sign-in table.

7 This Public Hearing is being conducted on two  
8 separate dates this week to allow for maximum  
9 participation. The format of each of the two hearing  
10 sessions and the information presented are identical.  
11 Both sessions will be combined into a single Public  
12 Hearing record for the PD&E Study.

13 The first session is tonight, the 25th day of  
14 February 2020, from 5:00 p.m. to 7:30 p.m. at the Dale  
15 Mabry Campus of Hillsborough Community College in Tampa,  
16 Florida.

17 The second session will be held on Thursday,  
18 February 27th, 2020 from 5:00 p.m. to 7:30 p.m. at the  
19 Port Tampa Bay Cruise Terminal #6 located at 1331 McKay  
20 Street in Tampa, Florida.

21 This is your opportunity to receive information on  
22 the Recommended Locally Preferred Alternative of the  
23 Tampa Interstate Study Supplemental Environmental Impact  
24 Statement PD&E Study and officially provide your comments  
25 to be included in the Public Hearing record. The

1 proposed improvements of the Locally Preferred  
2 Alternative are based on environmental and engineering  
3 analyses completed to date, as well as public comments  
4 that have been received throughout the study. Results  
5 of the social, cultural, natural, and physical  
6 environmental analyses, documenting potential impacts,  
7 are contained in the documents on display here tonight  
8 and are available on the project website. Staff are  
9 available to answer questions regarding these reports.

10 The proposed project would include full  
11 reconstruction of the Westshore area Interchange to  
12 encompass three general purpose lanes and two new tolled  
13 express lanes in each direction, connecting the Howard  
14 Frankland Bridge and Westshore area to downtown Tampa  
15 along I-275. The tolled express lanes would be  
16 constructed to the inside of the roadway. Additionally,  
17 a transit corridor in the median would be preserved to  
18 accommodate future transit.

19 The tolled express lanes would provide direct  
20 connections from I-275 to other major transportation  
21 facilities and extend to Ashley Drive/Tampa Street via  
22 direct connect ramps, providing drivers direct access to  
23 and from downtown Tampa. These express lanes do not  
24 continue through the I-275/I-4 interchange. In the  
25 I-275/I-4 interchange area, the proposed improvements

1 would enhance safety and traffic operations by widening  
2 the ramps and eliminating the existing weaving condition.  
3 Access to Floribraska Avenue would be maintained.

4 Overall, the proposed project would upgrade the  
5 safety and efficiency of the existing I-275 and I-4  
6 corridors that service the Tampa Bay region while  
7 maintaining access to the surrounding community.

8 Now I am going to give you some information about  
9 right-of-way acquisition and how you can make comments  
10 on the project. On projects such as this, one of the  
11 unavoidable consequences is the necessary acquisition  
12 of properties and the relocation of families and  
13 businesses.

14 As shown on the concept plans on display at today's  
15 hearing, additional right-of-way will be needed for the  
16 Locally Preferred Alternative. For this project, we  
17 anticipate the relocation of 6 residences and 22  
18 businesses. All right-of-way acquisition will be  
19 conducted in accordance with Florida Statute 339.09 and  
20 the federal Uniform Relocation Assistance and Real  
21 Property Acquisition Policies Act of 1970, commonly  
22 known as the Uniform Act.

23 If you are required to make any type of move as a  
24 result of a Department of Transportation project, you can  
25 expect to be treated in a fair and helpful manner and in



1 compliance with the Uniform Relocation Assistance Act.  
2 If a move is required, you will be contacted by an  
3 appraiser who will inspect your property. We encourage  
4 you to be present during the inspection and provide  
5 information about the value of your property.

6 You may also be eligible for relocation advisory  
7 services and payment benefits. If you are being moved  
8 and you are unsatisfied with the Department's  
9 determination of your eligibility for payment or the  
10 amount of that payment, you may appeal that  
11 determination.

12 You will be promptly furnished necessary forms  
13 and notified of the procedures to be followed in making  
14 that appeal.

15 A special word of caution: If you move before you  
16 receive notification of the relocation benefits that you  
17 might be entitled to, your benefits may be jeopardized.

18 The acquisition and relocation specialists who are  
19 supervising this program are Paul Maddox and Susan  
20 Cooper. They will be happy to answer your questions and  
21 will also furnish you with copies of relocation  
22 assistance brochures.

23 Paul and Susan, please stand so that anyone who is  
24 involved in acquisition and relocation on this project  
25 will know who they need to see regarding their property.

1 Thank you.

2 When you arrived this evening, you should have  
3 received a copy of the project brochure. If you were not  
4 able to sign in or did not receive the brochure, please  
5 stop by our sign-in table before leaving this evening.  
6 If you have not already done so, please feel free to  
7 watch the presentation that is running continuously at  
8 the Public Hearing tonight in the adjacent room. It  
9 describes the Recommended Locally Preferred Alternative  
10 of the Tampa Interstate Study Supplemental Environmental  
11 Impact Statement PD&E Study in greater detail.

12 Before I continue, I would like to recognize any  
13 elected officials or their representatives who are here  
14 tonight. Please stand and introduce yourself for the  
15 record.

16 Anyone desiring to make a statement or present  
17 written views and/or exhibits regarding the location;  
18 conceptual design; or social, economic, and/or  
19 environmental effects of the project will now have an  
20 opportunity to do so.

21 You may also make a statement at the Public  
22 Hearing's second session scheduled for Thursday,  
23 February 27, 2020 at Port Tampa Bay Cruise Terminal #6  
24 in Tampa, Florida.

25 Those who wish to provide comments during this

1 formal portion of the Public Hearing should complete a  
2 speaker's card and submit it to a Department  
3 representative.

4 If you did not receive a speaker's card and would  
5 like to make a public comment, please raise your hand  
6 and an FDOT representative will be happy to provide you  
7 with one.

8 In addition to making an oral statement during this  
9 portion of the hearing, you can also make a comment to  
10 the court reporters here tonight after this formal  
11 portion of the Public Hearing. You may also submit your  
12 comments to FDOT in writing. Comment forms can be placed  
13 in one of the comment boxes this evening, or you can  
14 complete the form at a later time and mail it to us at  
15 the preprinted address on the back of the form. You may  
16 also submit comments to us electronically either by  
17 email or from the project website at the addresses found  
18 on the front of the project brochure. Please keep in  
19 mind that comments must be postmarked or emailed no later  
20 than Thursday, March 12, 2020 to be included in the  
21 official Public Hearing record.

22 At this time, we will begin taking public comments.  
23 I will call each speaker in the order in which the  
24 speaker card was received. Please limit your comments to  
25 the Tampa Interstate Study Supplemental Environmental

1       Impact Statement PD&E Study and keep them to three  
2       minutes in order to allow everyone an opportunity to  
3       speak.

4               Those who wish to provide additional comments may  
5       return to the microphone following the last speaker, if  
6       time permits, or you may present additional comments  
7       directly to the court reporters at the end of the formal  
8       portion of tonight's hearing.

9               As I call your name, please step to the microphone  
10      and state your name and address clearly into the  
11      microphone before making your comment so the court  
12      reporter can capture that information.

13              If you represent an organization, municipality, or  
14      other public agency, please provide that information as  
15      well. If you have questions, please see one of the FDOT  
16      representatives following this portion of the hearing.

17              The first speaker is Ron Weaver. Please come to  
18      the microphone.

19              MR. WEAVER: Thank you very much, Kirk. And I  
20      thank your entire team for letting the public speak  
21      tonight.

22              I rise on the occasion of two different  
23      interchanges. I think Charles Dickens wrote "*A Tale of*  
24      *Two Cities*." I rise on the occasion of two interchanges.  
25      And the first, I live here in Westshore here; and the



1 second, I work downtown. And therefore, I've watched  
2 these interchanges since the 1989 interstate study,  
3 and I would respectfully hope that you would continue to  
4 please save us from the very dangerous weaving that  
5 occurs in the downtown interchange and that we change  
6 the name of that Malfunction Junction to an Invitation  
7 Junction and to a Facilitation Junction to connect our  
8 region as we must with work and play and every other way  
9 that this region needs its connectivity for 126 million  
10 in tourism and each one of us.

11 And I therefore encourage you to continue with  
12 your preferred alternative, but be mindful please of the  
13 14th Street concerns, with respect to the concerns  
14 expressed by neighbors, with respect to the dangers of  
15 cut-through traffic in order to facilitate that much  
16 needed safety of having that additional connection with  
17 14th Street, but to please consider aesthetics and  
18 safety, any kind of amelioration that can be made with  
19 respect to cut-through traffic wherever possible.

20 But the same concern about the second of this tale  
21 of two interchanges, which is the Westshore interchange,  
22 that not only connectivity be a change in Westshore for  
23 which I thank you wholeheartedly, and thank you -- again,  
24 I lived in South Westshore North Beach Park -- I thank  
25 you for the connectivity of Westshore. It's long needed,

1 desperately needed, but please be sensitive to the  
2 aesthetics and the safety and the prevention of  
3 cut-through traffic with respect to not just the DOT  
4 properties, but properties nearby and the funding sources  
5 to enable the aesthetics and the safety and the  
6 prevention of cut-through traffic wherever possible  
7 with respect to Reo, Trask and Occident, with respect  
8 to the second interchange, with respect to Westshore  
9 before us.

10 I then turn to the downtown interchange, that it  
11 might become a Facilitation Junction instead of a  
12 Malfunction Junction. And look on page 22 of your air  
13 pollution study where it mentions that air pollution  
14 could be reduced by the increased speeds and reduced  
15 congestion of these kinds of improvements in order to  
16 actually improve air quality in and around the downtown  
17 interchange, for which I compliment you, and your page  
18 22 of the air pollution study and the materials we just  
19 all reviewed for the last hour.

20 And finally, I rise on the occasion of making sure  
21 that those that live and work and play in the Tampa Bay  
22 region continue to have the benefit of your courage with  
23 respect to the \$1.4 billion of funding that you've  
24 obtained for the Westshore interchange, and that as you  
25 continue the funding and improvements to the downtown

1 interchange that you'll continue to be mindful of the  
2 prevention of impacts upon additional properties, for  
3 which I commend you.

4 Thank you. My time is up.

5 MR. BOGEN: Thank you, Mr. Weaver, for your  
6 comment.

7 The next speaker is Gary Reckart.

8 MR. RECKART: My name is Gary Reckart, and I live  
9 at 4006 North Marguerite Street in Tampa. I have lived  
10 here since 1989.

11 The interstate study plan has been ongoing since at  
12 least 1985, 35 years ago, and has included my property  
13 among those to be acquisitioned for a storm water pond,  
14 and this has been in the TIS for all of these years, 35  
15 years. And because of that, my property's been  
16 blacklisted and I have not been able to sell it at all  
17 because everyone who does the research on it says it's  
18 going to be taken so we don't want to buy it. The pond  
19 site was needed to minimize the environmental impact of  
20 Hillsborough River.

21 The SEIS, otherwise called the Supplemental  
22 Environmental Impact Statement, tonight as being  
23 presented does not contain protection for Hillsborough  
24 River with the storm water runoff. The pond site was  
25 identified in Option A-ALT-1 and Option B-ALT-1, and now

1       you've slipped in an alternative E and A, B, C and D  
2       don't exist anymore and I've only learned of this just,  
3       like, a month ago.

4               So the conceptual plan, according to Kristen  
5       Carson, last May she said to me in an email:

6               *"We have a conceptual pond design, but we're*  
7       *waiting on the final approval of the SEIS by late 2020."*

8               I recently have been informed by the FDOT that  
9       the pond site for 35 years has been removed from the  
10      project and the Supplemental Environmental Impact  
11      Statement is being revised, and now you're slipping in  
12      an alternative E, and all we've been dealing with for  
13      the last three years is A, B, C and D. And so I'm  
14      confused about that. I'm confused about that it's going  
15      to take -- Hillsborough River has already been designated  
16      as an environmentally impaired river by Florida EPA and  
17      SWFWMD. This means the river is suffering a slow  
18      environmental death where thousands of fish and wildlife  
19      are impacted, caused jointly by the City of Tampa and  
20      FDOT dumping poisonous storm water into it.

21              Since 1966, FDOT has been diverting millions of  
22      gallons of toxic storm water from I-275 into Hillsborough  
23      River through large concrete pipes. They have not built  
24      a single storm water pond from I-4 north on I-275 to  
25      Hillsborough River.



1           As a citizen of Seminole Heights for the last --  
2           since 1966, and believing in protecting the environment,  
3           I am demanding that this SEIS be rejected until it  
4           includes pond sites every mile from I-4 north to Bearss  
5           Avenue, and I demand that the EPA and SWFWMD not grant  
6           any permits until this problem has been addressed.

7           MR. BOGEN: Thank you, Mr. Reckart, for your  
8           comment.

9           Is there anyone else who would like to make a  
10          statement?

11          The Public Hearing transcript, written statements,  
12          exhibits and reference materials will be available for  
13          public inspection within three weeks at the FDOT  
14          District 7 office located at 11201 North McKinley Drive,  
15          Tampa, Florida.

16          It is approximately 6:21 p.m. I hereby officially  
17          suspend the formal portion of the Public Hearing for the  
18          Tampa Interstate Study Supplemental Environmental Impact  
19          Statement PD&E Study.

20          This hearing will be continued at the second  
21          session on Thursday, February 27, 2020, from 5:00 p.m.  
22          to 7:30 p.m. at the Port Tampa Bay Cruise Terminal #6 in  
23          Tampa, Florida.

24          You may continue to view the materials on display  
25          and speak with our project staff.

1           On behalf of the Florida Department of  
2           Transportation, thank you for attending.

3           Remember to be alert today, alive tomorrow.  
4           Safety doesn't happen by accident.

5           Good night and thank you for your time.  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

C O M M E N T S

Neal Suarez  
3210 West La Salle Street  
Tampa, Florida 33607

MR. SUAREZ: Hello, this is Neal Suarez.

I live at 3210 West La Salle Street. My complaint is a noise barrier wall. You can see the semi trucks right out the front door. The address is 3210 West La Salle Street.

I was told that the section from MacDill west to Himes was cut off from funds. Would like also an improvement, and maybe putting up a nice wall where the gate is.

Basically, if we can get the barrier wall for the noise ten feet higher, that'd be the cat's meow.

Thank you for your time and your consideration.

1 Beatrix Rahms  
2 2025 Edgewater Drive, #9  
3 Clearwater, Florida 33755

4 MS. RAHMS: My name is Beatrix Rahms.  
5 2025 Edgewater Drive, Clearwater, Florida.

6 I have a property on Memorial Highway, commercial  
7 building, and I just want to -- I was suggested to come  
8 here to ask for a formal statement to receive a letter  
9 saying that my building is not affected by the  
10 improvements of the roadways, because we're also  
11 currently trying to sell the building. So I'd like to  
12 put the information on the building so people don't get  
13 upset, just in case.

14 Thank you.  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25



1 Neal Suarez  
3210 West La Salle Street  
2 Tampa, Florida 33607

3  
4 MR. SUAREZ: This is Neal Suarez. My address is  
5 3210 West La Salle Street, Tampa, Florida, 33607. I'm  
6 located between MacDill and Himes Avenue.

7 I'm requesting a noise study, especially between  
8 Matanzas and Lincoln Avenue. There is noise between  
9 MacDill west to Himes Avenue. Especially, my house,  
10 because I see the big 18-wheeler trucks above the wall.

11 Thank you for your time. You can email me at  
12 nfsuarez@gmail.com.

1                                   \* \* \* \* \*

2                   MR. BOGEN: Good evening. Welcome to the Public  
3                   Hearing for the Tampa Interstate Study, or TIS,  
4                   Supplemental Environmental Impact Statement, or SEIS.  
5                   This Project Development & Environment Study, or PD&E  
6                   Study, encompasses improvements to Interstate 275, or  
7                   I-275, from the Howard Frankland Bridge to north of  
8                   Dr. Martin Luther King Junior Boulevard and Interstate 4,  
9                   or I-4, from I-275 to east of 50th Street. The Work  
10                  Program Item, or WPI, Segment Number is 258337-2.

11                 My name is Kirk Bogen and I am the Environmental  
12                 Management Engineer for District 7 of the Florida  
13                 Department of Transportation, or FDOT.

14                 Today is Thursday, February 27, 2020, and it is  
15                 approximately 6:00 p.m. We are assembled at Port Tampa  
16                 Bay Cruise Terminal #6 at 1331 McKay Street in Tampa,  
17                 Florida.

18                 FDOT District 7 is conducting the hearing this  
19                 evening to provide you with an opportunity to discuss the  
20                 project and to submit comments on this PD&E Study.  
21                 Public participation is encouraged and solicited without  
22                 regard to race, color, religion, sex, age, national  
23                 origin, disability, or family status.

24                 This Public Hearing is being held and was  
25                 advertised in accordance with applicable Federal and

1 State requirements as shown on the citation board  
2 located next to the sign-in table and is being conducted  
3 in accordance with the Americans With Disabilities Act of  
4 1990. This information is also provided in the project  
5 brochure you may have received in the mail or can be  
6 found at the sign-in table.

7 This Public Hearing is being conducted on two  
8 separate dates this week to allow for maximum  
9 participation. The format of each of the two hearing  
10 sessions and the information presented are identical.  
11 Both sessions will be combined into a single Public  
12 Hearing record for the PD&E Study.

13 The first session was held on Tuesday, February  
14 25th, 2020 from 5:00 p.m. to 7:30 p.m. at the Dale Mabry  
15 Campus of Hillsborough Community College in the Student  
16 Services Building located at 4001 East Tampa Bay  
17 Boulevard in Tampa, Florida.

18 The second session is being conducted tonight,  
19 Thursday, February 27th, 2020, from 5:00 p.m. to  
20 7:30 p.m. at the Port Tampa Bay Cruise Terminal #6  
21 located in Tampa, Florida.

22 This is your opportunity to receive information on  
23 the Recommended Locally Preferred Alternative of the  
24 Tampa Interstate Study Supplemental Environmental Impact  
25 Statement PD&E Study and officially provide your comments

1 to be included in the Public Hearing record. The  
2 proposed improvements of the Locally Preferred  
3 Alternative are based on environmental and engineering  
4 analyses completed to date, as well as public comments  
5 that have been received throughout the study. Results  
6 of the social, cultural, natural, and physical  
7 environmental analyses, documenting potential impacts,  
8 are contained in the documents on display here tonight  
9 and are available on the project website. Staff are  
10 available to answer questions regarding these reports.

11 The proposed project would include full  
12 reconstruction of the Westshore area Interchange to  
13 encompass three general purpose lanes and two new tolled  
14 express lanes in each direction, connecting the Howard  
15 Frankland Bridge and Westshore area to downtown Tampa  
16 along I-275. The tolled express lanes would be  
17 constructed to the inside of the roadway. Additionally,  
18 a transit corridor in the median would be preserved to  
19 accommodate future transit.

20 The tolled express lanes would provide direct  
21 connections from I-275 to other major transportation  
22 facilities and extend to Ashley Drive/Tampa Street via  
23 direct connect ramps, providing drivers direct access to  
24 and from downtown Tampa. These express lanes do not  
25 continue through the I-275/I-4 interchange. In the



1 I-275/I-4 interchange area, the proposed improvements  
2 would enhance safety and traffic operations by widening  
3 the ramps and eliminating the existing weaving condition.  
4 Access to Floribraska Avenue would be maintained.

5 Overall, the proposed project would upgrade the  
6 safety and efficiency of the existing I-275 and I-4  
7 corridors that service the Tampa Bay region while  
8 maintaining access to the surrounding community.

9 Now I am going to give you some information about  
10 right-of-way acquisition and how you can make comments  
11 on the project. On projects such as this, one of the  
12 unavoidable consequences is the necessary acquisition  
13 of properties and the relocation of families and  
14 businesses.

15 As shown on the concept plans on display at today's  
16 hearing, additional right-of-way will be needed for the  
17 Locally Preferred Alternative. For this project, we  
18 anticipate the relocation of 6 residences and 22  
19 businesses. All right-of-way acquisition will be  
20 conducted in accordance with Florida Statute 339.09 and  
21 the federal Uniform Relocation Assistance and Real  
22 Property Acquisition Policies Act of 1970, commonly  
23 known as the Uniform Act.

24 If you are required to make any type of move as a  
25 result of a Department of Transportation project, you can

1        expect to be treated in a fair and helpful manner and in  
2        compliance with the Uniform Relocation Assistance Act.  
3        If a move is required, you will be contacted by an  
4        appraiser who will inspect your property. We encourage  
5        you to be present during the inspection and provide  
6        information about the value of your property.

7                You may also be eligible for relocation advisory  
8        services and payment benefits. If you are being moved  
9        and you are unsatisfied with the Department's  
10       determination of your eligibility for payment or the  
11       amount of that payment, you may appeal that  
12       determination.

13               You will be promptly furnished necessary forms  
14       and notified of the procedures to be followed in making  
15       that appeal.

16               A special word of caution: If you move before you  
17       receive notification of the relocation benefits that you  
18       might be entitled to, your benefits may be jeopardized.

19               The acquisition and relocation specialists who are  
20       supervising this program are Paul Maddox and Yemile  
21       Hernandez. They will be happy to answer your questions  
22       and will also furnish you with copies of relocation  
23       assistance brochures.

24               Paul and Yemile, please stand so that anyone who is  
25       involved in acquisition and relocation on this project

1 will know who they need to see regarding their property.  
2 Thank you.

3 When you arrived this evening, you should have  
4 received a copy of the project brochure. If you are not  
5 able to sign in or did not receive the brochure, please  
6 stop by our sign-in table before leaving this evening.  
7 If you have not already done so, please feel free to  
8 watch the presentation that is running continuously at  
9 the Public Hearing tonight in the adjacent room. It  
10 describes the Recommended Locally Preferred Alternative  
11 of the Tampa Interstate Study Supplemental Environmental  
12 Impact Statement PD&E Study in greater detail.

13 Before I continue, I would like to recognize any  
14 elected officials or their representatives who are here  
15 tonight. Please stand and introduce yourself for the  
16 record.

17 Anyone desiring to make a statement or present  
18 written views and/or exhibits regarding the location;  
19 conceptual design; or social, economic, and/or  
20 environmental effects of the project will now have an  
21 opportunity to do so.

22 Those who wish to provide comments during this  
23 formal portion of the Public Hearing should complete a  
24 speaker's card and submit it to a Department  
25 representative.

1           If you did not receive a speaker's card and would  
2           like to make a public comment, please raise your hand  
3           and an FDOT representative will be happy to provide you  
4           with one.

5           In addition to making an oral statement during this  
6           portion of the hearing, you can also make a comment to  
7           the court reporters here tonight after this formal  
8           portion of the Public Hearing. You may also submit your  
9           comments to FDOT in writing. Comment forms can be placed  
10          in one of the comment boxes this evening, or you can  
11          complete the form at a later time and mail it to us at  
12          the preprinted address on the back of the form. You may  
13          also submit comments to us electronically either by  
14          email or from the project website at the addresses found  
15          on the front of the project brochure. Please keep in  
16          mind that comments must be postmarked or emailed no later  
17          than Thursday, March 12, 2020 to be included in the  
18          official Public Hearing record.

19          At this time, we will begin taking public comments.  
20          I will call each speaker in the order in which the  
21          speaker card was received. Please limit your comments to  
22          the Tampa Interstate Study Supplemental Environmental  
23          Impact Statement PD&E Study and keep them to three  
24          minutes in order to allow everyone an opportunity to  
25          speak.



1           Those who wish to provide additional comments may  
2           return to the microphone following the last speaker, if  
3           time permits, or you may present additional comments  
4           directly to the court reporters at the end of the formal  
5           portion of tonight's hearing.

6           As I call your name, please step to the microphone  
7           and state your name and address clearly into the  
8           microphone before making your comment so the court  
9           reporter can capture that information.

10          If you represent an organization, municipality or  
11          other public agency, please provide that information as  
12          well. If you have questions, please see one of the FDOT  
13          representatives following this portion of the hearing.

14          The first speaker is Karen Jaroch. Please come to  
15          the microphone.

16          MS. JARoch: Hello. My name is Karen Jaroch and I  
17          live at 16501 East Course Drive in Tampa. And my work  
18          has me frequently in Pinellas and Brandon. I live in the  
19          northwest part of the County. I'm a regular user of  
20          I-275. I get on at Bearss Avenue to access I-4 and to  
21          get usually to the Selmon Connector as well. I also  
22          travel down Veterans Expressway so I travel down segments  
23          2B, 3A, 3B and 1A.

24          I propose that the changes proposed today will  
25          decrease the travel time making it more efficient and

1 make my trips much safer for me and my family.

2 I'm in favor of the Locally Preferred Alternative  
3 for all segments in the study. The changes to 2B, a/k/a  
4 Malfunction Junction, will help alleviate the crash-prone  
5 standstill that we encounter when we get to the on ramp  
6 to I-4 from southbound I-275.

7 I especially like the off ramp from I-4 at the 14th  
8 Street exit as it will reduce the number of cars I have  
9 to compete with when I need to weave over to the Selmon  
10 Connector that gives me about 60 seconds to weave over  
11 three lanes and it's very dangerous in the congested  
12 traffic.

13 On my return I'll see ease in the difficulty of  
14 weaving from one side of westbound I-4 to the other side  
15 of westbound I-4 as I enter from the Selmon Connector and  
16 have to quickly maneuver to get to the northbound I-275  
17 ramp. The length and approach will be very helpful.

18 I travel south on Veterans's Expressway often as  
19 well, which is my route to Pinellas, and it empties right  
20 into I-275 southbound direction, and the transition near  
21 the airport will be very helpful here.

22 The return trip is frequently bogged down by a  
23 limited capacity of a single lane on ramp so I'm very  
24 pleased that the Locally Preferred Alternative will add a  
25 lane there.

1           I fully endorse the Locally Preferred Alternative  
2           for all segments as presented today at this hearing.

3           Thank you.

4           MR. BOGEN: Thank you for your comment.

5           Our next speaker is Doug Jesseph.

6           MR. JESSEPH: Hello. Doug Jesseph, J-E-S-S-E-P-H,  
7           6007 Suwanee Avenue, Tampa, representing the Old Seminole  
8           Heights Neighborhood Association.

9           I'm here to object to the economic impact analysis  
10          and the SEIS, in particular. I take issue with its  
11          incoherent prosthetic accounting and its preposterous  
12          projections for economic benefit. The most obvious  
13          shortcoming in its approach is that the only cost it  
14          considers is the dollar price of expanding interstates.  
15          No mention is made of the well-known economic down sides  
16          associated with urban interstates. They turn otherwise  
17          useful property into concrete monoscapes.

18          Study after study has shown quite conclusively  
19          that urban interstates yield no net economic gain because  
20          they impose gigantic economic burdens. But this study  
21          conveniently overlooks these well-established facts and  
22          proceeds as if the only cost to be recovered is the money  
23          spent on construction.

24          Furthermore, the study makes no provision for the  
25          delays to construction imposed. The authors confidently

1       assert "Congestion most directly affects the count of  
2       productivity," and that the relief of congestion is the  
3       principal economic benefit to be derived from the planned  
4       expansion.

5               But apparently by magic the construction process  
6       with its orange cones, lane closings and traffic  
7       diversions is assumed to have zero impact on time spent  
8       in congestion.

9               Worse still, the study falsely assumes that  
10      expanding the interstate will improve traffic flow and  
11      will thereby generate economic benefits.

12              However, we already know that adding lanes to  
13      heavily traveled interstates does nothing to ease  
14      congestion or reduce accidents. In the history of  
15      pavement, no such scheme has succeeded.

16              Again, the literature on this point is voluminous,  
17      but FDOT ignores it. Their model factors in imaginary  
18      increases in average freeway speed to yield to the  
19      conclusion that the misnamed "operational improvements"  
20      will enhance the local economy, but there is no reason to  
21      believe that the project will ease congestion and an  
22      excellent reason to believe that it will fail.

23              In case you do not share my skepticism on this  
24      point, I remind you that from 2002 to 2006, FDOT spent  
25      over \$100 million dollars on operational improvements to



1       now Malfunction Junction. In the words of FDOT spokesman  
2       John McCaffrey, the project would, "put more function  
3       into that junction."

4               The result was the infamous flyover ramp linking  
5       I-275 southbound traffic onto I-4 east. As we know,  
6       every nickle of that expenditure was wasted and no  
7       traffic improvements followed.

8               Nevertheless, the clown posse is back using the  
9       same failed economic model and the same false assumptions  
10      promising that this time for sure something good will  
11      come from expanding the local interstate contrary to all  
12      available evidence.

13              I am a professor by trade. I hand out grades for a  
14      living. The economic analysis here rates an F.

15              Thank you.

16              MR. BOGEN: Thank you for your comment.

17              Our next speaker is Dave Sobush.

18              MR. SOBUSH: Good evening. Dave Sobush, 4300 West  
19      Cypress Street, Tampa. On behalf of the more than 40  
20      member companies of the Tampa Bay Partnership, I rise to  
21      voice support for the Locally Preferred Alternative  
22      proposed by the Florida Department of Transportation  
23      District 7 and the improvements identified for segments  
24      1A, 2A, 2B, 3A and 3B of the Tampa Interstate Study.

25              Tampa Bay is one of the fastest growing metro areas

1 in the country and we must make strategic multimodal  
2 transportation investments to provide mobility options  
3 for this rapidly expanding population.

4 The improvements identified in the LPA aim to  
5 relieve major bottlenecks and provide operational and  
6 safety solutions at both the Westshore and downtown  
7 interchanges. These interchanges are the transportation  
8 linchpins for our region as they connect people and  
9 commerce to and through the Tampa Bay region. The  
10 proposed infrastructure investments may also enable the  
11 development of innovative transit options for the Tampa  
12 Bay region.

13 Additionally, we believe FDOT has actively listened  
14 and responded to the wishes of the region and concerns  
15 that have been raised throughout development of the  
16 Supplemental Environmental Impact Statement.

17 The proposed alternative reflects the many changes  
18 that FDOT has made based on extensive input from  
19 residents, business leaders and elected officials in  
20 the Tampa Bay region.

21 Thank you for your consideration and the  
22 opportunity to weigh in favorably on this recommended  
23 option.

24 MR. BOGEN: Thank you for your comment.

25 Our next speaker is Sharon Calvert.

1 MS. CALVERT: Good evening. I'm Sharon Calvert  
2 and I live at 340 Pinellas Bayway South in Tierra Verde.  
3 While I would prefer that the corridor -- that the  
4 managed express lanes would have been a locally preferred  
5 alternative, I do support the Locally Preferred  
6 Alternative for all segments as we see here tonight.

7 Added capacity and improved safety is key and  
8 we've -- I've lived in Hillsborough County since 1977  
9 and we've always been told that Malfunction Junction was  
10 going to get fixed. And, yes, there has been some  
11 improvements, but it's actually gotten more dangerous  
12 with some of the weaving that has to occur if you're  
13 trying to weave across to get to the Selmon Connector  
14 one way and then come back and head north on 275 another  
15 way.

16 That asset is used by not just those who reside in  
17 Hillsborough County, but is a critical transportation  
18 asset that's used by people in surrounding counties as  
19 well as tourists.

20 And for me who lives in Pinellas County, I have  
21 used it and it is a major evacuation route for me if I  
22 do need to evacuate. And I do like to come over to the  
23 Port and take a cruise as well.

24 So I believe that there's been survey after survey  
25 after survey that reflects that improvements and

1 expansion of the interstates is needed and is wanted, and  
2 I support the Locally Preferred Alternative for all  
3 segments.

4 Thank you.

5 MR. BOGEN: Thank you for your comment.

6 Our next speaker is Rick Fernandez.

7 MR. FERNANDEZ: I wonder if the timekeeper could be  
8 over there. Yeah, there you go. My peripheral is not  
9 that great.

10 For the record, Rick Fernandez 2906 North Elmore  
11 Avenue in Tampa, 33602. That's in Tampa Heights. I am  
12 the chair of the Transportation Committee for Tampa  
13 Heights Civic Association and former president.

14 And for anyone here who's not familiar with Tampa  
15 Heights, aside from being the oldest neighborhood in the  
16 City, we're also bordered to the east and to the south by  
17 Interstate 275. I quite literally live in the shadow of  
18 Interstate 275 in the downtown interchange.

19 I stand here on my own personal behalf and to  
20 represent the Civic Association in opposition to the  
21 preferred alternative being proposed by the Department  
22 of Transportation, largely referencing the entire  
23 footprint of the SEIS envelope, but more specifically  
24 with relation to the operational improvements that are  
25 being suggested for the downtown interchange including,



1 but not limited to, the capacity increase to the flyover  
2 for southbound 275 onto eastbound I-4 and the addition of  
3 exits into the Ybor City community.

4 We do support the no-build option for the downtown  
5 interchange because, frankly, it is the only option that  
6 has ever been presented to us for consideration that did  
7 not involve any further harm to the community.

8 We also support what we consider to be  
9 commonsensical approaches such as lowering speed limits  
10 in the area of the downtown interchange, ramp metering,  
11 better lane markings, better signage, and above all  
12 transit alternatives first and foremost to remove cars  
13 from the interstate and other roads, because that is the  
14 only way we're going to dig ourselves out of the pit that  
15 we're currently in.

16 Having said that, I want to shift gears, no pun  
17 intended, to environmental and health impacts, which are  
18 particularly personal to me.

19 The FDOT has evidenced a disregard for the health  
20 and safety of this community for decades. We know there  
21 are adverse health impacts associated with living in  
22 proximity to high traffic corridors such as 275 and I-4.

23 We know that these impacts are manifest in such  
24 conditions as child asthma and in the infirm and aging  
25 population. We also know there are issues regarding

1 cardiopulmonary health and cancer.

2 In short, your interstate is a pollution factory  
3 which is harming my friends and neighbors. And your  
4 answer, remarkably enough, is to make the factory larger,  
5 more cars, more pollution.

6 I find this incogitable and in breach of your  
7 fiduciary obligations to this community. This plan is  
8 an insult. It is not welcomed. It never has been and  
9 never will be. I've exceeded my time.

10 MR. BOGEN: Thank you for your comment.

11 Our next speaker is Laura Lawson on behalf of  
12 Commissioner Pat Kemp.

13 MS. LAWSON: Good evening. I'm Laura Lawson. I'm  
14 senior legislative aide to Pat Kemp. She's a county-wide  
15 commissioner, District 6, and she's also the vice chair  
16 of the Metropolitan Planning Organization here in  
17 Hillsborough County.

18 Commissioner Kemp reviewed the study and she has a  
19 number of concerns. It needs to be understood that this  
20 is an update to a 1996 study. Twenty-four years have  
21 gone by, and many of us can probably remember that time,  
22 perhaps not all that well, but during that time there  
23 were a lot of things that we didn't know that we know  
24 now.

25 We know a lot more about climate change. It was

1       ten years later that Al Gore debuted the movie called  
2       "Inconvenient Truth."

3               We know a lot more about how transit works. We  
4       probably wouldn't be even having a suggestion of putting  
5       buses in the middle of a highway if we were coming up  
6       with such a plan now.

7               We know a lot more about transportation impacts  
8       from pollution and the impacts and where they come from.  
9       They don't just come from the exhaust pipe of cars.  
10      They come from tires, I believe that someone else  
11      previously mentioned. They come from the road itself.  
12      They come from brake dust, and these are all significant  
13      and will not be removed by electrification.

14              Also, when one looks back at the project  
15      commitments that are made in chapter ten of the study,  
16      you can look back, there are a number of commitments made  
17      in 1996. There's very, very few and very, very unclear  
18      commitments made as far as -- at this time.

19              And one of them is interesting. One that they do  
20      say that has been completed and fulfilled is the Hart  
21      north transit terminal and maintenance facility on 21st.  
22      I don't know if any of you all have been there or are  
23      familiar with it, but when Hurricane Irma came through  
24      the director of Hart at this time was concerned that it  
25      wouldn't survive the storm because it's in such bad

1 shape, and everybody knows that it needs to be replaced.

2 Also, it recommended a multimodal terminal parking  
3 garage in downtown Tampa. Commissioner Kemp doesn't  
4 believe that downtown Tampa is the place to build another  
5 parking garage.

6 When you look at the commitments that we've made --  
7 now, you can read them in less than half a minute -- they  
8 are one sentence apiece, 11. The commitment to transit  
9 is FDOT would -- I don't know why the "would" --  
10 coordinate with transit agencies to address transit  
11 during the construction phase.

12 This has been going on for years. The community  
13 has been demanding transit. That's not the kind of  
14 commitment that Commissioner Kemp was hoping to see.

15 Commissioner Kemp is also concerned that the study  
16 does not address a number of social, public health and  
17 environmental impacts of the project, including  
18 affordable housing, including the health impacts of  
19 cancer and asthma.

20 Well, thank you very much, and that's it.

21 MR. BOGEN: Thank you for your comment.

22 Our next speaker is Karen Kress.

23 MS. KRESS: Good evening. Karen Kress. I'm here  
24 representing the Tampa Downtown Partnership. The Tampa  
25 Downtown Partnership serves as a steward of downtown



1 Tampa cultivating public and private collaborations and  
2 encouraging downtown's economic development.

3 As a proactive leadership organization, we act as  
4 an advocate for the downtown community, including over  
5 240 member companies, 14,000 residents and 58,000  
6 employees.

7 Our organization has a long history of support  
8 for multimodal options of transportation. This includes  
9 micro mobility services such as the Downtowner, Bike  
10 Share, Zip Car, Cross Bay Ferry and the TECO Line  
11 street car.

12 As a regional hub with massive population growth  
13 projections, our organization also understands the value  
14 of investment in our current interstate system;  
15 therefore, we support the proposed enhancements of the  
16 Tampa Bay Next SEIS.

17 The interstate envelope is key to connect  
18 Westshore, downtown to the University of South Florida  
19 area. The Partnership is encouraged by the state's  
20 investment in both the Howard Frankland Bridge and the  
21 State Route 60 Westshore interchange.

22 We understand that there is not currently  
23 funding for the downtown interchange beyond the proposed  
24 option E operational and safety improvements.

25 It's important to continue the conversation and

1 explore modal options. The Partnership supports the  
2 need to include a regional fixed route system with a  
3 dedicated right-of-way.

4 We will continue to work with FDOT and the City of  
5 Tampa on impacts through our downtown neighborhoods and  
6 to preserve Ashley Drive as downtown's grand boulevard.  
7 This can be accomplished in part through design and  
8 signage to encourage more use of the downtown east exit.

9 In addition, we would recommend that the signage  
10 for the Scott Street exit also contain a reference to  
11 Tampa Street so that people not destined for the western  
12 edge of our downtown know that they have an option to  
13 proceed on Tampa Street which has better capacity than  
14 Ashley Drive to handle traffic.

15 During construction and beyond, compliance of  
16 transportation demand management measures should be put  
17 into place supporting bicycle, pedestrian and transit  
18 improvements for Tampa downtown.

19 Thank you.

20 MR. BOGEN: Thank you for your comment.

21 Our next speaker is Michelle Cookson.

22 MS. COOKSON: Good evening. Michelle Cookson,  
23 6002 North Suwanee Avenue, Tampa. I'm here speaking on  
24 behalf of myself, a citizen of Tampa for 24 years now,  
25 also a member of -- on behalf of my nonprofit, Sunshine

1 Citizens, which represents thousands of citizens fighting  
2 for transit and better transition.

3 For the record, I'm here yet again to provide  
4 public comment on opposition to inland interstate  
5 expansion, always pushing ahead. The local community  
6 clearly and consistently has stated priority of building  
7 high capacity mass transit and our desired investment in  
8 that infrastructure rather than interstate expansion.

9 I and my neighbors turned out in numbers of several  
10 hundreds at the last year's public hearing for project  
11 segments six and seven. The majority expressed our  
12 preferred alternative of no further action/no-build, and  
13 those results and comments were promptly ignored.

14 This endless perpetuation of induced demand,  
15 increasing capacity to serve only single occupancy  
16 vehicle travel and the expansion of continued harm to  
17 the environment and human health remains the worst  
18 possible polluting scenario and the most wasteful.

19 It will also negatively impact our capacity to  
20 more efficiently meet our locally identified and  
21 prioritized transportation projects and our goals for  
22 greater density, quality of life and wise economic  
23 investment as we address growth.

24 We can't pay our way out of that and it comes down  
25 to what is FDOT doing to remove cars off the road, not

1       increase -- but get cars off the road and support transit  
2       and connecting human empowered mobility options.

3               This SEIS reflects a plan that perpetuates a cycle  
4       of failure and harm.

5               MR. BOGEN: Thank you for your comment.

6               Our next speaker is Kristopher Gallagher.

7               MR. GALLAGHER: Hi, Kristopher Gallagher,  
8       709 East Lake Avenue, Tampa, Florida, 33603. I would  
9       like to see a little bit more public transit options  
10      that work in conjunction with the already existing  
11      interstate. I don't think it needs to be widened. I  
12      do agree with the fact that cars need to be removed  
13      and other options need to be provided for the citizens  
14      that make theirs trips.

15              In addition, I live near Robles Park, which is a  
16      beautiful park with a lake, and I spend some time there  
17      and the park is about four blocks west or, excuse me, it  
18      expands four blocks just to the west of the I-275  
19      southbound lane and it's nearly at grade with the  
20      interstate.

21              So if changes are going to be made, a visual or a  
22      sound barrier up against that park I think would be  
23      beneficial.

24              Thank you.

25              MR. BOGEN: Thank you for your comment.



1           Our next speaker is Christine Acosta.

2           MS. ACOSTA: Good evening. I'm Christine Acosta,  
3           2402 West Morrison Avenue, Tampa, Florida. I'm here to  
4           urge the Florida Department of Transportation when  
5           deciding safety improvements in this plan to consider  
6           safety improvements that are needed by all people in our  
7           community and not just those on the interstate, but those  
8           who are engaged in active transportation, especially in  
9           the heavy pedestrian, bicycle and scooter areas of our  
10          urban environment.

11          In particular, I request consideration of safety  
12          improvements on Franklin Street as it passes under 275.  
13          Presently, this is an extremely dangerous and  
14          inhospitable space for anyone not in a vehicle, and I  
15          fear it will become much more so with this plan  
16          unfolding.

17          It is an economic barrier to development on both  
18          the south side of Franklin Street and the north end of  
19          Franklin Street where we have lots of small businesses  
20          evolving and has some really great parks of our urban  
21          environment that need to stay connected in a better way.

22          I invite all Florida Department of Transportation  
23          stakeholders to tour this space with me and other  
24          advocates by bike and on foot.

25          Thank you.

1           MR. BOGEN: Thank you for your comment.

2           Our next speaker is Amanda Brown.

3           MS. BROWN: Amanda Brown, Tampa, Florida, 33610.

4           I will continue to state my continued opposition to the  
5           TIS TBN Tampa Bay Next Project as it is presented.

6           Today, I specifically want to speak to my opposition to  
7           the 14th and 15th Street exit.

8           If you do drive on this corridor, as I do everyday,  
9           you should be familiar with how terrible the design of  
10          the roadway is. This exit will increase traffic into  
11          the Ybor and surrounding neighborhoods. It will be  
12          ten-fold.

13          If this exit is built, the surrounding  
14          neighborhoods will be negatively impacted and the City  
15          and County can kiss any chance of reaching its vision of  
16          zero safety goals goodbye. This exit doesn't seem worth  
17          the money, construction time and future accidents that we  
18          will experience.

19          Myself and so many in this community continue to  
20          ask for new creative thinking from FDOT, something that  
21          will get many of us out of our cars so that others, many  
22          of who have spoken today, can enjoy a less congested  
23          highway, the one that FDOT has been told this project  
24          will provide.

25          The community has worked on studies for years.

1 Projects such as alternatives for the CSX bus routes and  
2 bikes and pedestrians and we are continually told that we  
3 don't have projects.

4 We need FDOT to help us with our transit and  
5 walk/bike projects, which are considered transportation,  
6 and we do not need push back.

7 I will continue to state that expanding the  
8 interstate will only induce demand, much like it did in  
9 Houston, and that the supporters here will be back to  
10 complain about how this project didn't fix anything in  
11 the future. More cars will only increase our air  
12 pollution, and we're starting to see emerging  
13 particulates from tires and fluids that run off from our  
14 roads into our bay.

15 Until I see the 14th and 15th Street exit removed  
16 and FDOT helping us to get our preferred transit and bike  
17 projects up and running, I will continue to request the  
18 no-build alternative for this project.

19 Thanks.

20 MR. BOGEN: Thank you for your comment.

21 The next speaker is Matthew Suarez.

22 MR. SUAREZ: Hey, Kirk. So I just wanted to go  
23 ahead and say that I oppose the proposal as far as the  
24 exits go. This looks like basically taking the 21st and  
25 22nd Street interchange exit and backing it up for the

1       third time, because I see it where the current exit  
2       getting off at 22nd and 21st Streets off of I-4 has been  
3       removed and then we're backing it up prior to Nuccio  
4       Parkway, so I don't know.

5               Y'all are just always, you know, just trying to  
6       figure out something different than what the community  
7       actually wants, but anyway I hope that rail will become  
8       more of a serious consideration.

9               I looked through the planning documents of the  
10       SEIS and that was something that was never mentioned as  
11       far as when it came to serious consideration for how the  
12       CSX -- conversion of the CSX tracks to commuter rail  
13       would positively or what would be the outcome of that  
14       transportation intervention playing out in mitigating,  
15       you know, impacts on the interstate.

16              So as far as, like, with ridership and whatnot, you  
17       know, why wasn't CSX looked at as far as an alternative  
18       prior to any other further inner city expansion in seeing  
19       what that result through a study would actually, you  
20       know, how those metrics would actually happen or what  
21       they would do.

22              And then, again, the boulevard was another thing  
23       that the community wanted and that was shelved off to  
24       the side through a 10-page memo and y'all got rid of that  
25       one pretty early on in the process.



1           So I just think that there was a lot of, you know,  
2           desire to not go with the hard -- or go to what the  
3           community wanted and rather goes to what the DOT wants.

4           MR. BOGEN: Thank you for your comment.

5           Our next speaker is Dayna Lazarus.

6           MS. LAZARUS: Hello. So I --

7           MR. BOGEN: State your name.

8           MS. LAZARUS: I'm sorry. I got here late. I  
9           don't feel good. Dayna Lazarus, 2603 East 26th Avenue,  
10          33605.

11          Yeah, so I just bought a house right in this area  
12          where -- not too far north of I-4. It's my first house  
13          and I chose it very carefully for its location. It's  
14          pretty close to where I work. It's -- well, it's about  
15          four miles from where I work.

16          The exit that currently exists, an on ramp to I-4  
17          onto 21st and 22nd, whether I'm heading east on I-4 or  
18          north on 275, I've never had a problem even at rush hour.  
19          Like, it kind of frees up right in that area actually and  
20          it takes me -- again, four miles from work, I get onto  
21          the I-4 ramp at 22nd -- I'm sorry -- 21st and I go east.  
22          It literally takes me five minutes to get to work at  
23          8:00 a.m., and coming back at -- between 5:00 and 6:00,  
24          I usually get off and, again, there's no traffic and I  
25          get off on exit one.

1           And I do see traffic, like, ahead of me, I  
2       understand that, trying to get around the corner, but I  
3       don't understand why those exits have to change because  
4       they were fine from my perspective and for my use.

5       And actually just because I enjoy bike riding I now  
6       commute by bike five days a week, Monday through Friday,  
7       from again 8:00 to between 5:00 and 6:00, and I go -- I  
8       take 26th Avenue to 40th Street. I go north on 40th  
9       Street and then I go east on Lake Avenue and then I  
10      cross 56th on MLK and I go down MLK, and it is  
11      terrifying. I feel like I'm going to die every time I  
12      do it, but I do it because it's fun and it's savings  
13      gas and it, you know, doesn't put carbon in the  
14      atmosphere, et cetera.

15           And so I would much prefer to see FDOT invest our  
16      money into bicycle -- specifically bicycle improvements,  
17      because it's such an untapped way to commute, but --  
18      so, yeah, and then I left the comment form.

19           Thank you.

20           MR. BOGEN: Thank you for your comment.

21           That was the last card that I have. Is there  
22      anyone else that would like to make a statement?

23           MR. BOGEN: Laura Lawson.

24           MS. LAWSON: Yes, this is me, Laura Lawson, 304  
25      West Hilda Street in South Seminole Heights in Tampa.

1 I'm also a former chair of the Hillsborough County MPO  
2 Citizen Advisory Committee.

3 I've been following this project now since it was  
4 first announced down at the Pepin Center many years ago  
5 and I'm disappointed to see that we have not -- what's  
6 in this study -- I've been waiting for this study to come  
7 out for, like, five years and I finally got a chance to  
8 read it today, and I'm disappointed to see that all of  
9 the effort that residents have put in showing up at so  
10 many meetings asking for so many things we get this list  
11 of commitments that's barely -- they're not commitments,  
12 they're just references to things.

13 And I really -- we did a study several years ago  
14 about CSX. That's an option. That's what they did.  
15 In Orlando, they converted the CSX tracks and created Sun  
16 Rail as part of their interstate project and the state  
17 paid for it, including operations for seven years.

18 People have been asking for this. Residents have  
19 been asking for rail. It also parallels the  
20 infrastructure of 275 going north towards the University.  
21 It's such an incredible opportunity, but I did a word  
22 search and I couldn't find anything about it in here at  
23 all.

24 I'm really disappointed that we're not considering  
25 more about our climate. A study just came out recently

1 from the Southern Environmental Law Center and they say  
2 that the four things that you need to do to try to  
3 achieve climate justice through transportation are  
4 reduce vehicle miles traveled. I searched in here for  
5 "vehicle miles traveled." Nothing, only a reference to  
6 it in terms of -- no concept that it will reduce that,  
7 this will increase that.

8 Number two, transit adoption. Again, we don't  
9 have details and the transit that we have that's  
10 referenced in here is just illusory. We don't have any  
11 commitments.

12 Electric vehicles. That's the third thing. Of  
13 course, that's coming, but we're not there yet. And even  
14 if we were, there's still particulate matter, there's  
15 still pollution associated with having all of these  
16 single occupancy vehicles on the road from tires, brakes,  
17 from the roadway, from all of it.

18 And then fuel economy is the last one. I also  
19 think it's important -- we're talking about with all of  
20 these exits, I live near Hillsborough Avenue, it's like  
21 crossing a Rubicon trying to get across there because  
22 it's impacted by the interstate. It intersects the  
23 neighborhood. It stops traffic.

24 Everywhere we put a new exit, a new ramp, there is  
25 going to be impacts and they need to be considered and



1 addressed, and this study doesn't do that.

2 Thank you.

3 MR. BOGEN: Thank you for your comment.

4 Is there anyone else that would like to make a  
5 statement?

6 Okay. Make a statement and fill out the card  
7 after you make your statement.

8 MR. VELA: Absolutely. Hey, everybody. My name  
9 is Chris Vela. I live at 924 1/2 East 11th Avenue, just  
10 due south of the interchange. I'm in the area of  
11 potential effect. That's 33605 in Tampa.

12 I'm going to start off with a statement. In the  
13 actual report, in the analysis that justified this  
14 project, TB Next quotes, "It is unlikely to effect  
15 children or older adults or the disabled once it opens  
16 if they do not use the interstate." So right off the bat  
17 this project is being unfair and discriminatory towards  
18 anybody that has issues with driving.

19 Folks, this is a federal facility. So the  
20 government is basically shutting you down having any  
21 access to it, but let's just kind of step back here.

22 Now, in all of these reports it was stated in there  
23 in black-and-white that TB Next, the program that was  
24 used to determine the impacts in my neighborhood, in Ybor  
25 City, in all of our CRAs, that program can't determine

1 the local impacts. FDOT has no clue what's going to  
2 happen economically in our communities.

3 What we have seen since the 1960s is a ton of  
4 properties have lost value. We've seen a lot of our  
5 streets become a servicing highway system. We've seen a  
6 lot of vision zero issues, especially on streets that  
7 are serving the interstate system and it's completely  
8 uncalled for.

9 We were promised to get high speed rail and now  
10 we're not going to get that anymore. Everything that  
11 FDOT is trying to offer, and even the feds are trying to  
12 offer us, is concessions. It's just putting up walls in  
13 the neighborhood, sound walls.

14 In my community, we are well-connected. We run  
15 on a grid and so what we got in the 1960s were grassy  
16 berms, right? And then as we saw more streets become  
17 servicing the interstate, we had sound walls or  
18 interstate walls that are put up and divided our  
19 neighborhoods.

20 Westshore is getting reconnected. They are not  
21 in a CRA. They are actually getting connections on  
22 service roads. FDOT has not even remotely, like,  
23 offered that to us.

24 And so here is an area that has higher demographics  
25 that is predominantly white versus an area like mine

1       where we have a lot of cultural Europeans, blacks,  
2       Hispanics, everyone, and we're not getting any connection  
3       at all. We're actually just getting more expansion of  
4       the interchange system itself.

5               We are dealing with an inordinate amount of lights,  
6       air pollution. And if you can go on our County maps you  
7       will see that we're getting rained on with cancer risks,  
8       poor air quality, brake dust.

9               FDOT says, well, if we move cars faster and faster  
10      you're going to reduce those air quality impacts. But  
11      guess what, folks, they want to put up stop lights and  
12      more stop lights on these exits and cars will slow down  
13      and I will be impacted and my life will be shortened by  
14      this project.

15              I don't want this project to happen, and I say no  
16      to the entire bit of Tampa Bay Next.

17              MR. BOGEN: Thank you for your comment.

18              Anyone else? Make sure we get them speaker cards  
19      to fill out.

20              MR. PATEL: Okay. My name is Mit Patel. I live  
21      in Tampa. Zip code is 33609. I've been at this project  
22      for about five years -- probably, yeah, close to five  
23      years now. And it's gotten prettier as far as  
24      presentation, but as far as substance it's pretty much  
25      the same, if not worse.

1           The demographic changes that's happening with  
2           downtown, I speak specifically towards the urban area,  
3           all of the stats -- all of the studies show that we  
4           should be talking about removing the highway and not  
5           expanding the highway in that area. And I'm a car guy.  
6           I love cars. I've got three cars of my own. I love  
7           driving them. I'm not saying that people have to stop  
8           driving their cars, but some forms of transportation are  
9           just for some areas.

10           In downtown and the area that will become, will  
11           become even more metropolitan and we have to start  
12           looking at the residents that live there and what is the  
13           medium to get around sufficiently, economically that it's  
14           going to make sense, and the way to do that is through  
15           transit, go to mass transit.

16           Expanding the highway in any form or fashion  
17           whether it's toll roads, whether it's free roads, whether  
18           it's adding a lane here and there is not going to solve  
19           the purpose of congestion. It's not going to add  
20           economic value.

21           And if this Department is really serious about  
22           traffic or transportation as it is in their title and if  
23           we don't sit down and have that conversation, all of this  
24           is just a farce.

25           You look at it and you don't get any respect from



1 me, me personally, from the citizens that live here, I  
2 doubt they will ever have that respect. I see the  
3 effort. I'm not trying to demean anybody that works --  
4 I've actually started liking some of you folks over the  
5 last few years. That hasn't always been the case and I  
6 know you're trying to do your job. But whether the  
7 policy is or whoever the policymakers are, they keep  
8 running the same thing down our throats and expect us to  
9 come here and sit down and just take it on no matter how  
10 pretty it's starting to look. I think that's just not  
11 fair to us.

12 So, you know, even this, this whole stage right  
13 here when I get up here and we talk about this, it's just  
14 checking the check box for the DOT. It's not going to  
15 change anything. And that's -- we, as citizens, we feel  
16 that. We know that.

17 We've come out here for five years and no matter  
18 what we say, even if it goes into that little court  
19 reporter's laptop, it ain't going to change nothing. It  
20 ain't going to change nothing until the direction from  
21 the State and this Department has an honest conversation  
22 about what we're going to do.

23 Thank you.

24 MR. BOGEN: Thank you for your comment. Is there  
25 anyone else that would like to make a statement?

1           MR. IGNAS: My name is Gus Ignas. I live at  
2           516 North Trask Street in Tampa, Florida, 336009.

3           I currently live less than 100 feet from the  
4           existing 275 Westshore interchange construction that has  
5           already started. I also have watched the congestion  
6           increase repeatedly now in both directions at rush hour  
7           at that time backing up all the way from Malfunction  
8           Junction, all the way to Westshore every afternoon.

9           I also gave up owning a car five years ago and  
10          take public transit and bike to work in downtown Tampa.  
11          You would think that would make me against any  
12          improvements to the highway.

13          I've got to tell you, I gave up my car because of  
14          Malfunction Junction and driving in Tampa. I think the  
15          traffic needs to move faster. I was surprised that FDOT  
16          reduced so much of the improvements they were going to  
17          make. And it is, in my opinion, has come from more than  
18          two years of listening to the people in the  
19          neighborhoods, you know.

20          I guess the last point is, I sit on the Livable  
21          Roadway Committee for the MPO as a transit user, as the  
22          only transit user. I also attend the Downtown  
23          Partnership Transportation meetings.

24          I take transit 365 days a year. I listen to  
25          people in Tampa say, oh, I'll take transit. You are not

1       going to walk from your home to a transit place in June.  
2       The people who do that are the people who have to or who  
3       have made a choice. That is not the comfort in the  
4       air-conditioned life of Tampa. There's no way to make it  
5       comfortable from your front door to a transit site.  
6       There's no way to make it comfortable for you to stand  
7       in a transit stop in the sun in Florida in the summer.  
8       The only way to get people moving is to expand the  
9       highway and add transit, high speed transit that reaches  
10      into the neighborhoods.

11           So I support the locally recommended option  
12      increasing the on ramps and off ramps from I-4 to 275  
13      and getting the traffic to move faster through the  
14      Westshore interchange where I live.

15           Thank you.

16           MR. BOGEN: Thank you for your comment.

17           MS. GRIMSDALE: Hi. Kelly Grimsdale, 2701 North  
18      9th Street.

19           I think I've attended all these meetings from the  
20      beginning and hear all the comments. One of the things  
21      that I don't think that the Locally Preferred Alternative  
22      addresses, like Mit mentioned, is the connectivity  
23      between the neighborhoods, or actually it was Chris  
24      Vela.

25           You know, our neighborhoods were split up years ago

1 with the highways going through it and it's great to have  
2 the connectivity and I don't see that in the plans.

3 I also have concerns about pollution. We live  
4 very, very close to Malfunction Junction right now and  
5 even sometimes walking my dogs -- there's a back-up even  
6 on Columbus that sometimes bothers me walking my dogs  
7 along that corridor.

8 I have major concerns about the increased traffic  
9 coming into the neighborhood if the exits are moved to  
10 14th and 15th Streets.

11 I understand the traffic weave and it can possibly  
12 relieve some of the back-up if you make more exits  
13 available, but I'm afraid if it's only going to be  
14 promoted as 14th and 15th Streets instead of -- and 21st  
15 and 22nd Streets, I'm afraid about how that's going to  
16 impact our neighborhood.

17 It just seems like more modern solutions could be  
18 sought. I hear about other municipalities, other  
19 countries and other states in the United States, they're  
20 looking at different options and I don't know why -- it  
21 doesn't seem like anything's, like, modern that's being  
22 proposed. It's just let's keep building wider and wider.

23 And I also believe after being at all of these  
24 meetings, and I know our neighborhood -- I think we  
25 just -- we have so many things to fight in our



1 neighborhood. So I think, like, Ybor doesn't -- we just  
2 have a lot of things to fight that are more top of mind  
3 for us and we've had so many properties already taken by  
4 FDOT so we've already been impacted in the last  
5 expansion.

6 I really don't think we are being heard by FDOT,  
7 because there are always a lot of people attending these  
8 meetings and it's, like, it's still the same plan, still  
9 the same expansion. There's just nothing new.

10 So I would say personally with how it's presented  
11 I would like to say that I'm opposed to it and I'd like  
12 to see some better solutions.

13 Thank you.

14 MR. BOGEN: Thank you for your comment.

15 Is there anyone else that would like to make a  
16 statement?

17 Seeing none, the Public Hearing transcript, written  
18 statements, exhibits and reference materials will be  
19 available for public inspection within three weeks at  
20 the FDOT's District 7 Office located at 11201 North  
21 McKinley Drive, Tampa, Florida.

22 It is approximately 7:02 p.m. I hereby officially  
23 close the formal portion of the Public Hearing for the  
24 Tampa Interstate Study Supplemental and Environmental  
25 Impact Statement PD&E Study. You may continue to view

1 the materials on display and speak with our project  
2 staff.

3 On behalf of the Florida Department of  
4 Transportation, thank you for attending.

5 Remember to be alert today, alive tomorrow.  
6 Safety doesn't happen by accident.

7 Good night and thank you for your time.  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

1 STATE OF FLORIDA

2 COUNTY OF HILLSBOROUGH

3 \_\_\_\_\_/

4  
5 I, CATHY J. JOHNSON MESSINA and YOLANDA  
6 COTRONEO, Stenographic Court Reporters and Notaries  
7 Public in and for the State of Florida at large, hereby  
8 certify that the proceedings were recorded in Stenotypy  
9 and that the foregoing pages constitute a true and  
10 correct transcription of our recordings thereof.

11  
12 WITNESS our hand and seal this 16th day of  
13 March, 2020, at Tampa, Hillsborough County, Florida.

14  
15  
16 *Cathy J. Johnson Messina*

CATHY J. JOHNSON MESSINA

17 Stenographic Court Reporter

18 *Yolanda Cotroneo*

19 YOLANDA COTRONEO

20 Stenographic Court Reporter

<b>\$</b>	<b>24</b> [1] - 40:24 <b>240</b> [1] - 39:5 <b>2402</b> [1] - 43:3 <b>25</b> [2] - 1:10, 3:13 <b>258337-2</b> [3] - 1:6, 3:9, 20:10 <b>25th</b> [2] - 4:13, 21:14 <b>2603</b> [1] - 47:9 <b>26th</b> [2] - 47:9, 48:8 <b>27</b> [5] - 1:16, 2:12, 8:23, 15:21, 20:14 <b>2701</b> [1] - 57:17 <b>275</b> [12] - 3:5, 20:6, 33:14, 34:17, 34:18, 35:2, 35:22, 43:12, 47:18, 49:20, 56:4, 57:12 <b>27th</b> [2] - 4:18, 21:19 <b>29</b> [1] - 2:12 <b>2906</b> [1] - 34:10 <b>2A</b> [1] - 31:24 <b>2B</b> [3] - 27:23, 28:3, 31:24	<b>47</b> [1] - 2:18 <b>48</b> [1] - 2:19	51:21 <b>accident</b> [2] - 16:4, 60:6 <b>accidents</b> [2] - 30:14, 44:17 <b>accommodate</b> [2] - 5:18, 22:19 <b>accomplished</b> [1] - 40:7 <b>accordance</b> [6] - 3:25, 4:3, 6:19, 20:25, 21:3, 23:20 <b>according</b> [1] - 14:4 <b>accounting</b> [1] - 29:11 <b>achieve</b> [1] - 50:3 <b>Acosta</b> [2] - 43:1, 43:2 <b>ACOSTA</b> [1] - 43:2 <b>Acosta.....</b> [1] - 2:17 <b>Acquisition</b> [2] - 6:21, 23:22 <b>acquisition</b> [10] - 6:9, 6:11, 6:18, 7:18, 7:24, 23:10, 23:12, 23:19, 24:19, 24:25 <b>acquisitoned</b> [1] - 13:13 <b>Act</b> [8] - 4:3, 6:21, 6:22, 7:1, 21:3, 23:22, 23:23, 24:2 <b>act</b> [1] - 39:3 <b>action/no</b> [1] - 41:12 <b>action/no-build</b> [1] - 41:12 <b>active</b> [1] - 43:8 <b>actively</b> [1] - 32:13 <b>actual</b> [1] - 51:13 <b>add</b> [3] - 28:24, 54:19, 57:9 <b>added</b> [1] - 33:7 <b>adding</b> [2] - 30:12, 54:18 <b>addition</b> [5] - 9:8, 26:5, 35:2, 40:9, 42:15 <b>additional</b> [8] - 6:15, 10:4, 10:6, 11:16, 13:2, 23:16, 27:1, 27:3 <b>additionally</b> [3] - 5:16, 22:17, 32:13 <b>address</b> [9] - 9:15, 10:10, 17:8, 19:4, 26:12, 27:7, 38:10, 38:16, 41:23 <b>addressed</b> [2] - 15:6, 51:1 <b>addresses</b> [3] - 9:17, 26:14, 57:22 <b>adjacent</b> [2] - 8:8, 25:9 <b>adoption</b> [1] - 50:8 <b>adults</b> [1] - 51:15 <b>adverse</b> [1] - 35:21 <b>advertised</b> [2] - 3:25, 20:25 <b>Advisory</b> [1] - 49:2 <b>advisory</b> [2] - 7:6, 24:7 <b>advocate</b> [1] - 39:4 <b>advocates</b> [1] - 43:24 <b>aesthetics</b> [3] - 11:17, 12:2, 12:5 <b>affected</b> [1] - 18:9 <b>affects</b> [1] - 30:1 <b>affordable</b> [1] - 38:18 <b>afraid</b> [2] - 58:13, 58:15 <b>afternoon</b> [1] - 56:8	
<b>\$100</b> [1] - 30:25				
<b>1</b>	<b>1</b> [5] - 1:9, 2:3, 2:5, 2:8, 2:12 <b>1.4</b> [1] - 12:23 <b>1/2</b> [1] - 51:9 <b>10</b> [2] - 2:5, 2:17 <b>10-page</b> [1] - 46:24 <b>100</b> [1] - 56:3 <b>11</b> [2] - 2:17, 38:8 <b>11201</b> [2] - 15:14, 59:20 <b>11th</b> [1] - 51:9 <b>12</b> [3] - 2:18, 9:20, 26:17 <b>126</b> [1] - 11:9 <b>13</b> [2] - 2:5, 2:18 <b>1331</b> [3] - 1:17, 4:19, 20:16 <b>14</b> [1] - 2:19 <b>14,000</b> [1] - 39:5 <b>14th</b> [7] - 11:13, 11:17, 28:7, 44:7, 45:15, 58:10, 58:14 <b>15</b> [2] - 2:6, 2:19 <b>15th</b> [4] - 44:7, 45:15, 58:10, 58:14 <b>16</b> [1] - 2:20 <b>16501</b> [1] - 27:17 <b>16th</b> [1] - 61:12 <b>17</b> [2] - 2:8, 2:20 <b>18</b> [2] - 2:8, 2:21 <b>18-wheeler</b> [1] - 19:10 <b>19</b> [1] - 2:9 <b>1960s</b> [2] - 52:3, 52:15 <b>1966</b> [2] - 14:21, 15:2 <b>1970</b> [2] - 6:21, 23:22 <b>1977</b> [1] - 33:8 <b>1985</b> [1] - 13:12 <b>1989</b> [2] - 11:2, 13:10 <b>1990</b> [2] - 4:4, 21:4 <b>1996</b> [2] - 36:20, 37:17 <b>1A</b> [2] - 27:23, 31:24	<b>5</b> <b>5</b> [1] - 2:14 <b>50th</b> [3] - 1:8, 3:8, 20:9 <b>51</b> [1] - 2:19 <b>516</b> [1] - 56:2 <b>53</b> [1] - 2:20 <b>56</b> [1] - 2:20 <b>56th</b> [1] - 48:10 <b>57</b> [1] - 2:21 <b>58,000</b> [1] - 39:5 <b>59</b> [1] - 2:22 <b>5:00</b> [9] - 1:11, 1:16, 4:14, 4:18, 15:21, 21:14, 21:19, 47:23, 48:7		
	<b>3</b> <b>3</b> [3] - 2:4, 2:9, 2:13 <b>304</b> [1] - 48:24 <b>31</b> [1] - 2:13 <b>3210</b> [5] - 17:2, 17:6, 17:8, 19:1, 19:5 <b>33</b> [1] - 2:13 <b>336009</b> [1] - 56:2 <b>33602</b> [2] - 1:18, 34:11 <b>33603</b> [1] - 42:8 <b>33605</b> [2] - 47:10, 51:11 <b>33607</b> [3] - 17:3, 19:2, 19:5 <b>33609</b> [1] - 53:21 <b>33610</b> [1] - 44:3 <b>33614</b> [1] - 1:13 <b>33755</b> [1] - 18:2 <b>339.09</b> [2] - 6:19, 23:20 <b>34</b> [1] - 2:14 <b>340</b> [1] - 33:2 <b>35</b> [3] - 13:12, 13:14, 14:9 <b>36</b> [1] - 2:14 <b>365</b> [1] - 56:24 <b>38</b> [1] - 2:15 <b>3A</b> [2] - 27:23, 31:24 <b>3B</b> [2] - 27:23, 31:24	<b>6</b> <b>6</b> [10] - 1:17, 2:14, 4:19, 6:17, 8:23, 15:22, 20:16, 21:20, 23:18, 36:15 <b>60</b> [2] - 28:10, 39:21 <b>6002</b> [1] - 40:23 <b>6007</b> [1] - 29:7 <b>61</b> [1] - 2:23 <b>62</b> [1] - 2:24 <b>6:00</b> [4] - 3:14, 20:15, 47:23, 48:7 <b>6:21</b> [1] - 15:16		
		<b>7</b> <b>7</b> [8] - 2:15, 3:11, 3:18, 15:14, 20:12, 20:18, 31:23, 59:20 <b>709</b> [1] - 42:8 <b>73</b> [1] - 2:24 <b>7:02</b> [1] - 59:22 <b>7:30</b> [7] - 1:11, 1:16, 4:14, 4:18, 15:22, 21:14, 21:20		
		<b>8</b> <b>8</b> [1] - 2:16 <b>8:00</b> [2] - 47:23, 48:7		
		<b>9</b> <b>9</b> [2] - 2:16, 18:1 <b>924</b> [1] - 51:9 <b>9th</b> [1] - 57:18		
	<b>4</b> <b>4</b> [3] - 2:13, 3:7, 20:8 <b>40</b> [2] - 2:16, 31:19 <b>4001</b> [3] - 1:12, 3:16, 21:16 <b>4006</b> [1] - 13:9 <b>40th</b> [2] - 48:8 <b>42</b> [1] - 2:16 <b>43</b> [1] - 2:17 <b>4300</b> [1] - 31:18 <b>44</b> [1] - 2:17 <b>45</b> [1] - 2:18	<b>A</b> <b>A-ALT-1</b> [1] - 13:25 <b>a.m</b> [1] - 47:23 <b>a/k/a</b> [1] - 28:3 <b>able</b> [3] - 8:4, 13:16, 25:5 <b>absolutely</b> [1] - 51:8 <b>access</b> [8] - 5:22, 6:3, 6:7, 22:23, 23:4, 23:8, 27:20,		
<b>2</b>	<b>2</b> [5] - 1:15, 2:5, 2:8, 2:10, 2:12 <b>20</b> [1] - 2:11 <b>2002</b> [1] - 30:24 <b>2006</b> [1] - 30:24 <b>2020</b> [14] - 1:10, 1:16, 3:13, 4:14, 4:18, 8:23, 9:20, 14:7, 15:21, 20:14, 21:14, 21:19, 26:17, 61:13 <b>2025</b> [2] - 18:1, 18:5 <b>21st</b> [6] - 37:21, 45:24, 46:2, 47:17, 47:21, 58:14 <b>22</b> [4] - 6:17, 12:12, 12:18, 23:18 <b>22nd</b> [5] - 45:25, 46:2, 47:17, 47:21, 58:15			

<p><b>age</b> [2] - 3:22, 20:22  <b>agencies</b> [1] - 38:10  <b>agency</b> [2] - 10:14, 27:11  <b>aging</b> [1] - 35:24  <b>ago</b> [6] - 13:12, 14:3, 49:4, 49:13, 56:9, 57:25  <b>agree</b> [1] - 42:12  <b>ahead</b> [3] - 41:5, 45:23, 48:1  <b>aide</b> [1] - 36:14  <b>Aided</b> [1] - 2:25  <b>aim</b> [1] - 32:4  <b>ain't</b> [2] - 55:19, 55:20  <b>air</b> [9] - 12:12, 12:13, 12:16, 12:18, 45:11, 53:6, 53:8, 53:10, 57:4  <b>air-conditioned</b> [1] - 57:4  <b>airport</b> [1] - 28:21  <b>Al</b> [1] - 37:1  <b>alert</b> [2] - 16:3, 60:5  <b>alive</b> [2] - 16:3, 60:5  <b>alleviate</b> [1] - 28:4  <b>allow</b> [4] - 4:8, 10:2, 21:8, 26:24  <b>alternative</b> [9] - 11:12, 14:1, 14:12, 32:17, 33:5, 34:21, 41:12, 45:18, 46:17  <b>Alternative</b> [15] - 4:22, 5:2, 6:16, 8:9, 21:23, 22:3, 23:17, 25:10, 28:2, 28:24, 29:1, 31:21, 33:6, 34:2, 57:21  <b>alternatives</b> [2] - 35:12, 45:1  <b>Amanda</b> [3] - 2:17, 44:2, 44:3  <b>amelioration</b> [1] - 11:18  <b>Americans</b> [2] - 4:3, 21:3  <b>amount</b> [3] - 7:10, 24:11, 53:5  <b>analyses</b> [4] - 5:3, 5:6, 22:4, 22:7  <b>analysis</b> [3] - 29:9, 31:14, 51:13  <b>announced</b> [1] - 49:4  <b>answer</b> [5] - 5:9, 7:20, 22:10, 24:21, 36:4  <b>anticipate</b> [2] - 6:17, 23:18  <b>anyway</b> [1] - 46:7  <b>apiece</b> [1] - 38:8  <b>appeal</b> [4] - 7:10, 7:14, 24:11, 24:15  <b>applicable</b> [2] - 3:25, 20:25  <b>appraiser</b> [2] - 7:3, 24:4  <b>approach</b> [2] - 28:17, 29:13  <b>approaches</b> [1] - 35:9  <b>approval</b> [1] - 14:7  <b>area</b> [16] - 5:11, 5:14, 5:25, 22:12, 22:15, 23:1, 35:10, 39:19, 47:11, 47:19, 51:10, 52:24, 52:25, 54:2, 54:5, 54:10</p>	<p><b>areas</b> [3] - 31:25, 43:9, 54:9  <b>arrived</b> [2] - 8:2, 25:3  <b>Ashley</b> [4] - 5:21, 22:22, 40:6, 40:14  <b>aside</b> [1] - 34:15  <b>assembled</b> [2] - 3:14, 20:15  <b>assert</b> [1] - 30:1  <b>asset</b> [2] - 33:16, 33:18  <b>Assistance</b> [4] - 6:20, 7:1, 23:21, 24:2  <b>assistance</b> [2] - 7:22, 24:23  <b>associated</b> [3] - 29:16, 35:21, 50:15  <b>Association</b> [3] - 29:8, 34:13, 34:20  <b>assumed</b> [1] - 30:7  <b>assumes</b> [1] - 30:9  <b>assumptions</b> [1] - 31:9  <b>asthma</b> [2] - 35:24, 38:19  <b>atmosphere</b> [1] - 48:14  <b>attend</b> [1] - 56:22  <b>attended</b> [1] - 57:19  <b>attending</b> [3] - 16:2, 59:7, 60:4  <b>authors</b> [1] - 29:25  <b>available</b> [8] - 5:8, 5:9, 15:12, 22:9, 22:10, 31:12, 58:13, 59:19  <b>Avenue</b> [17] - 6:3, 15:5, 19:6, 19:8, 19:9, 23:4, 27:20, 29:7, 34:11, 40:23, 42:8, 43:3, 47:9, 48:8, 48:9, 50:20, 51:9  <b>average</b> [1] - 30:18</p>	<p>46:7, 52:5, 52:16, 54:10, 54:11  <b>begin</b> [2] - 9:22, 26:19  <b>beginning</b> [1] - 57:20  <b>behalf</b> [7] - 16:1, 31:19, 34:19, 36:11, 40:24, 40:25, 60:3  <b>beneficial</b> [1] - 42:23  <b>benefit</b> [3] - 12:22, 29:12, 30:3  <b>benefits</b> [7] - 7:7, 7:16, 7:17, 24:8, 24:17, 24:18, 30:11  <b>berms</b> [1] - 52:16  <b>better</b> [6] - 35:11, 40:13, 41:2, 43:21, 59:12  <b>between</b> [6] - 19:6, 19:7, 19:8, 47:23, 48:7, 57:23  <b>beyond</b> [2] - 39:23, 40:15  <b>bicycle</b> [4] - 40:17, 43:9, 48:16  <b>big</b> [1] - 19:10  <b>bike</b> [5] - 43:24, 45:16, 48:5, 48:6, 56:10  <b>Bike</b> [1] - 39:9  <b>bikes</b> [1] - 45:2  <b>billion</b> [1] - 12:23  <b>bit</b> [2] - 42:9, 53:16  <b>black</b> [1] - 51:23  <b>black-and-white</b> [1] - 51:23  <b>blacklisted</b> [1] - 13:16  <b>blacks</b> [1] - 53:1  <b>blocks</b> [2] - 42:17, 42:18  <b>board</b> [2] - 4:1, 21:1  <b>BOGEN</b> [24] - 3:1, 13:5, 15:7, 20:2, 29:4, 31:16, 32:24, 34:5, 36:10, 38:21, 40:20, 42:5, 42:25, 44:1, 45:20, 47:4, 47:7, 48:20, 48:23, 51:3, 53:17, 55:24, 57:16, 59:14  <b>Bogen</b> [2] - 3:10, 20:11  <b>bogged</b> [1] - 28:22  <b>bordered</b> [1] - 34:16  <b>bothers</b> [1] - 58:6  <b>bottlenecks</b> [1] - 32:5  <b>bought</b> [1] - 47:11  <b>Boulevard</b> [6] - 1:7, 1:12, 3:7, 3:17, 20:8, 21:17  <b>boulevard</b> [2] - 40:6, 46:22  <b>box</b> [1] - 55:14  <b>boxes</b> [2] - 9:13, 26:10  <b>brake</b> [2] - 37:12, 53:8  <b>brakes</b> [1] - 50:16  <b>Brandon</b> [1] - 27:18  <b>breach</b> [1] - 36:6  <b>Bridge</b> [6] - 1:7, 3:6, 5:14, 20:7, 22:15, 39:20  <b>brochure</b> [8] - 4:5, 8:3, 8:4, 9:18, 21:5, 25:4, 25:5, 26:15</p>	<p><b>brochures</b> [2] - 7:22, 24:23  <b>Brown</b> [2] - 44:2, 44:3  <b>BROWN</b> [1] - 44:3  <b>Brown</b>..... [1] - 2:17  <b>build</b> [4] - 35:4, 38:4, 41:12, 45:18  <b>building</b> [6] - 18:7, 18:9, 18:11, 18:12, 41:6, 58:22  <b>Building</b> [2] - 3:16, 21:16  <b>built</b> [2] - 14:23, 44:13  <b>burdens</b> [1] - 29:20  <b>bus</b> [1] - 45:1  <b>buses</b> [1] - 37:5  <b>business</b> [1] - 32:19  <b>businesses</b> [5] - 6:13, 6:18, 23:14, 23:19, 43:19  <b>buy</b> [1] - 13:18  <b>BY</b> [1] - 1:23</p>
<b>C</b>			
<p><b>Calvert</b> [2] - 32:25, 33:1  <b>CALVERT</b> [1] - 33:1  <b>Calvert</b>..... [1] - 2:13  <b>Campus</b> [4] - 1:12, 3:15, 4:15, 21:15  <b>cancer</b> [3] - 36:1, 38:19, 53:7  <b>capacity</b> [7] - 28:23, 33:7, 35:1, 40:13, 41:7, 41:15, 41:19  <b>capture</b> [2] - 10:12, 27:9  <b>Car</b> [1] - 39:10  <b>car</b> [4] - 39:11, 54:5, 56:9, 56:13  <b>carbon</b> [1] - 48:13  <b>card</b> [8] - 9:2, 9:4, 9:24, 25:24, 26:1, 26:21, 48:21, 51:6  <b>cardiopulmonary</b> [1] - 36:1  <b>cards</b> [1] - 53:18  <b>carefully</b> [1] - 47:13  <b>cars</b> [14] - 28:8, 35:12, 36:5, 37:9, 41:25, 42:1, 42:12, 44:21, 45:11, 53:9, 53:12, 54:6, 54:8  <b>Carson</b> [1] - 14:5  <b>case</b> [3] - 18:13, 30:23, 55:5  <b>cat's</b> [1] - 17:15  <b>Cathy</b> [1] - 61:16  <b>CATHY</b> [3] - 1:23, 61:5, 61:16  <b>caused</b> [1] - 14:19  <b>caution</b> [2] - 7:15, 24:16  <b>Center</b> [2] - 49:4, 50:1  <b>Certificate</b> [1] - 2:23  <b>certify</b> [1] - 61:8  <b>cetera</b> [1] - 48:14  <b>chair</b> [3] - 34:12, 36:15, 49:1  <b>chance</b> [2] - 44:15, 49:7</p>			



<b>change</b> [7] - 11:5, 11:22, 36:25, 48:3, 55:15, 55:19, 55:20 <b>changes</b> [5] - 27:24, 28:3, 32:17, 42:21, 54:1 <b>chapter</b> [1] - 37:15 <b>Charles</b> [1] - 10:23 <b>check</b> [1] - 55:14 <b>checking</b> [1] - 55:14 <b>child</b> [1] - 35:24 <b>children</b> [1] - 51:15 <b>choice</b> [1] - 57:3 <b>chose</b> [1] - 47:13 <b>Chris</b> [3] - 2:19, 51:9, 57:23 <b>Christine</b> [3] - 2:17, 43:1, 43:2 <b>citation</b> [2] - 4:1, 21:1 <b>Cities</b> [1] - 10:24 <b>citizen</b> [2] - 15:1, 40:24 <b>Citizen</b> [1] - 49:2 <b>Citizens</b> [1] - 41:1 <b>citizens</b> [4] - 41:1, 42:13, 55:1, 55:15 <b>City</b> [6] - 14:19, 34:16, 35:3, 40:4, 44:14, 51:25 <b>city</b> [1] - 46:18 <b>Civic</b> [2] - 34:13, 34:20 <b>clearly</b> [3] - 10:10, 27:7, 41:6 <b>Clearwater</b> [2] - 18:2, 18:5 <b>climate</b> [3] - 36:25, 49:25, 50:3 <b>close</b> [4] - 47:14, 53:22, 58:4, 59:23 <b>Closing</b> [1] - 2:6 <b>Closing</b> ..... [1] - 2:22 <b>closings</b> [1] - 30:6 <b>clown</b> [1] - 31:8 <b>clue</b> [1] - 52:1 <b>code</b> [1] - 53:21 <b>collaborations</b> [1] - 39:1 <b>College</b> [4] - 1:11, 3:15, 4:15, 21:15 <b>color</b> [2] - 3:22, 20:22 <b>Columbus</b> [1] - 58:6 <b>combined</b> [2] - 4:11, 21:11 <b>comfort</b> [1] - 57:3 <b>comfortable</b> [2] - 57:5, 57:6 <b>coming</b> [4] - 37:5, 47:23, 50:13, 58:9 <b>commend</b> [1] - 13:3 <b>comment</b> [32] - 9:5, 9:9, 9:12, 9:13, 10:11, 13:6, 15:8, 26:2, 26:6, 26:9, 26:10, 27:8, 29:4, 31:16, 32:24, 34:5, 36:10, 38:21, 40:20, 41:4, 42:5, 42:25, 44:1, 45:20, 47:4, 48:18, 48:20, 51:3, 53:17, 55:24,	57:16, 59:14 <b>comments</b> [26] - 3:20, 4:24, 5:3, 6:9, 8:25, 9:12, 9:16, 9:19, 9:22, 9:24, 10:4, 10:6, 20:20, 21:25, 22:4, 23:10, 25:22, 26:9, 26:13, 26:16, 26:19, 26:21, 27:1, 27:3, 41:13, 57:20 <b>Comments</b> [1] - 2:7 <b>commerce</b> [1] - 32:9 <b>commercial</b> [1] - 18:6 <b>commissioner</b> [1] - 36:15 <b>Commissioner</b> [6] - 2:15, 36:12, 36:18, 38:3, 38:14, 38:15 <b>commitment</b> [2] - 38:8, 38:14 <b>commitments</b> [7] - 37:15, 37:16, 37:18, 38:6, 49:11, 50:11 <b>Committee</b> [3] - 34:12, 49:2, 56:21 <b>commonly</b> [2] - 6:21, 23:22 <b>commonsensical</b> [1] - 35:9 <b>communities</b> [1] - 52:2 <b>community</b> [16] - 6:7, 23:8, 35:3, 35:7, 35:20, 36:7, 38:12, 39:4, 41:5, 43:7, 44:19, 44:25, 46:6, 46:23, 47:3, 52:14 <b>Community</b> [4] - 1:11, 3:15, 4:15, 21:15 <b>commute</b> [2] - 48:6, 48:17 <b>commuter</b> [1] - 46:12 <b>companies</b> [2] - 31:20, 39:5 <b>compete</b> [1] - 28:9 <b>complain</b> [1] - 45:10 <b>complaint</b> [1] - 17:6 <b>complete</b> [4] - 9:1, 9:14, 25:23, 26:11 <b>completed</b> [3] - 5:3, 22:4, 37:20 <b>completely</b> [1] - 52:7 <b>compliance</b> [3] - 7:1, 24:2, 40:15 <b>compliment</b> [1] - 12:17 <b>Computer</b> [1] - 2:25 <b>Computer-Aided</b> [1] - 2:25 <b>concept</b> [3] - 6:14, 23:15, 50:6 <b>conceptual</b> [4] - 8:18, 14:4, 14:6, 25:19 <b>concern</b> [1] - 11:20 <b>concerned</b> [2] - 37:24, 38:15 <b>concerns</b> [6] - 11:13, 32:14, 36:19, 58:3, 58:8 <b>concessions</b> [1] - 52:12 <b>conclusion</b> [1] - 30:19 <b>conclusively</b> [1] - 29:18 <b>Concordance</b> [1] - 2:24	<b>concrete</b> [2] - 14:23, 29:17 <b>condition</b> [2] - 6:2, 23:3 <b>conditioned</b> [1] - 57:4 <b>conditions</b> [1] - 35:24 <b>conducted</b> [7] - 4:2, 4:7, 6:19, 21:2, 21:7, 21:18, 23:20 <b>conducting</b> [2] - 3:18, 20:18 <b>cones</b> [1] - 30:6 <b>confidently</b> [1] - 29:25 <b>confused</b> [2] - 14:14 <b>congested</b> [2] - 28:11, 44:22 <b>congestion</b> [7] - 12:15, 30:2, 30:8, 30:14, 30:21, 54:19, 56:5 <b>Congestion</b> [1] - 30:1 <b>conjunction</b> [1] - 42:10 <b>connect</b> [5] - 5:22, 11:7, 22:23, 32:8, 39:17 <b>connected</b> [2] - 43:21, 52:14 <b>connecting</b> [3] - 5:13, 22:14, 42:2 <b>connection</b> [2] - 11:16, 53:2 <b>connections</b> [3] - 5:20, 22:21, 52:21 <b>connectivity</b> [5] - 11:9, 11:22, 11:25, 57:22, 58:2 <b>Connector</b> [4] - 27:21, 28:10, 28:15, 33:13 <b>consequences</b> [2] - 6:11, 23:12 <b>consider</b> [3] - 11:17, 35:8, 43:5 <b>consideration</b> [6] - 17:17, 32:21, 35:6, 43:11, 46:8, 46:11 <b>considered</b> [2] - 45:5, 50:25 <b>considering</b> [1] - 49:24 <b>considers</b> [1] - 29:14 <b>consistently</b> [1] - 41:6 <b>constitute</b> [1] - 61:9 <b>constructed</b> [2] - 5:16, 22:17 <b>construction</b> [7] - 29:23, 29:25, 30:5, 38:11, 40:15, 44:17, 56:4 <b>contacted</b> [2] - 7:2, 24:3 <b>contain</b> [2] - 13:23, 40:10 <b>contained</b> [2] - 5:7, 22:8 <b>continually</b> [1] - 45:2 <b>continue</b> [17] - 5:24, 8:12, 11:3, 11:11, 12:22, 12:25, 13:1, 15:24, 22:25, 25:13, 39:25, 40:4, 44:4, 44:19, 45:7, 45:17, 59:25 <b>continued</b> [3] - 15:20, 41:16, 44:4 <b>Continued</b> ..... [1] - 2:9 <b>continuously</b> [2] - 8:7, 25:8 <b>contrary</b> [1] - 31:11 <b>conveniently</b> [1] - 29:21	<b>conversation</b> [3] - 39:25, 54:23, 55:21 <b>conversion</b> [1] - 46:12 <b>converted</b> [1] - 49:15 <b>Cookson</b> [2] - 40:21, 40:22 <b>COOKSON</b> [1] - 40:22 <b>Cookson</b> ..... [1] - 2:16 <b>Cooper</b> [1] - 7:20 <b>coordinate</b> [1] - 38:10 <b>copies</b> [2] - 7:21, 24:22 <b>copy</b> [2] - 8:3, 25:4 <b>corner</b> [1] - 48:2 <b>correct</b> [1] - 61:10 <b>corridor</b> [5] - 5:17, 22:18, 33:3, 44:8, 58:7 <b>corridors</b> [3] - 6:6, 23:7, 35:22 <b>cost</b> [2] - 29:13, 29:22 <b>Cotroneo</b> [1] - 61:18 <b>COTRONEO</b> [3] - 1:24, 61:6, 61:18 <b>count</b> [1] - 30:1 <b>counties</b> [1] - 33:18 <b>countries</b> [1] - 58:19 <b>country</b> [1] - 32:1 <b>county</b> [1] - 36:14 <b>County</b> [9] - 27:19, 33:8, 33:17, 33:20, 36:17, 44:15, 49:1, 53:6, 61:13 <b>COUNTY</b> [1] - 61:2 <b>county-wide</b> [1] - 36:14 <b>courage</b> [1] - 12:22 <b>Course</b> [1] - 27:17 <b>course</b> [1] - 50:13 <b>Court</b> [6] - 1:23, 1:25, 2:7, 61:6, 61:17, 61:19 <b>court</b> [7] - 9:10, 10:7, 10:11, 26:7, 27:4, 27:8, 55:18 <b>CRA</b> [1] - 52:21 <b>CRAs</b> [1] - 51:25 <b>crash</b> [1] - 28:4 <b>crash-prone</b> [1] - 28:4 <b>created</b> [1] - 49:15 <b>creative</b> [1] - 44:20 <b>critical</b> [1] - 33:17 <b>cross</b> [1] - 48:10 <b>Cross</b> [1] - 39:10 <b>crossing</b> [1] - 50:21 <b>Cruise</b> [6] - 1:17, 4:19, 8:23, 15:22, 20:16, 21:20 <b>cruise</b> [1] - 33:23 <b>CSX</b> [6] - 45:1, 46:12, 46:17, 49:14, 49:15 <b>cultivating</b> [1] - 39:1 <b>cultural</b> [3] - 5:5, 22:6, 53:1 <b>current</b> [2] - 39:14, 46:1 <b>cut</b> [5] - 11:15, 11:19, 12:3, 12:6, 17:11
---	---	--	---

<b>cut-through</b> [4] - 11:15, 11:19, 12:3, 12:6 <b>cycle</b> [1] - 42:3 <b>Cypress</b> [1] - 31:19	<b>difficulty</b> [1] - 28:13 <b>dig</b> [1] - 35:14 <b>direct</b> [6] - 5:19, 5:22, 22:20, 22:23 <b>direction</b> [4] - 5:13, 22:14, 28:20, 55:20 <b>directions</b> [1] - 56:6 <b>directly</b> [3] - 10:7, 27:4, 30:1 <b>director</b> [1] - 37:24 <b>Disabilities</b> [2] - 4:3, 21:3 <b>disability</b> [2] - 3:23, 20:23 <b>disabled</b> [1] - 51:15 <b>disappointed</b> [3] - 49:5, 49:8, 49:24 <b>discriminatory</b> [1] - 51:17 <b>discuss</b> [2] - 3:19, 20:19 <b>display</b> [6] - 5:7, 6:14, 15:24, 22:8, 23:15, 60:1 <b>disregard</b> [1] - 35:19 <b>District</b> [8] - 3:11, 3:18, 15:14, 20:12, 20:18, 31:23, 36:15, 59:20 <b>diversions</b> [1] - 30:7 <b>diverting</b> [1] - 14:21 <b>divided</b> [1] - 52:18 <b>documenting</b> [2] - 5:6, 22:7 <b>documents</b> [3] - 5:7, 22:8, 46:9 <b>dogs</b> [2] - 58:5, 58:6 <b>dollar</b> [1] - 29:14 <b>dollars</b> [1] - 30:25 <b>done</b> [2] - 8:6, 25:7 <b>door</b> [2] - 17:8, 57:5 <b>DOT</b> [3] - 12:3, 47:3, 55:14 <b>doubt</b> [1] - 55:2 <b>Doug</b> [3] - 2:12, 29:5, 29:6 <b>down</b> [12] - 27:22, 28:22, 29:15, 41:24, 48:10, 49:4, 51:20, 53:12, 54:23, 55:8, 55:9 <b>downtown</b> [27] - 5:14, 5:23, 11:1, 11:5, 12:10, 12:16, 12:25, 22:15, 22:24, 32:6, 34:18, 34:25, 35:4, 35:10, 38:3, 38:4, 38:25, 39:4, 39:18, 39:23, 40:5, 40:8, 40:12, 40:18, 54:2, 54:10, 56:10 <b>Downtown</b> [3] - 38:24, 38:25, 56:22 <b>downtown's</b> [2] - 39:2, 40:6 <b>Downtownner</b> [1] - 39:9 <b>Dr</b> [3] - 1:7, 3:7, 20:8 <b>Drive</b> [7] - 15:14, 18:1, 18:5, 27:17, 40:6, 40:14, 59:21 <b>drive</b> [1] - 44:8 <b>Drive/Tampa</b> [2] - 5:21, 22:22 <b>drivers</b> [2] - 5:22, 22:23 <b>driving</b> [4] - 51:18, 54:7,	54:8, 56:14 <b>due</b> [1] - 51:10 <b>dumping</b> [1] - 14:20 <b>during</b> [9] - 7:4, 8:25, 9:8, 24:5, 25:22, 26:5, 36:22, 38:11, 40:15 <b>dust</b> [2] - 37:12, 53:8	<b>encouraging</b> [1] - 39:2 <b>end</b> [3] - 10:7, 27:4, 43:18 <b>endless</b> [1] - 41:14 <b>endorse</b> [1] - 29:1 <b>engaged</b> [1] - 43:8 <b>Engineer</b> [2] - 3:11, 20:12 <b>engineering</b> [2] - 5:2, 22:3 <b>enhance</b> [3] - 6:1, 23:2, 30:20 <b>enhancements</b> [1] - 39:15 <b>enjoy</b> [2] - 44:22, 48:5 <b>enter</b> [1] - 28:15 <b>entire</b> [3] - 10:20, 34:22, 53:16 <b>entitled</b> [2] - 7:17, 24:18 <b>envelope</b> [2] - 34:23, 39:17 <b>environment</b> [4] - 15:2, 41:17, 43:10, 43:21 <b>Environment</b> [2] - 3:4, 20:5 <b>environmental</b> [10] - 5:2, 5:6, 8:19, 13:19, 14:18, 22:3, 22:7, 25:20, 35:17, 38:17 <b>Environmental</b> [16] - 3:3, 3:10, 4:23, 8:10, 9:25, 13:22, 14:10, 15:18, 20:4, 20:11, 21:24, 25:11, 26:22, 32:16, 50:1, 59:24 <b>environmentally</b> [1] - 14:16 <b>EPA</b> [2] - 14:16, 15:5 <b>especially</b> [4] - 19:7, 28:7, 43:8, 52:6 <b>Especially</b> [1] - 19:9 <b>established</b> [1] - 29:21 <b>et</b> [1] - 48:14 <b>Europeans</b> [1] - 53:1 <b>evacuate</b> [1] - 33:22 <b>evacuation</b> [1] - 33:21 <b>evening</b> [16] - 3:1, 3:19, 8:2, 8:5, 9:13, 20:2, 20:19, 25:3, 25:6, 26:10, 31:18, 33:1, 36:13, 38:23, 40:22, 43:2 <b>everyday</b> [1] - 44:8 <b>everywhere</b> [1] - 50:24 <b>evidence</b> [1] - 31:12 <b>evidenced</b> [1] - 35:19 <b>evolving</b> [1] - 43:20 <b>exceeded</b> [1] - 36:9 <b>excellent</b> [1] - 30:22 <b>excuse</b> [1] - 42:17 <b>exhaust</b> [1] - 37:9 <b>exhibits</b> [4] - 8:17, 15:12, 25:18, 59:18 <b>exist</b> [1] - 14:2 <b>existing</b> [6] - 6:2, 6:5, 23:3, 23:6, 42:10, 56:4 <b>exists</b> [1] - 47:16 <b>exit</b> [13] - 28:8, 40:8, 40:10, 44:7, 44:10, 44:13, 44:16,
<b>D</b>	<b>E</b>	<b>early</b> [1] - 46:25 <b>ease</b> [3] - 28:13, 30:13, 30:21 <b>east</b> [8] - 3:8, 20:9, 31:5, 34:16, 40:8, 47:17, 47:21, 48:9 <b>East</b> [6] - 1:8, 21:16, 27:17, 42:8, 47:9, 51:9 <b>eastbound</b> [1] - 35:2 <b>economic</b> [15] - 8:18, 25:19, 29:9, 29:12, 29:15, 29:19, 29:20, 30:3, 30:11, 31:9, 31:14, 39:2, 41:22, 43:17, 54:20 <b>economically</b> [2] - 52:2, 54:13 <b>economy</b> [2] - 30:20, 50:18 <b>edge</b> [1] - 40:12 <b>Edgewater</b> [2] - 18:1, 18:5 <b>effect</b> [2] - 51:11, 51:14 <b>effects</b> [2] - 8:19, 25:20 <b>efficiency</b> [2] - 6:5, 23:6 <b>efficient</b> [1] - 27:25 <b>efficiently</b> [1] - 41:20 <b>effort</b> [2] - 49:9, 55:3 <b>either</b> [2] - 9:16, 26:13 <b>elected</b> [3] - 8:13, 25:14, 32:19 <b>electric</b> [1] - 50:12 <b>electrification</b> [1] - 37:13 <b>electronically</b> [2] - 9:16, 26:13 <b>eligibility</b> [2] - 7:9, 24:10 <b>eligible</b> [2] - 7:6, 24:7 <b>eliminating</b> [2] - 6:2, 23:3 <b>Elmore</b> [1] - 34:10 <b>email</b> [4] - 9:17, 14:5, 19:11, 26:14 <b>emailed</b> [2] - 9:19, 26:16 <b>emerging</b> [1] - 45:12 <b>employees</b> [1] - 39:6 <b>empowered</b> [1] - 42:2 <b>empties</b> [1] - 28:19 <b>enable</b> [2] - 12:5, 32:10 <b>encompass</b> [2] - 5:12, 22:13 <b>encompasses</b> [2] - 3:5, 20:6 <b>encounter</b> [1] - 28:5 <b>encourage</b> [4] - 7:3, 11:11, 24:4, 40:8 <b>encouraged</b> [3] - 3:21, 20:21, 39:19	<b>encouraging</b> [1] - 39:2 <b>end</b> [3] - 10:7, 27:4, 43:18 <b>endless</b> [1] - 41:14 <b>endorse</b> [1] - 29:1 <b>engaged</b> [1] - 43:8 <b>Engineer</b> [2] - 3:11, 20:12 <b>engineering</b> [2] - 5:2, 22:3 <b>enhance</b> [3] - 6:1, 23:2, 30:20 <b>enhancements</b> [1] - 39:15 <b>enjoy</b> [2] - 44:22, 48:5 <b>enter</b> [1] - 28:15 <b>entire</b> [3] - 10:20, 34:22, 53:16 <b>entitled</b> [2] - 7:17, 24:18 <b>envelope</b> [2] - 34:23, 39:17 <b>environment</b> [4] - 15:2, 41:17, 43:10, 43:21 <b>Environment</b> [2] - 3:4, 20:5 <b>environmental</b> [10] - 5:2, 5:6, 8:19, 13:19, 14:18, 22:3, 22:7, 25:20, 35:17, 38:17 <b>Environmental</b> [16] - 3:3, 3:10, 4:23, 8:10, 9:25, 13:22, 14:10, 15:18, 20:4, 20:11, 21:24, 25:11, 26:22, 32:16, 50:1, 59:24 <b>environmentally</b> [1] - 14:16 <b>EPA</b> [2] - 14:16, 15:5 <b>especially</b> [4] - 19:7, 28:7, 43:8, 52:6 <b>Especially</b> [1] - 19:9 <b>established</b> [1] - 29:21 <b>et</b> [1] - 48:14 <b>Europeans</b> [1] - 53:1 <b>evacuate</b> [1] - 33:22 <b>evacuation</b> [1] - 33:21 <b>evening</b> [16] - 3:1, 3:19, 8:2, 8:5, 9:13, 20:2, 20:19, 25:3, 25:6, 26:10, 31:18, 33:1, 36:13, 38:23, 40:22, 43:2 <b>everyday</b> [1] - 44:8 <b>everywhere</b> [1] - 50:24 <b>evidence</b> [1] - 31:12 <b>evidenced</b> [1] - 35:19 <b>evolving</b> [1] - 43:20 <b>exceeded</b> [1] - 36:9 <b>excellent</b> [1] - 30:22 <b>excuse</b> [1] - 42:17 <b>exhaust</b> [1] - 37:9 <b>exhibits</b> [4] - 8:17, 15:12, 25:18, 59:18 <b>exist</b> [1] - 14:2 <b>existing</b> [6] - 6:2, 6:5, 23:3, 23:6, 42:10, 56:4 <b>exists</b> [1] - 47:16 <b>exit</b> [13] - 28:8, 40:8, 40:10, 44:7, 44:10, 44:13, 44:16,

<p>45:15, 45:25, 46:1, 47:16, 47:25, 50:24</p> <p><b>exits</b> [7] - 35:3, 45:24, 48:3, 50:20, 53:12, 58:9, 58:12</p> <p><b>expand</b> [1] - 57:8</p> <p><b>expanding</b> [7] - 29:14, 30:10, 31:11, 32:3, 45:7, 54:5, 54:16</p> <p><b>expands</b> [1] - 42:18</p> <p><b>expansion</b> [9] - 30:4, 34:1, 41:5, 41:8, 41:16, 46:18, 53:3, 59:5, 59:9</p> <p><b>expect</b> [3] - 6:25, 24:1, 55:8</p> <p><b>expenditure</b> [1] - 31:6</p> <p><b>experience</b> [1] - 44:18</p> <p><b>explore</b> [1] - 40:1</p> <p><b>express</b> [9] - 5:13, 5:15, 5:19, 5:23, 22:14, 22:16, 22:20, 22:24, 33:4</p> <p><b>expressed</b> [2] - 11:14, 41:11</p> <p><b>Expressway</b> [2] - 27:22, 28:18</p> <p><b>extend</b> [2] - 5:21, 22:22</p> <p><b>extensive</b> [1] - 32:18</p> <p><b>extremely</b> [1] - 43:13</p>	<p>35:19, 38:9, 40:4, 41:25, 44:20, 44:23, 45:4, 45:16, 48:15, 52:1, 52:11, 52:22, 53:9, 56:15, 59:4, 59:6</p> <p><b>FDOT's</b> [1] - 59:20</p> <p><b>fear</b> [1] - 43:15</p> <p><b>February</b> [10] - 1:10, 1:16, 3:13, 4:14, 4:18, 8:23, 15:21, 20:14, 21:13, 21:19</p> <p><b>Federal</b> [2] - 3:25, 20:25</p> <p><b>federal</b> [3] - 6:20, 23:21, 51:19</p> <p><b>feds</b> [1] - 52:11</p> <p><b>feet</b> [2] - 17:15, 56:3</p> <p><b>Fernandez</b> [2] - 34:6, 34:10</p> <p><b>FERNANDEZ</b> [1] - 34:7</p> <p><b>Fernandez.....</b> [1] - 2:14</p> <p><b>Ferry</b> [1] - 39:10</p> <p><b>few</b> [2] - 37:17, 55:5</p> <p><b>fiduciary</b> [1] - 36:7</p> <p><b>fight</b> [2] - 58:25, 59:2</p> <p><b>fighting</b> [1] - 41:1</p> <p><b>figure</b> [1] - 46:6</p> <p><b>fill</b> [2] - 51:6, 53:19</p> <p><b>final</b> [1] - 14:7</p> <p><b>finally</b> [2] - 12:20, 49:7</p> <p><b>fine</b> [1] - 48:4</p> <p><b>first</b> [8] - 4:13, 10:17, 10:25, 21:13, 27:14, 35:12, 47:12, 49:4</p> <p><b>fish</b> [1] - 14:18</p> <p><b>five</b> [7] - 47:22, 48:6, 49:7, 53:22, 55:17, 56:9</p> <p><b>fix</b> [1] - 45:10</p> <p><b>fixed</b> [2] - 33:10, 40:2</p> <p><b>Floribaska</b> [2] - 6:3, 23:4</p> <p><b>FLORIDA</b> [1] - 61:1</p> <p><b>Florida</b> [35] - 1:13, 1:18, 3:11, 3:17, 4:16, 4:20, 6:19, 8:24, 14:16, 15:15, 15:23, 16:1, 17:3, 18:2, 18:5, 19:2, 19:5, 20:12, 20:17, 21:17, 21:21, 23:20, 31:22, 39:18, 42:8, 43:3, 43:4, 43:22, 44:3, 56:2, 57:7, 59:21, 60:3, 61:7, 61:13</p> <p><b>flow</b> [1] - 30:10</p> <p><b>fluids</b> [1] - 45:13</p> <p><b>flyover</b> [2] - 31:4, 35:1</p> <p><b>fold</b> [1] - 44:12</p> <p><b>folks</b> [3] - 51:19, 53:11, 55:4</p> <p><b>followed</b> [3] - 7:13, 24:14, 31:7</p> <p><b>following</b> [5] - 10:5, 10:16, 27:2, 27:13, 49:3</p> <p><b>foot</b> [1] - 43:24</p> <p><b>footprint</b> [1] - 34:23</p> <p><b>foregoing</b> [1] - 61:9</p>	<p><b>foremost</b> [1] - 35:12</p> <p><b>form</b> [6] - 9:14, 9:15, 26:11, 26:12, 48:18, 54:16</p> <p><b>formal</b> [9] - 9:1, 9:10, 10:7, 15:17, 18:8, 25:23, 26:7, 27:4, 59:23</p> <p><b>Formal</b> [2] - 2:4, 2:11</p> <p><b>format</b> [2] - 4:9, 21:9</p> <p><b>former</b> [2] - 34:13, 49:1</p> <p><b>forms</b> [5] - 7:12, 9:12, 24:13, 26:9, 54:8</p> <p><b>four</b> [6] - 36:20, 42:17, 42:18, 47:15, 47:20, 50:2</p> <p><b>Frankland</b> [6] - 1:7, 3:6, 5:14, 20:7, 22:15, 39:20</p> <p><b>Franklin</b> [3] - 43:12, 43:18, 43:19</p> <p><b>frankly</b> [1] - 35:5</p> <p><b>free</b> [3] - 8:6, 25:7, 54:17</p> <p><b>frees</b> [1] - 47:19</p> <p><b>freeway</b> [1] - 30:18</p> <p><b>frequently</b> [2] - 27:18, 28:22</p> <p><b>Friday</b> [1] - 48:6</p> <p><b>friends</b> [1] - 36:3</p> <p><b>front</b> [4] - 9:18, 17:8, 26:15, 57:5</p> <p><b>fuel</b> [1] - 50:18</p> <p><b>fulfilled</b> [1] - 37:20</p> <p><b>full</b> [2] - 5:10, 22:11</p> <p><b>fully</b> [1] - 29:1</p> <p><b>fun</b> [1] - 48:12</p> <p><b>function</b> [1] - 31:2</p> <p><b>funding</b> [4] - 12:4, 12:23, 12:25, 39:23</p> <p><b>funds</b> [1] - 17:11</p> <p><b>furnish</b> [2] - 7:21, 24:22</p> <p><b>furnished</b> [2] - 7:12, 24:13</p> <p><b>furthermore</b> [1] - 29:24</p> <p><b>future</b> [4] - 5:18, 22:19, 44:17, 45:11</p>	<p><b>grade</b> [1] - 42:19</p> <p><b>grades</b> [1] - 31:13</p> <p><b>grand</b> [1] - 40:6</p> <p><b>grant</b> [1] - 15:5</p> <p><b>grassy</b> [1] - 52:15</p> <p><b>great</b> [3] - 34:9, 43:20, 58:1</p> <p><b>greater</b> [3] - 8:11, 25:12, 41:22</p> <p><b>grid</b> [1] - 52:15</p> <p><b>GRIMSDALE</b> [1] - 57:17</p> <p><b>Grimsdale</b> [1] - 57:17</p> <p><b>Grimsdale.....</b> [1] - 2:21</p> <p><b>growing</b> [1] - 31:25</p> <p><b>growth</b> [2] - 39:12, 41:23</p> <p><b>guess</b> [2] - 53:11, 56:20</p> <p><b>Gus</b> [2] - 2:20, 56:1</p> <p><b>guy</b> [1] - 54:5</p>
<div>H</div>			
<p><b>half</b> [1] - 38:7</p> <p><b>hand</b> [4] - 9:5, 26:2, 31:13, 61:12</p> <p><b>handle</b> [1] - 40:14</p> <p><b>happy</b> [4] - 7:20, 9:6, 24:21, 26:3</p> <p><b>hard</b> [1] - 47:2</p> <p><b>harm</b> [3] - 35:7, 41:16, 42:4</p> <p><b>harming</b> [1] - 36:3</p> <p><b>Hart</b> [2] - 37:20, 37:24</p> <p><b>head</b> [1] - 33:14</p> <p><b>heading</b> [1] - 47:17</p> <p><b>health</b> [7] - 35:17, 35:19, 35:21, 36:1, 38:16, 38:18, 41:17</p> <p><b>hear</b> [2] - 57:20, 58:18</p> <p><b>heard</b> [1] - 59:6</p> <p><b>hearing</b> [15] - 3:18, 4:9, 6:15, 9:9, 10:8, 10:16, 15:20, 20:18, 21:9, 23:16, 26:6, 27:5, 27:13, 29:2, 41:10</p> <p><b>HEARING</b> [1] - 1:5</p> <p><b>Hearing</b> [22] - 3:2, 3:24, 4:7, 4:12, 4:25, 8:8, 9:1, 9:11, 9:21, 15:11, 15:17, 20:3, 20:24, 21:7, 21:12, 22:1, 25:9, 25:23, 26:8, 26:18, 59:17, 59:23</p> <p><b>Hearing's</b> [1] - 8:22</p> <p><b>Hearing.....</b> [1] - 2:6</p> <p><b>heavily</b> [1] - 30:13</p> <p><b>heavy</b> [1] - 43:9</p> <p><b>Heights</b> [6] - 15:1, 29:8, 34:11, 34:13, 34:15, 48:25</p> <p><b>held</b> [4] - 3:24, 4:17, 20:24, 21:13</p> <p><b>hello</b> [3] - 27:16, 29:6, 47:6</p> <p><b>Hello</b> [1] - 17:5</p>			

<p><b>help</b> [2] - 28:4, 45:4  <b>helpful</b> [4] - 6:25, 24:1, 28:17, 28:21  <b>helping</b> [1] - 45:16  <b>hereby</b> [3] - 15:16, 59:22, 61:7  <b>Hernandez</b> [1] - 24:21  <b>Hi</b> [2] - 42:7, 57:17  <b>high</b> [4] - 35:22, 41:7, 52:9, 57:9  <b>higher</b> [2] - 17:15, 52:24  <b>highway</b> [8] - 37:5, 44:23, 52:5, 54:4, 54:5, 54:16, 56:12, 57:9  <b>Highway</b> [1] - 18:6  <b>highways</b> [1] - 58:1  <b>Hilda</b> [1] - 48:25  <b>HILLSBOROUGH</b> [1] - 61:2  <b>Hillsborough</b> [15] - 1:11, 3:15, 4:15, 13:20, 13:23, 14:15, 14:22, 14:25, 21:15, 33:8, 33:17, 36:17, 49:1, 50:20, 61:13  <b>Himes</b> [3] - 17:11, 19:6, 19:9  <b>Hispanics</b> [1] - 53:2  <b>history</b> [2] - 30:14, 39:7  <b>home</b> [1] - 57:1  <b>honest</b> [1] - 55:21  <b>hope</b> [2] - 11:3, 46:7  <b>hoping</b> [1] - 38:14  <b>hour</b> [3] - 12:19, 47:18, 56:6  <b>house</b> [3] - 19:9, 47:11, 47:12  <b>housing</b> [1] - 38:18  <b>Houston</b> [1] - 45:9  <b>Howard</b> [6] - 1:7, 3:6, 5:13, 20:7, 22:14, 39:20  <b>hub</b> [1] - 39:12  <b>human</b> [2] - 41:17, 42:2  <b>hundreds</b> [1] - 41:10  <b>Hurricane</b> [1] - 37:23</p>	<p>32:4, 41:20  <b>IGNAS</b> [1] - 56:1  <b>Ignas</b> [1] - 56:1  <b>Ignas</b>..... [1] - 2:20  <b>ignored</b> [1] - 41:13  <b>ignores</b> [1] - 30:17  <b>illusory</b> [1] - 50:10  <b>imaginary</b> [1] - 30:17  <b>impact</b> [5] - 13:19, 29:9, 30:7, 41:19, 58:16  <b>Impact</b> [13] - 3:3, 4:23, 8:11, 10:1, 13:22, 14:10, 15:18, 20:4, 21:24, 25:12, 26:23, 32:16, 59:25  <b>impacted</b> [5] - 14:19, 44:14, 50:22, 53:13, 59:4  <b>impacts</b> [16] - 5:6, 13:2, 22:7, 35:17, 35:21, 35:23, 37:7, 37:8, 38:17, 38:18, 40:5, 46:15, 50:25, 51:24, 52:1, 53:10  <b>impaired</b> [1] - 14:16  <b>important</b> [2] - 39:25, 50:19  <b>impose</b> [1] - 29:20  <b>imposed</b> [1] - 29:25  <b>improve</b> [2] - 12:16, 30:10  <b>improved</b> [1] - 33:7  <b>improvement</b> [1] - 17:12  <b>improvements</b> [25] - 3:5, 5:1, 5:25, 12:15, 12:25, 18:10, 20:6, 22:2, 23:1, 30:19, 30:25, 31:7, 31:23, 32:4, 33:11, 33:25, 34:24, 39:24, 40:18, 43:5, 43:6, 43:12, 48:16, 56:12, 56:16  <b>include</b> [3] - 5:10, 22:11, 40:2  <b>included</b> [5] - 4:25, 9:20, 13:12, 22:1, 26:17  <b>includes</b> [2] - 15:4, 39:8  <b>including</b> [5] - 34:25, 38:17, 38:18, 39:4, 49:17  <b>incogitable</b> [1] - 36:6  <b>incoherent</b> [1] - 29:11  <b>Inconvenient</b> [1] - 37:2  <b>increase</b> [6] - 35:1, 42:1, 44:10, 45:11, 50:7, 56:6  <b>increased</b> [2] - 12:14, 58:8  <b>increases</b> [1] - 30:18  <b>increasing</b> [2] - 41:15, 57:12  <b>incredible</b> [1] - 49:21  <b>Index</b>..... [1] - 2:24  <b>induce</b> [1] - 45:8  <b>induced</b> [1] - 41:14  <b>infamous</b> [1] - 31:4  <b>infirm</b> [1] - 35:24  <b>information</b> [15] - 4:4, 4:10, 4:21, 6:8, 7:5, 10:12,</p>	<p>10:14, 18:12, 21:4, 21:10, 21:22, 23:9, 24:6, 27:9, 27:11  <b>informed</b> [1] - 14:8  <b>infrastructure</b> [3] - 32:10, 41:8, 49:20  <b>inhospitable</b> [1] - 43:14  <b>inland</b> [1] - 41:4  <b>inner</b> [1] - 46:18  <b>innovative</b> [1] - 32:11  <b>inordinate</b> [1] - 53:5  <b>input</b> [1] - 32:18  <b>inside</b> [2] - 5:16, 22:17  <b>inspect</b> [2] - 7:3, 24:4  <b>inspection</b> [4] - 7:4, 15:13, 24:5, 59:19  <b>instead</b> [2] - 12:11, 58:14  <b>insult</b> [1] - 36:8  <b>intended</b> [1] - 35:17  <b>Interchange</b> [2] - 5:11, 22:12  <b>interchange</b> [22] - 5:24, 5:25, 11:5, 11:21, 12:8, 12:10, 12:17, 12:24, 13:1, 22:25, 23:1, 34:18, 34:25, 35:5, 35:10, 39:21, 39:23, 45:25, 51:10, 53:4, 56:4, 57:14  <b>interchanges</b> [6] - 10:23, 10:24, 11:2, 11:21, 32:7  <b>interesting</b> [1] - 37:19  <b>intersects</b> [1] - 50:22  <b>Interstate</b> [17] - 3:2, 3:5, 3:7, 4:23, 8:10, 9:25, 15:18, 20:3, 20:6, 20:8, 21:24, 25:11, 26:22, 31:24, 34:17, 34:18, 59:24  <b>interstate</b> [21] - 11:2, 13:11, 30:10, 31:11, 35:13, 36:2, 39:14, 39:17, 41:4, 41:8, 42:11, 42:20, 43:7, 45:8, 46:15, 49:16, 50:22, 51:16, 52:7, 52:17, 52:18  <b>interstates</b> [5] - 29:14, 29:16, 29:19, 30:13, 34:1  <b>intervention</b> [1] - 46:14  <b>introduce</b> [2] - 8:14, 25:15  <b>invest</b> [1] - 48:15  <b>investment</b> [4] - 39:14, 39:20, 41:7, 41:23  <b>investments</b> [2] - 32:2, 32:10  <b>Invitation</b> [1] - 11:6  <b>invite</b> [1] - 43:22  <b>involve</b> [1] - 35:7  <b>involved</b> [2] - 7:24, 24:25  <b>Irma</b> [1] - 37:23  <b>issue</b> [1] - 29:10  <b>issues</b> [3] - 35:25, 51:18, 52:6  <b>Item</b> [2] - 3:9, 20:10  <b>itself</b> [2] - 37:11, 53:4</p>	<p><b>J</b>  <b>Jaroach</b> [3] - 2:12, 27:14, 27:16  <b>JAROCH</b> [1] - 27:16  <b>jeopardized</b> [2] - 7:17, 24:18  <b>Jesseph</b> [2] - 29:5, 29:6  <b>JESSEPH</b> [2] - 29:6  <b>Jesseph</b>..... [1] - 2:12  <b>job</b> [1] - 55:6  <b>John</b> [1] - 31:2  <b>Johnson</b> [1] - 61:16  <b>JOHNSON</b> [3] - 1:23, 61:5, 61:16  <b>jointly</b> [1] - 14:19  <b>Jr</b> [1] - 1:7  <b>Junction</b> [11] - 11:6, 11:7, 12:11, 12:12, 28:4, 31:1, 33:9, 56:8, 56:14, 58:4  <b>junction</b> [1] - 31:3  <b>June</b> [1] - 57:1  <b>Junior</b> [2] - 3:7, 20:8  <b>justice</b> [1] - 50:3  <b>justified</b> [1] - 51:13</p>
<p><b>I</b></p>	<p><b>i-275</b> [1] - 1:7  <b>I-275</b> [19] - 1:8, 3:6, 3:8, 5:15, 5:20, 6:5, 14:22, 14:24, 20:7, 20:9, 22:16, 22:21, 23:6, 27:20, 28:6, 28:16, 28:20, 31:5, 42:18  <b>I-275/I-4</b> [4] - 5:24, 5:25, 22:25, 23:1  <b>I-4</b> [21] - 1:8, 3:8, 6:5, 14:24, 15:4, 20:9, 23:6, 27:20, 28:6, 28:7, 28:14, 28:15, 31:5, 35:2, 35:22, 46:2, 47:12, 47:16, 47:17, 47:21, 57:12  <b>identical</b> [2] - 4:10, 21:10  <b>identified</b> [4] - 13:25, 31:23,</p>	<p><b>K</b>  <b>Karen</b> [6] - 2:12, 2:15, 27:14, 27:16, 38:22, 38:23  <b>keep</b> [6] - 9:18, 10:1, 26:15, 26:23, 55:7, 58:22  <b>Kelly</b> [2] - 2:21, 57:17  <b>Kemp</b> [7] - 2:15, 36:12, 36:14, 36:18, 38:3, 38:14, 38:15  <b>key</b> [2] - 33:7, 39:17  <b>kind</b> [4] - 11:18, 38:13, 47:19, 51:21  <b>kinds</b> [1] - 12:15  <b>King</b> [3] - 1:7, 3:7, 20:8  <b>Kirk</b> [4] - 3:10, 10:19, 20:11, 45:22  <b>kiss</b> [1] - 44:15  <b>known</b> [3] - 6:22, 23:23, 29:15  <b>knows</b> [1] - 38:1  <b>Kress</b> [2] - 38:22, 38:23  <b>KRESS</b> [1] - 38:23  <b>Kress</b>..... [1] - 2:15  <b>Kristen</b> [1] - 14:4  <b>Kristopher</b> [3] - 2:16, 42:6, 42:7</p>	<p><b>L</b>  <b>Lake</b> [2] - 42:8, 48:9  <b>lake</b> [1] - 42:16  <b>lane</b> [6] - 28:23, 28:25, 30:6, 35:11, 42:19, 54:18  <b>lanes</b> [13] - 5:12, 5:13, 5:15,</p>

<p>5:19, 5:23, 22:13, 22:14, 22:16, 22:20, 22:24, 28:11, 30:12, 33:4</p> <p><b>laptop</b> [1] - 55:19</p> <p><b>large</b> [2] - 14:23, 61:7</p> <p><b>largely</b> [1] - 34:22</p> <p><b>larger</b> [1] - 36:4</p> <p><b>last</b> [12] - 10:5, 12:19, 14:5, 14:13, 15:1, 27:2, 41:10, 48:21, 50:18, 55:5, 56:20, 59:4</p> <p><b>late</b> [2] - 14:7, 47:8</p> <p><b>Laura</b> [6] - 2:14, 2:19, 36:11, 36:13, 48:23, 48:24</p> <p><b>Law</b> [1] - 50:1</p> <p><b>LAWSON</b> [2] - 36:13, 48:24</p> <p><b>Lawson</b> [4] - 36:11, 36:13, 48:23, 48:24</p> <p><b>Lawson</b>..... [2] - 2:14, 2:19</p> <p><b>Lazarus</b> [2] - 47:5, 47:9</p> <p><b>LAZARUS</b> [2] - 47:6, 47:8</p> <p><b>Lazarus</b>..... [1] - 2:18</p> <p><b>leaders</b> [1] - 32:19</p> <p><b>leadership</b> [1] - 39:3</p> <p><b>learned</b> [1] - 14:2</p> <p><b>least</b> [1] - 13:12</p> <p><b>leaving</b> [2] - 8:5, 25:6</p> <p><b>left</b> [1] - 48:18</p> <p><b>legislative</b> [1] - 36:14</p> <p><b>length</b> [1] - 28:17</p> <p><b>less</b> [3] - 38:7, 44:22, 56:3</p> <p><b>letter</b> [1] - 18:8</p> <p><b>letting</b> [1] - 10:20</p> <p><b>life</b> [3] - 41:22, 53:13, 57:4</p> <p><b>lights</b> [3] - 53:5, 53:11, 53:12</p> <p><b>limit</b> [2] - 9:24, 26:21</p> <p><b>limited</b> [2] - 28:23, 35:1</p> <p><b>limits</b> [1] - 35:9</p> <p><b>linchpins</b> [1] - 32:8</p> <p><b>Lincoln</b> [1] - 19:8</p> <p><b>Line</b> [1] - 39:10</p> <p><b>linking</b> [1] - 31:4</p> <p><b>list</b> [1] - 49:10</p> <p><b>listen</b> [1] - 56:24</p> <p><b>listened</b> [1] - 32:13</p> <p><b>listening</b> [1] - 56:18</p> <p><b>literally</b> [2] - 34:17, 47:22</p> <p><b>literature</b> [1] - 30:16</p> <p><b>Livable</b> [1] - 56:20</p> <p><b>live</b> [18] - 10:25, 12:21, 13:8, 17:6, 27:17, 27:18, 33:2, 34:17, 42:15, 50:20, 51:9, 53:20, 54:12, 55:1, 56:1, 56:3, 57:14, 58:3</p> <p><b>lived</b> [3] - 11:24, 13:9, 33:8</p> <p><b>lives</b> [1] - 33:20</p> <p><b>living</b> [2] - 31:14, 35:21</p>	<p><b>local</b> [4] - 30:20, 31:11, 41:5, 52:1</p> <p><b>Locally</b> [15] - 4:22, 5:1, 6:16, 8:9, 21:23, 22:2, 23:17, 25:10, 28:2, 28:24, 29:1, 31:21, 33:5, 34:2, 57:21</p> <p><b>locally</b> [3] - 33:4, 41:20, 57:11</p> <p><b>located</b> [9] - 3:16, 4:2, 4:19, 15:14, 19:6, 21:2, 21:16, 21:21, 59:20</p> <p><b>location</b> [3] - 8:17, 25:18, 47:13</p> <p><b>look</b> [5] - 12:12, 37:16, 38:6, 54:25, 55:10</p> <p><b>looked</b> [2] - 46:9, 46:17</p> <p><b>looking</b> [2] - 54:12, 58:20</p> <p><b>looks</b> [2] - 37:14, 45:24</p> <p><b>lost</b> [1] - 52:4</p> <p><b>love</b> [2] - 54:6</p> <p><b>lowering</b> [1] - 35:9</p> <p><b>LPA</b> [1] - 32:4</p> <p><b>Luther</b> [3] - 1:7, 3:7, 20:8</p>	<p>15:24, 59:18, 60:1</p> <p><b>matter</b> [3] - 50:14, 55:9, 55:17</p> <p><b>Matthew</b> [2] - 2:18, 45:21</p> <p><b>maximum</b> [2] - 4:8, 21:8</p> <p><b>McCaffrey</b> [1] - 31:2</p> <p><b>McKay</b> [3] - 1:17, 4:19, 20:16</p> <p><b>McKinley</b> [2] - 15:14, 59:21</p> <p><b>means</b> [1] - 14:17</p> <p><b>measures</b> [1] - 40:16</p> <p><b>median</b> [2] - 5:17, 22:18</p> <p><b>medium</b> [1] - 54:13</p> <p><b>meet</b> [1] - 41:20</p> <p><b>meetings</b> [5] - 49:10, 56:23, 57:19, 58:24, 59:8</p> <p><b>member</b> [3] - 31:20, 39:5, 40:25</p> <p><b>memo</b> [1] - 46:24</p> <p><b>Memorial</b> [1] - 18:6</p> <p><b>mention</b> [1] - 29:15</p> <p><b>mentioned</b> [3] - 37:11, 46:10, 57:22</p> <p><b>mentions</b> [1] - 12:13</p> <p><b>meow</b> [1] - 17:15</p> <p><b>MESSINA</b> [3] - 1:23, 61:5, 61:16</p> <p><b>Messina</b> [1] - 61:16</p> <p><b>metering</b> [1] - 35:10</p> <p><b>metrics</b> [1] - 46:20</p> <p><b>metro</b> [1] - 31:25</p> <p><b>Metropolitan</b> [1] - 36:16</p> <p><b>metropolitan</b> [1] - 54:11</p> <p><b>michelle</b> [1] - 2:16</p> <p><b>Michelle</b> [2] - 40:21, 40:22</p> <p><b>micro</b> [1] - 39:9</p> <p><b>microphone</b> [8] - 10:5, 10:9, 10:11, 10:18, 27:2, 27:6, 27:8, 27:15</p> <p><b>middle</b> [1] - 37:5</p> <p><b>might</b> [3] - 7:17, 12:11, 24:18</p> <p><b>mile</b> [1] - 15:4</p> <p><b>miles</b> [4] - 47:15, 47:20, 50:4, 50:5</p> <p><b>million</b> [2] - 11:9, 30:25</p> <p><b>millions</b> [1] - 14:21</p> <p><b>mind</b> [3] - 9:19, 26:16, 59:2</p> <p><b>mindful</b> [2] - 11:12, 13:1</p> <p><b>mine</b> [1] - 52:25</p> <p><b>minimize</b> [1] - 13:19</p> <p><b>minute</b> [1] - 38:7</p> <p><b>minutes</b> [3] - 10:2, 26:24, 47:22</p> <p><b>misnamed</b> [1] - 30:19</p> <p><b>Mit</b> [3] - 2:20, 53:20, 57:22</p> <p><b>mitigating</b> [1] - 46:14</p> <p><b>MLK</b> [2] - 48:10</p> <p><b>mobility</b> [3] - 32:2, 39:9, 42:2</p> <p><b>modal</b> [1] - 40:1</p> <p><b>model</b> [2] - 30:17, 31:9</p>	<p><b>modern</b> [2] - 58:17, 58:21</p> <p><b>Monday</b> [1] - 48:6</p> <p><b>money</b> [3] - 29:22, 44:17, 48:16</p> <p><b>monoscapes</b> [1] - 29:17</p> <p><b>month</b> [1] - 14:3</p> <p><b>Morrison</b> [1] - 43:3</p> <p><b>most</b> [3] - 29:12, 30:1, 41:18</p> <p><b>move</b> [9] - 6:23, 7:2, 7:15, 23:24, 24:3, 24:16, 53:9, 56:15, 57:13</p> <p><b>moved</b> [3] - 7:7, 24:8, 58:9</p> <p><b>movie</b> [1] - 37:1</p> <p><b>moving</b> [1] - 57:8</p> <p><b>MPO</b> [2] - 49:1, 56:21</p> <p><b>MR</b> [36] - 3:1, 10:19, 13:5, 13:8, 15:7, 17:5, 19:4, 20:2, 29:4, 29:6, 31:16, 31:18, 32:24, 34:5, 34:7, 36:10, 38:21, 40:20, 42:5, 42:7, 42:25, 44:1, 45:20, 45:22, 47:4, 47:7, 48:20, 48:23, 51:3, 51:8, 53:17, 53:20, 55:24, 56:1, 57:16, 59:14</p> <p><b>MS</b> [12] - 18:4, 27:16, 33:1, 36:13, 38:23, 40:22, 43:2, 44:3, 47:6, 47:8, 48:24, 57:17</p> <p><b>multimodal</b> [3] - 32:1, 38:2, 39:8</p> <p><b>municipalities</b> [1] - 58:18</p> <p><b>municipality</b> [2] - 10:13, 27:10</p> <p><b>must</b> [4] - 9:19, 11:8, 26:16, 32:1</p>
<div>M</div>			
<p><b>Mabry</b> [4] - 1:12, 3:15, 4:15, 21:14</p> <p><b>MacDill</b> [3] - 17:10, 19:6, 19:9</p> <p><b>Maddox</b> [2] - 7:19, 24:20</p> <p><b>magic</b> [1] - 30:5</p> <p><b>mail</b> [4] - 4:5, 9:14, 21:5, 26:11</p> <p><b>maintained</b> [2] - 6:3, 23:4</p> <p><b>maintaining</b> [2] - 6:7, 23:8</p> <p><b>maintenance</b> [1] - 37:21</p> <p><b>major</b> [5] - 5:20, 22:21, 32:5, 33:21, 58:8</p> <p><b>majority</b> [1] - 41:11</p> <p><b>Malfunction</b> [8] - 11:6, 12:12, 28:4, 31:1, 33:9, 56:7, 56:14, 58:4</p> <p><b>managed</b> [1] - 33:4</p> <p><b>Management</b> [2] - 3:11, 20:12</p> <p><b>management</b> [1] - 40:16</p> <p><b>maneuver</b> [1] - 28:16</p> <p><b>manifest</b> [1] - 35:23</p> <p><b>manner</b> [2] - 6:25, 24:1</p> <p><b>maps</b> [1] - 53:6</p> <p><b>March</b> [3] - 9:20, 26:17, 61:13</p> <p><b>Marguerite</b> [1] - 13:9</p> <p><b>markings</b> [1] - 35:11</p> <p><b>Martin</b> [3] - 1:7, 3:7, 20:8</p> <p><b>mass</b> [2] - 41:7, 54:15</p> <p><b>massive</b> [1] - 39:12</p> <p><b>Matanzas</b> [1] - 19:8</p> <p><b>materials</b> [5] - 12:18, 15:12,</p>			
<div>N</div>			
<p><b>NAME</b> [1] - 2:2</p> <p><b>name</b> [14] - 3:10, 10:9, 10:10, 11:6, 13:8, 18:4, 20:11, 27:6, 27:7, 27:16, 47:7, 51:8, 53:20, 56:1</p> <p><b>national</b> [2] - 3:22, 20:22</p> <p><b>natural</b> [2] - 5:5, 22:6</p> <p><b>Neal</b> [6] - 2:8, 2:9, 17:2, 17:5, 19:1, 19:4</p> <p><b>near</b> [3] - 28:20, 42:15, 50:20</p> <p><b>nearby</b> [1] - 12:4</p> <p><b>nearly</b> [1] - 42:19</p> <p><b>necessary</b> [4] - 6:11, 7:12, 23:12, 24:13</p> <p><b>need</b> [12] - 7:25, 25:1, 28:9, 33:22, 40:2, 42:12, 42:13, 43:21, 45:4, 45:6, 50:2, 50:25</p> <p><b>needed</b> [8] - 6:15, 11:16, 11:25, 12:1, 13:19, 23:16, 34:1, 43:6</p>			



<p><b>needs</b> [5] - 11:9, 36:19, 38:1, 42:11, 56:15</p> <p><b>negatively</b> [2] - 41:19, 44:14</p> <p><b>neighborhood</b> [8] - 34:15, 50:23, 51:24, 52:13, 58:9, 58:16, 58:24, 59:1</p> <p><b>Neighborhood</b> [1] - 29:8</p> <p><b>neighborhoods</b> [8] - 40:5, 44:11, 44:14, 52:19, 56:19, 57:10, 57:23, 57:25</p> <p><b>neighbors</b> [3] - 11:14, 36:3, 41:9</p> <p><b>net</b> [1] - 29:19</p> <p><b>never</b> [4] - 36:8, 36:9, 46:10, 47:18</p> <p><b>nevertheless</b> [1] - 31:8</p> <p><b>new</b> [6] - 5:12, 22:13, 44:20, 50:24, 59:9</p> <p><b>next</b> [15] - 4:2, 13:7, 21:2, 29:5, 31:17, 32:25, 34:6, 36:11, 38:22, 40:21, 42:6, 43:1, 44:2, 45:21, 47:5</p> <p><b>Next</b> [5] - 39:16, 44:5, 51:14, 51:23, 53:16</p> <p><b>nfsuarez@gmail.com</b> [1] - 19:12</p> <p><b>nice</b> [1] - 17:12</p> <p><b>nickle</b> [1] - 31:6</p> <p><b>night</b> [2] - 16:5, 60:7</p> <p><b>NO</b> [1] - 1:6</p> <p><b>no-build</b> [2] - 35:4, 45:18</p> <p><b>noise</b> [4] - 17:7, 17:15, 19:7, 19:8</p> <p><b>none</b> [1] - 59:17</p> <p><b>nonprofit</b> [1] - 40:25</p> <p><b>North</b> [9] - 1:7, 11:24, 13:9, 15:14, 34:10, 40:23, 56:2, 57:17, 59:20</p> <p><b>north</b> [11] - 3:6, 14:24, 15:4, 20:7, 33:14, 37:21, 43:18, 47:12, 47:18, 48:8, 49:20</p> <p><b>northbound</b> [1] - 28:16</p> <p><b>northwest</b> [1] - 27:19</p> <p><b>Notaries</b> [1] - 61:6</p> <p><b>nothing</b> [5] - 30:13, 50:5, 55:19, 55:20, 59:9</p> <p><b>notification</b> [2] - 7:16, 24:17</p> <p><b>notified</b> [2] - 7:13, 24:14</p> <p><b>Nuccio</b> [1] - 46:3</p> <p><b>Number</b> [2] - 3:9, 20:10</p> <p><b>NUMBER</b> [1] - 2:2</p> <p><b>number</b> [5] - 28:8, 36:19, 37:16, 38:16, 50:8</p> <p><b>numbers</b> [1] - 41:9</p>	<p><b>obvious</b> [1] - 29:12</p> <p><b>occasion</b> [3] - 10:22, 10:24, 12:20</p> <p><b>Occident</b> [1] - 12:7</p> <p><b>occupancy</b> [2] - 41:15, 50:16</p> <p><b>occur</b> [1] - 33:12</p> <p><b>occurs</b> [1] - 11:5</p> <p><b>OF</b> [3] - 2:2, 61:1, 61:2</p> <p><b>offer</b> [2] - 52:11, 52:12</p> <p><b>offered</b> [1] - 52:23</p> <p><b>Office</b> [1] - 59:20</p> <p><b>office</b> [1] - 15:14</p> <p><b>official</b> [2] - 9:21, 26:18</p> <p><b>officially</b> [4] - 4:24, 15:16, 21:25, 59:22</p> <p><b>officials</b> [3] - 8:13, 25:14, 32:19</p> <p><b>often</b> [1] - 28:18</p> <p><b>Old</b> [1] - 29:7</p> <p><b>older</b> [1] - 51:15</p> <p><b>oldest</b> [1] - 34:15</p> <p><b>once</b> [1] - 51:15</p> <p><b>one</b> [21] - 6:10, 9:7, 9:13, 10:15, 11:10, 23:11, 26:4, 26:10, 27:12, 28:14, 31:25, 33:14, 37:14, 37:19, 38:8, 44:23, 46:25, 47:25, 50:18, 57:20</p> <p><b>ongoing</b> [1] - 13:11</p> <p><b>opens</b> [1] - 51:15</p> <p><b>operational</b> [5] - 30:19, 30:25, 32:5, 34:24, 39:24</p> <p><b>operations</b> [3] - 6:1, 23:2, 49:17</p> <p><b>opinion</b> [1] - 56:17</p> <p><b>opportunity</b> [10] - 3:19, 4:21, 8:20, 10:2, 20:19, 21:22, 25:21, 26:24, 32:22, 49:21</p> <p><b>oppose</b> [1] - 45:23</p> <p><b>opposed</b> [1] - 59:11</p> <p><b>opposition</b> [4] - 34:20, 41:4, 44:4, 44:6</p> <p><b>Option</b> [2] - 13:25</p> <p><b>option</b> [7] - 32:23, 35:4, 35:5, 39:24, 40:12, 49:14, 57:11</p> <p><b>options</b> [8] - 32:2, 32:11, 39:8, 40:1, 42:2, 42:9, 42:13, 58:20</p> <p><b>oral</b> [2] - 9:8, 26:5</p> <p><b>orange</b> [1] - 30:6</p> <p><b>order</b> [6] - 9:23, 10:2, 11:15, 12:15, 26:20, 26:24</p> <p><b>Organization</b> [1] - 36:16</p> <p><b>organization</b> [5] - 10:13, 27:10, 39:3, 39:7, 39:13</p> <p><b>origin</b> [2] - 3:23, 20:23</p> <p><b>Orlando</b> [1] - 49:15</p> <p><b>otherwise</b> [2] - 13:21, 29:16</p> <p><b>ourselves</b> [1] - 35:14</p>	<p><b>outcome</b> [1] - 46:13</p> <p><b>overall</b> [2] - 6:4, 23:5</p> <p><b>overlooks</b> [1] - 29:21</p> <p><b>own</b> [2] - 34:19, 54:6</p> <p><b>owning</b> [1] - 56:9</p>	<p><b>personal</b> [2] - 34:19, 35:18</p> <p><b>personally</b> [2] - 55:1, 59:10</p> <p><b>perspective</b> [1] - 48:4</p> <p><b>phase</b> [1] - 38:11</p> <p><b>physical</b> [2] - 5:5, 22:6</p> <p><b>Pinellas</b> [4] - 27:18, 28:19, 33:2, 33:20</p> <p><b>pipe</b> [1] - 37:9</p> <p><b>pipes</b> [1] - 14:23</p> <p><b>pit</b> [1] - 35:14</p> <p><b>PLACE</b> [2] - 1:11, 1:17</p> <p><b>place</b> [3] - 38:4, 40:17, 57:1</p> <p><b>placed</b> [2] - 9:12, 26:9</p> <p><b>plan</b> [8] - 13:11, 14:4, 36:7, 37:6, 42:3, 43:5, 43:15, 59:8</p> <p><b>planned</b> [1] - 30:3</p> <p><b>Planning</b> [1] - 36:16</p> <p><b>planning</b> [1] - 46:9</p> <p><b>plans</b> [3] - 6:14, 23:15, 58:2</p> <p><b>play</b> [2] - 11:8, 12:21</p> <p><b>playing</b> [1] - 46:14</p> <p><b>pleased</b> [1] - 28:24</p> <p><b>point</b> [3] - 30:16, 30:24, 56:20</p> <p><b>poisonous</b> [1] - 14:20</p> <p><b>Policies</b> [2] - 6:21, 23:22</p> <p><b>policy</b> [1] - 55:7</p> <p><b>policymakers</b> [1] - 55:7</p> <p><b>polluting</b> [1] - 41:18</p> <p><b>pollution</b> [10] - 12:13, 12:18, 36:2, 36:5, 37:8, 45:12, 50:15, 53:6, 58:3</p> <p><b>pond</b> [7] - 13:13, 13:18, 13:24, 14:6, 14:9, 14:24, 15:4</p> <p><b>poor</b> [1] - 53:8</p> <p><b>population</b> [3] - 32:3, 35:25, 39:12</p> <p><b>Port</b> [7] - 1:17, 4:19, 8:23, 15:22, 20:15, 21:20, 33:23</p> <p><b>portion</b> [12] - 9:1, 9:9, 9:11, 10:8, 10:16, 15:17, 25:23, 26:6, 26:8, 27:5, 27:13, 59:23</p> <p><b>positively</b> [1] - 46:13</p> <p><b>posse</b> [1] - 31:8</p> <p><b>possible</b> [3] - 11:19, 12:6, 41:18</p> <p><b>possibly</b> [1] - 58:11</p> <p><b>postmarked</b> [2] - 9:19, 26:16</p> <p><b>potential</b> [3] - 5:6, 22:7, 51:11</p> <p><b>predominantly</b> [1] - 52:25</p> <p><b>prefer</b> [2] - 33:3, 48:15</p> <p><b>preferred</b> [5] - 11:12, 33:4, 34:21, 41:12, 45:16</p> <p><b>Preferred</b> [15] - 4:22, 5:1, 6:16, 8:9, 21:23, 22:2,</p>
<p><b>O</b></p>			
<p><b>object</b> [1] - 29:9</p> <p><b>obligations</b> [1] - 36:7</p> <p><b>obtained</b> [1] - 12:24</p>			

<p>23:17, 25:10, 28:2, 28:24, 29:1, 31:21, 33:5, 34:2, 57:21</p> <p><b>preposterous</b> [1] - 29:11</p> <p><b>preprinted</b> [2] - 9:15, 26:12</p> <p><b>present</b> [6] - 7:4, 8:16, 10:6, 24:5, 25:17, 27:3</p> <p><b>presentation</b> [3] - 8:7, 25:8, 53:24</p> <p><b>Presentation</b> [1] - 2:4</p> <p><b>Presentation.....</b> ..... [1] - 2:11</p> <p><b>presented</b> [7] - 4:10, 13:23, 21:10, 29:2, 35:6, 44:5, 59:10</p> <p><b>presently</b> [1] - 43:13</p> <p><b>preserve</b> [1] - 40:6</p> <p><b>preserved</b> [2] - 5:17, 22:18</p> <p><b>president</b> [1] - 34:13</p> <p><b>prettier</b> [1] - 53:23</p> <p><b>pretty</b> [4] - 46:25, 47:14, 53:24, 55:10</p> <p><b>prevention</b> [3] - 12:2, 12:6, 13:2</p> <p><b>previously</b> [1] - 37:11</p> <p><b>price</b> [1] - 29:14</p> <p><b>principal</b> [1] - 30:3</p> <p><b>prioritized</b> [1] - 41:21</p> <p><b>priority</b> [1] - 41:6</p> <p><b>private</b> [1] - 39:1</p> <p><b>proactive</b> [1] - 39:3</p> <p><b>problem</b> [2] - 15:6, 47:18</p> <p><b>procedures</b> [2] - 7:13, 24:14</p> <p><b>proceed</b> [1] - 40:13</p> <p><b>proceedings</b> [1] - 61:8</p> <p><b>proceeds</b> [1] - 29:22</p> <p><b>process</b> [2] - 30:5, 46:25</p> <p><b>productivity</b> [1] - 30:2</p> <p><b>professor</b> [1] - 31:13</p> <p><b>Program</b> [2] - 3:9, 20:10</p> <p><b>program</b> [4] - 7:19, 24:20, 51:23, 51:25</p> <p><b>Project</b> [3] - 3:4, 20:5, 44:5</p> <p><b>project</b> [44] - 3:20, 4:5, 5:8, 5:10, 6:4, 6:10, 6:16, 6:24, 7:24, 8:3, 8:19, 9:17, 9:18, 14:10, 15:25, 20:20, 21:4, 22:9, 22:11, 23:5, 23:11, 23:17, 23:25, 24:25, 25:4, 25:20, 26:14, 26:15, 30:21, 31:2, 37:14, 38:17, 41:10, 44:23, 45:10, 45:18, 49:3, 49:16, 51:14, 51:17, 53:14, 53:15, 53:21, 60:1</p> <p><b>projections</b> [2] - 29:12, 39:13</p> <p><b>projects</b> [7] - 6:10, 23:11, 41:21, 45:1, 45:3, 45:5, 45:17</p> <p><b>promised</b> [1] - 52:9</p>	<p><b>promising</b> [1] - 31:10</p> <p><b>promoted</b> [1] - 58:14</p> <p><b>promptly</b> [3] - 7:12, 24:13, 41:13</p> <p><b>prone</b> [1] - 28:4</p> <p><b>properties</b> [7] - 6:12, 12:4, 13:2, 23:13, 52:4, 59:3</p> <p><b>Property</b> [2] - 6:21, 23:22</p> <p><b>property</b> [9] - 7:3, 7:5, 7:25, 13:12, 18:6, 24:4, 24:6, 25:1, 29:17</p> <p><b>property's</b> [1] - 13:15</p> <p><b>proposal</b> [1] - 45:23</p> <p><b>propose</b> [1] - 27:24</p> <p><b>proposed</b> [16] - 5:1, 5:10, 5:25, 6:4, 22:2, 22:11, 23:1, 23:5, 27:24, 31:22, 32:10, 32:17, 34:21, 39:15, 39:23, 58:22</p> <p><b>prosthetic</b> [1] - 29:11</p> <p><b>protecting</b> [1] - 15:2</p> <p><b>protection</b> [1] - 13:23</p> <p><b>provide</b> [20] - 3:19, 4:24, 5:19, 7:4, 8:25, 9:6, 10:4, 10:14, 20:19, 21:25, 22:20, 24:5, 25:22, 26:3, 27:1, 27:11, 32:2, 32:5, 41:3, 44:24</p> <p><b>provided</b> [3] - 4:4, 21:4, 42:13</p> <p><b>providing</b> [2] - 5:22, 22:23</p> <p><b>provision</b> [1] - 29:24</p> <p><b>proximity</b> [1] - 35:22</p> <p><b>PUBLIC</b> [1] - 1:5</p> <p><b>Public</b> [25] - 2:6, 3:1, 3:24, 4:7, 4:11, 4:25, 8:8, 8:21, 9:1, 9:11, 9:21, 15:11, 15:17, 20:2, 20:24, 21:7, 21:11, 22:1, 25:9, 25:23, 26:8, 26:18, 59:17, 59:23, 61:7</p> <p><b>public</b> [19] - 3:21, 5:3, 9:5, 9:22, 10:14, 10:20, 15:13, 20:21, 22:4, 26:2, 26:19, 27:11, 38:16, 39:1, 41:4, 41:10, 42:9, 56:10, 59:19</p> <p><b>pun</b> [1] - 35:16</p> <p><b>purpose</b> [3] - 5:12, 22:13, 54:19</p> <p><b>push</b> [1] - 45:6</p> <p><b>pushing</b> [1] - 41:5</p> <p><b>put</b> [8] - 18:12, 31:2, 40:16, 48:13, 49:9, 50:24, 52:18, 53:11</p> <p><b>putting</b> [3] - 17:12, 37:4, 52:12</p>	<p>53:8, 53:10</p> <p><b>questions</b> [6] - 5:9, 7:20, 10:15, 22:10, 24:21, 27:12</p> <p><b>quickly</b> [1] - 28:16</p> <p><b>quite</b> [2] - 29:18, 34:17</p> <p><b>quotes</b> [1] - 51:14</p>	<p><b>reduce</b> [5] - 28:8, 30:14, 50:4, 50:6, 53:10</p> <p><b>reduced</b> [3] - 12:14, 56:16</p> <p><b>reference</b> [4] - 15:12, 40:10, 50:5, 59:18</p> <p><b>referenced</b> [1] - 50:10</p> <p><b>references</b> [1] - 49:12</p> <p><b>referencing</b> [1] - 34:22</p> <p><b>reflects</b> [3] - 32:17, 33:25, 42:3</p> <p><b>regard</b> [2] - 3:22, 20:22</p> <p><b>regarding</b> [7] - 5:9, 7:25, 8:17, 22:10, 25:1, 25:18, 35:25</p> <p><b>region</b> [10] - 6:6, 11:8, 11:9, 12:22, 23:7, 32:8, 32:9, 32:12, 32:14, 32:20</p> <p><b>regional</b> [2] - 39:12, 40:2</p> <p><b>regular</b> [1] - 27:19</p> <p><b>rejected</b> [1] - 15:3</p> <p><b>relation</b> [1] - 34:24</p> <p><b>relief</b> [1] - 30:2</p> <p><b>relieve</b> [2] - 32:5, 58:12</p> <p><b>religion</b> [2] - 3:22, 20:22</p> <p><b>relocation</b> [14] - 6:12, 6:17, 7:6, 7:16, 7:18, 7:21, 7:24, 23:13, 23:18, 24:7, 24:17, 24:19, 24:22, 24:25</p> <p><b>Relocation</b> [4] - 6:20, 7:1, 23:21, 24:2</p> <p><b>remains</b> [1] - 41:17</p> <p><b>remarkably</b> [1] - 36:4</p> <p><b>remember</b> [3] - 16:3, 36:21, 60:5</p> <p><b>remind</b> [1] - 30:24</p> <p><b>remotely</b> [1] - 52:22</p> <p><b>remove</b> [2] - 35:12, 41:25</p> <p><b>removed</b> [5] - 14:9, 37:13, 42:12, 45:15, 46:3</p> <p><b>removing</b> [1] - 54:4</p> <p><b>Reo</b> [1] - 12:7</p> <p><b>repeatedly</b> [1] - 56:6</p> <p><b>replaced</b> [1] - 38:1</p> <p><b>report</b> [1] - 51:13</p> <p><b>REPORTED</b> [1] - 1:23</p> <p><b>reporter</b> [2] - 10:12, 27:9</p> <p><b>Reporter</b> [4] - 1:23, 1:25, 61:17, 61:19</p> <p><b>reporter's</b> [1] - 55:19</p> <p><b>Reporters</b> [2] - 2:7, 61:6</p> <p><b>reporters</b> [4] - 9:10, 10:7, 26:7, 27:4</p> <p><b>Reporters.....</b> [1] - 2:23</p> <p><b>reports</b> [3] - 5:9, 22:10, 51:22</p> <p><b>represent</b> [3] - 10:13, 27:10, 34:20</p> <p><b>representative</b> [4] - 9:3, 9:6,</p>
	<p><b>R</b></p>		
	<p><b>race</b> [2] - 3:22, 20:22</p> <p><b>Rahms</b> [2] - 18:1, 18:4</p> <p><b>RAHMS</b> [1] - 18:4</p> <p><b>Rahms.....</b> [1] - 2:8</p> <p><b>rail</b> [4] - 46:7, 46:12, 49:19, 52:9</p> <p><b>Rail</b> [1] - 49:16</p> <p><b>rained</b> [1] - 53:7</p> <p><b>raise</b> [2] - 9:5, 26:2</p> <p><b>raised</b> [1] - 32:15</p> <p><b>ramp</b> [9] - 28:5, 28:7, 28:17, 28:23, 31:4, 35:10, 47:16, 47:21, 50:24</p> <p><b>ramps</b> [6] - 5:22, 6:2, 22:23, 23:3, 57:12</p> <p><b>rapidly</b> [1] - 32:3</p> <p><b>rates</b> [1] - 31:14</p> <p><b>rather</b> [2] - 41:8, 47:3</p> <p><b>reaches</b> [1] - 57:9</p> <p><b>reaching</b> [1] - 44:15</p> <p><b>read</b> [2] - 38:7, 49:8</p> <p><b>Real</b> [2] - 6:20, 23:21</p> <p><b>really</b> [5] - 43:20, 49:13, 49:24, 54:21, 59:6</p> <p><b>reason</b> [2] - 30:20, 30:22</p> <p><b>receive</b> [9] - 4:21, 7:16, 8:4, 9:4, 18:8, 21:22, 24:17, 25:5, 26:1</p> <p><b>received</b> [8] - 4:5, 5:4, 8:3, 9:24, 21:5, 22:5, 25:4, 26:21</p> <p><b>recently</b> [2] - 14:8, 49:25</p> <p><b>Reckart</b> [3] - 13:7, 13:8, 15:7</p> <p><b>RECKART</b> [1] - 13:8</p> <p><b>Reckart.....</b> [1] - 2:5</p> <p><b>recognize</b> [2] - 8:12, 25:13</p> <p><b>recommend</b> [1] - 40:9</p> <p><b>recommended</b> [3] - 32:22, 38:2, 57:11</p> <p><b>Recommended</b> [4] - 4:22, 8:9, 21:23, 25:10</p> <p><b>reconnected</b> [1] - 52:20</p> <p><b>reconstruction</b> [2] - 5:11, 22:12</p> <p><b>record</b> [10] - 4:12, 4:25, 8:15, 9:21, 21:12, 22:1, 25:16, 26:18, 34:10, 41:3</p> <p><b>recorded</b> [1] - 61:8</p> <p><b>recordings</b> [1] - 61:10</p> <p><b>recovered</b> [1] - 29:22</p>		
	<p><b>Q</b></p>		
	<p><b>quality</b> [4] - 12:16, 41:22,</p>		

25:25, 26:3 <b>representatives</b> [4] - 8:13, 10:16, 25:14, 27:13 <b>representing</b> [2] - 29:7, 38:24 <b>represents</b> [1] - 41:1 <b>request</b> [2] - 43:11, 45:17 <b>requesting</b> [1] - 19:7 <b>required</b> [4] - 6:23, 7:2, 23:24, 24:3 <b>requirements</b> [2] - 4:1, 21:1 <b>research</b> [1] - 13:17 <b>reside</b> [1] - 33:16 <b>residences</b> [2] - 6:17, 23:18 <b>residents</b> [5] - 32:19, 39:5, 49:9, 49:18, 54:12 <b>respect</b> [10] - 11:13, 11:14, 11:19, 12:3, 12:7, 12:8, 12:23, 54:25, 55:2 <b>respectfully</b> [1] - 11:3 <b>responded</b> [1] - 32:14 <b>result</b> [4] - 6:24, 23:25, 31:4, 46:19 <b>results</b> [3] - 5:4, 22:5, 41:13 <b>return</b> [4] - 10:5, 27:2, 28:13, 28:22 <b>reviewed</b> [2] - 12:19, 36:18 <b>revised</b> [1] - 14:11 <b>Rick</b> [3] - 2:14, 34:6, 34:10 <b>rid</b> [1] - 46:24 <b>ridership</b> [1] - 46:16 <b>riding</b> [1] - 48:5 <b>right-of-way</b> [7] - 6:9, 6:15, 6:18, 23:10, 23:16, 23:19, 40:3 <b>rise</b> [4] - 10:22, 10:24, 12:20, 31:20 <b>risks</b> [1] - 53:7 <b>river</b> [2] - 14:16, 14:17 <b>River</b> [5] - 13:20, 13:24, 14:15, 14:23, 14:25 <b>road</b> [4] - 37:11, 41:25, 42:1, 50:16 <b>roads</b> [5] - 35:13, 45:14, 52:22, 54:17 <b>roadway</b> [4] - 5:16, 22:17, 44:10, 50:17 <b>Roadway</b> [1] - 56:21 <b>roadways</b> [1] - 18:10 <b>Robles</b> [1] - 42:15 <b>Ron</b> [2] - 2:5, 10:17 <b>room</b> [2] - 8:8, 25:9 <b>Route</b> [1] - 39:21 <b>route</b> [3] - 28:19, 33:21, 40:2 <b>routes</b> [1] - 45:1 <b>Rubicon</b> [1] - 50:21 <b>run</b> [2] - 45:13, 52:14 <b>running</b> [4] - 8:7, 25:8, 45:17, 55:8	<b>runoff</b> [1] - 13:24 <b>rush</b> [2] - 47:18, 56:6  <h2 style="text-align: center;">S</h2> <b>safer</b> [1] - 28:1 <b>safety</b> [18] - 6:1, 6:5, 11:16, 11:18, 12:2, 12:5, 16:4, 23:2, 23:6, 32:6, 33:7, 35:20, 39:24, 43:5, 43:6, 43:11, 44:16, 60:6 <b>Salle</b> [5] - 17:2, 17:6, 17:8, 19:1, 19:5 <b>save</b> [1] - 11:4 <b>savings</b> [1] - 48:12 <b>saw</b> [1] - 52:16 <b>scenario</b> [1] - 41:18 <b>scheduled</b> [1] - 8:22 <b>scheme</b> [1] - 30:15 <b>scooter</b> [1] - 43:9 <b>Scott</b> [1] - 40:10 <b>seal</b> [1] - 61:12 <b>search</b> [1] - 49:22 <b>searched</b> [1] - 50:4 <b>second</b> [7] - 4:17, 8:22, 11:1, 11:20, 12:8, 15:20, 21:18 <b>seconds</b> [1] - 28:10 <b>section</b> [1] - 17:10 <b>see</b> [21] - 7:25, 10:15, 17:7, 19:10, 25:1, 27:12, 28:13, 33:6, 38:14, 42:9, 45:12, 45:15, 46:1, 48:1, 48:15, 49:5, 49:8, 53:7, 55:2, 58:2, 59:12 <b>Seeing</b> [1] - 59:17 <b>seeing</b> [1] - 46:18 <b>seem</b> [2] - 44:16, 58:21 <b>SEGMENT</b> [1] - 1:6 <b>Segment</b> [2] - 3:9, 20:10 <b>segments</b> [7] - 27:22, 28:3, 29:2, 31:23, 33:6, 34:3, 41:11 <b>SEIS</b> [10] - 3:3, 13:21, 14:7, 15:3, 20:4, 29:10, 34:23, 39:16, 42:3, 46:10 <b>sell</b> [2] - 13:16, 18:11 <b>Selmon</b> [4] - 27:21, 28:9, 28:15, 33:13 <b>semi</b> [1] - 17:7 <b>Seminole</b> [3] - 15:1, 29:7, 48:25 <b>senior</b> [1] - 36:14 <b>sense</b> [1] - 54:14 <b>sensitive</b> [1] - 12:1 <b>sentence</b> [1] - 38:8 <b>separate</b> [2] - 4:8, 21:8 <b>serious</b> [3] - 46:8, 46:11, 54:21 <b>serve</b> [1] - 41:15 <b>serves</b> [1] - 38:25	<b>service</b> [3] - 6:6, 23:7, 52:22 <b>services</b> [3] - 7:7, 24:8, 39:9 <b>Services</b> [2] - 3:16, 21:16 <b>servicing</b> [2] - 52:5, 52:17 <b>serving</b> [1] - 52:7 <b>session</b> [6] - 4:13, 4:17, 8:22, 15:21, 21:13, 21:18 <b>SESSION</b> [4] - 1:9, 1:15, 2:3, 2:10 <b>sessions</b> [4] - 4:10, 4:11, 21:10, 21:11 <b>seven</b> [2] - 41:11, 49:17 <b>several</b> [2] - 41:9, 49:13 <b>sex</b> [2] - 3:22, 20:22 <b>shadow</b> [1] - 34:17 <b>shape</b> [1] - 38:1 <b>Share</b> [1] - 39:10 <b>share</b> [1] - 30:23 <b>Sharon</b> [3] - 2:13, 32:25, 33:1 <b>shelved</b> [1] - 46:23 <b>shift</b> [1] - 35:16 <b>short</b> [1] - 36:2 <b>shortcoming</b> [1] - 29:13 <b>shortened</b> [1] - 53:13 <b>show</b> [1] - 54:3 <b>showing</b> [1] - 49:9 <b>shown</b> [5] - 4:1, 6:14, 21:1, 23:15, 29:18 <b>shutting</b> [1] - 51:20 <b>side</b> [4] - 28:14, 43:18, 46:24 <b>sides</b> [1] - 29:15 <b>sign</b> [8] - 4:2, 4:6, 8:4, 8:5, 21:2, 21:6, 25:5, 25:6 <b>sign-in</b> [6] - 4:2, 4:6, 8:5, 21:2, 21:6, 25:6 <b>signage</b> [3] - 35:11, 40:8, 40:9 <b>significant</b> [1] - 37:12 <b>single</b> [6] - 4:11, 14:24, 21:11, 28:23, 41:15, 50:16 <b>sit</b> [3] - 54:23, 55:9, 56:20 <b>site</b> [4] - 13:19, 13:24, 14:9, 57:5 <b>sites</b> [1] - 15:4 <b>six</b> [1] - 41:11 <b>skepticism</b> [1] - 30:23 <b>slipped</b> [1] - 14:1 <b>slipping</b> [1] - 14:11 <b>slow</b> [2] - 14:17, 53:12 <b>small</b> [1] - 43:19 <b>Sobush</b> [2] - 31:17, 31:18 <b>SOBUSH</b> [1] - 31:18 <b>Sobush.....</b> [1] - 2:13 <b>social</b> [5] - 5:5, 8:18, 22:6, 25:19, 38:16 <b>solicited</b> [2] - 3:21, 20:21 <b>solutions</b> [3] - 32:6, 58:17, 59:12	<b>solve</b> [1] - 54:18 <b>someone</b> [1] - 37:10 <b>sometimes</b> [2] - 58:5, 58:6 <b>sorry</b> [2] - 47:8, 47:21 <b>sought</b> [1] - 58:18 <b>sound</b> [3] - 42:22, 52:13, 52:17 <b>sources</b> [1] - 12:4 <b>south</b> [4] - 28:18, 34:16, 43:18, 51:10 <b>South</b> [4] - 11:24, 33:2, 39:18, 48:25 <b>southbound</b> [5] - 28:6, 28:20, 31:5, 35:2, 42:19 <b>Southern</b> [1] - 50:1 <b>space</b> [2] - 43:14, 43:23 <b>speaker</b> [22] - 9:23, 9:24, 10:5, 10:17, 13:7, 26:20, 26:21, 27:2, 27:14, 29:5, 31:17, 32:25, 34:6, 36:11, 38:22, 40:21, 42:6, 43:1, 44:2, 45:21, 47:5, 53:18 <b>SPEAKER</b> [1] - 2:2 <b>speaker's</b> [4] - 9:2, 9:4, 25:24, 26:1 <b>Speakers</b> [2] - 2:4, 2:11 <b>speaking</b> [1] - 40:23 <b>special</b> [2] - 7:15, 24:16 <b>specialists</b> [2] - 7:18, 24:19 <b>specifically</b> [4] - 34:23, 44:6, 48:16, 54:2 <b>speed</b> [4] - 30:18, 35:9, 52:9, 57:9 <b>speeds</b> [1] - 12:14 <b>spend</b> [1] - 42:16 <b>spent</b> [3] - 29:23, 30:7, 30:24 <b>split</b> [1] - 57:25 <b>spoken</b> [1] - 44:22 <b>spokesman</b> [1] - 31:1 <b>staff</b> [4] - 5:8, 15:25, 22:9, 60:2 <b>stage</b> [1] - 55:12 <b>stakeholders</b> [1] - 43:23 <b>stand</b> [6] - 7:23, 8:14, 24:24, 25:15, 34:19, 57:6 <b>standstill</b> [1] - 28:5 <b>start</b> [2] - 51:12, 54:11 <b>started</b> [2] - 55:4, 56:5 <b>starting</b> [2] - 45:12, 55:10 <b>State</b> [5] - 4:1, 21:1, 39:21, 55:21, 61:7 <b>state</b> [6] - 10:10, 27:7, 44:4, 45:7, 47:7, 49:16 <b>STATE</b> [1] - 61:1 <b>state's</b> [1] - 39:19 <b>Statement</b> [13] - 3:3, 4:24, 8:11, 10:1, 13:22, 14:11, 15:19, 20:4, 21:25, 25:12, 26:23, 32:16, 59:25
---	---	--	--

<p><b>statement</b> [14] - 8:16, 8:21, 9:8, 15:10, 18:8, 25:17, 26:5, 48:22, 51:5, 51:6, 51:7, 51:12, 55:25, 59:16</p> <p><b>statements</b> [2] - 15:11, 59:18</p> <p><b>states</b> [1] - 58:19</p> <p><b>States</b> [1] - 58:19</p> <p><b>stats</b> [1] - 54:3</p> <p><b>status</b> [2] - 3:23, 20:23</p> <p><b>Statute</b> [2] - 6:19, 23:20</p> <p><b>stay</b> [1] - 43:21</p> <p><b>Stenographic</b> [5] - 1:23, 1:25, 61:6, 61:17, 61:19</p> <p><b>Stenotypy</b> [1] - 61:8</p> <p><b>step</b> [3] - 10:9, 27:6, 51:21</p> <p><b>steward</b> [1] - 38:25</p> <p><b>still</b> [5] - 30:9, 50:14, 50:15, 59:8</p> <p><b>stop</b> [6] - 8:5, 25:6, 53:11, 53:12, 54:7, 57:7</p> <p><b>stops</b> [1] - 50:23</p> <p><b>storm</b> [6] - 13:13, 13:24, 14:20, 14:22, 14:24, 37:25</p> <p><b>strategic</b> [1] - 32:1</p> <p><b>Street</b> [32] - 1:8, 1:17, 3:8, 4:20, 5:21, 11:13, 11:17, 13:9, 17:2, 17:6, 17:9, 19:1, 19:5, 20:9, 20:16, 22:22, 28:8, 31:19, 40:10, 40:11, 40:13, 43:12, 43:18, 43:19, 44:7, 45:15, 45:25, 48:8, 48:9, 48:25, 56:2, 57:18</p> <p><b>street</b> [1] - 39:11</p> <p><b>streets</b> [3] - 52:5, 52:6, 52:16</p> <p><b>Streets</b> [4] - 46:2, 58:10, 58:14, 58:15</p> <p><b>Student</b> [2] - 3:16, 21:15</p> <p><b>studies</b> [2] - 44:25, 54:3</p> <p><b>study</b> [23] - 5:4, 11:2, 12:13, 12:18, 13:11, 19:7, 22:5, 28:3, 29:18, 29:20, 29:24, 30:9, 36:18, 36:20, 37:15, 38:15, 46:19, 49:6, 49:13, 49:25, 51:1</p> <p><b>Study</b> [27] - 3:2, 3:4, 3:5, 3:20, 4:12, 4:23, 4:24, 8:10, 8:11, 9:25, 10:1, 15:18, 15:19, 20:3, 20:5, 20:6, 20:20, 21:12, 21:24, 21:25, 25:11, 25:12, 26:22, 26:23, 31:24, 59:24, 59:25</p> <p><b>Suarez</b> [6] - 2:9, 17:2, 17:5, 19:1, 19:4, 45:21</p> <p><b>SUAREZ</b> [3] - 17:5, 19:4, 45:22</p> <p><b>Suarez</b>..... [1] - 2:18</p> <p><b>Suarez</b>..... [1] - 2:8</p> <p><b>submit</b> [8] - 3:20, 9:2, 9:11,</p>	<p>9:16, 20:20, 25:24, 26:8, 26:13</p> <p><b>substance</b> [1] - 53:24</p> <p><b>succeeded</b> [1] - 30:15</p> <p><b>suffering</b> [1] - 14:17</p> <p><b>sufficiently</b> [1] - 54:13</p> <p><b>suggested</b> [2] - 18:7, 34:25</p> <p><b>suggestion</b> [1] - 37:4</p> <p><b>summer</b> [1] - 57:7</p> <p><b>Sun</b> [1] - 49:15</p> <p><b>sun</b> [1] - 57:7</p> <p><b>Sunshine</b> [1] - 40:25</p> <p><b>supervising</b> [2] - 7:19, 24:20</p> <p><b>Supplemental</b> [13] - 3:3, 4:23, 8:10, 9:25, 13:21, 14:10, 15:18, 20:4, 21:24, 25:11, 26:22, 32:16, 59:24</p> <p><b>support</b> [9] - 31:21, 33:5, 34:2, 35:4, 35:8, 39:7, 39:15, 42:1, 57:11</p> <p><b>supporters</b> [1] - 45:9</p> <p><b>supporting</b> [1] - 40:17</p> <p><b>supports</b> [1] - 40:1</p> <p><b>surprised</b> [1] - 56:15</p> <p><b>surrounding</b> [5] - 6:7, 23:8, 33:18, 44:11, 44:13</p> <p><b>survey</b> [3] - 33:24, 33:25</p> <p><b>survive</b> [1] - 37:25</p> <p><b>Susan</b> [2] - 7:19, 7:23</p> <p><b>suspend</b> [1] - 15:17</p> <p><b>Suwanee</b> [2] - 29:7, 40:23</p> <p><b>SWFWMD</b> [2] - 14:17, 15:5</p> <p><b>system</b> [5] - 39:14, 40:2, 52:5, 52:7, 53:4</p>	<p>57:4, 59:21, 59:24, 61:13</p> <p><b>TB</b> [2] - 51:14, 51:23</p> <p><b>TBN</b> [1] - 44:5</p> <p><b>team</b> [1] - 10:20</p> <p><b>TECO</b> [1] - 39:10</p> <p><b>ten</b> [4] - 17:15, 37:1, 37:15, 44:12</p> <p><b>ten-fold</b> [1] - 44:12</p> <p><b>terminal</b> [2] - 37:21, 38:2</p> <p><b>Terminal</b> [6] - 1:17, 4:19, 8:23, 15:22, 20:16, 21:20</p> <p><b>terms</b> [1] - 50:6</p> <p><b>terrible</b> [1] - 44:9</p> <p><b>terrifying</b> [1] - 48:11</p> <p><b>that'd</b> [1] - 17:15</p> <p><b>theirs</b> [1] - 42:14</p> <p><b>thereby</b> [1] - 30:11</p> <p><b>therefore</b> [3] - 11:1, 11:11, 39:15</p> <p><b>thereof</b> [1] - 61:10</p> <p><b>thinking</b> [1] - 44:20</p> <p><b>third</b> [2] - 46:1, 50:12</p> <p><b>thousands</b> [2] - 14:18, 41:1</p> <p><b>three</b> [9] - 5:12, 10:1, 14:13, 15:13, 22:13, 26:23, 28:11, 54:6, 59:19</p> <p><b>throats</b> [1] - 55:8</p> <p><b>throughout</b> [3] - 5:4, 22:5, 32:15</p> <p><b>Thursday</b> [8] - 1:16, 4:17, 8:22, 9:20, 15:21, 20:14, 21:19, 26:17</p> <p><b>Tierra</b> [1] - 33:2</p> <p><b>TIME</b> [2] - 1:11, 1:16</p> <p><b>timekeeper</b> [1] - 34:7</p> <p><b>tires</b> [3] - 37:10, 45:13, 50:16</p> <p><b>TIS</b> [4] - 3:2, 13:14, 20:3, 44:5</p> <p><b>title</b> [1] - 54:22</p> <p><b>today</b> [9] - 3:13, 16:3, 20:14, 27:24, 29:2, 44:6, 44:22, 49:8, 60:5</p> <p><b>today's</b> [2] - 6:14, 23:15</p> <p><b>toll</b> [1] - 54:17</p> <p><b>tolled</b> [6] - 5:12, 5:15, 5:19, 22:13, 22:16, 22:20</p> <p><b>tomorrow</b> [2] - 16:3, 60:5</p> <p><b>ton</b> [1] - 52:3</p> <p><b>tonight</b> [13] - 4:13, 5:7, 8:8, 8:14, 9:10, 10:21, 13:22, 21:18, 22:8, 25:9, 25:15, 26:7, 33:6</p> <p><b>tonight's</b> [2] - 10:8, 27:5</p> <p><b>top</b> [1] - 59:2</p> <p><b>tour</b> [1] - 43:23</p> <p><b>tourism</b> [1] - 11:10</p> <p><b>tourists</b> [1] - 33:19</p> <p><b>towards</b> [3] - 49:20, 51:17, 54:2</p>	<p><b>toxic</b> [1] - 14:22</p> <p><b>tracks</b> [2] - 46:12, 49:15</p> <p><b>trade</b> [1] - 31:13</p> <p><b>traffic</b> [22] - 6:1, 11:15, 11:19, 12:3, 12:6, 23:2, 28:12, 30:6, 30:10, 31:5, 31:7, 35:22, 40:14, 44:10, 47:24, 48:1, 50:23, 54:22, 56:15, 57:13, 58:8, 58:11</p> <p><b>transcript</b> [2] - 15:11, 59:17</p> <p><b>transcription</b> [1] - 61:10</p> <p><b>Transcription</b> [1] - 2:25</p> <p><b>transit</b> [33] - 5:17, 5:18, 22:18, 22:19, 32:11, 35:12, 37:3, 37:21, 38:8, 38:10, 38:13, 40:17, 41:2, 41:7, 42:1, 42:9, 45:4, 45:16, 50:8, 50:9, 54:15, 56:10, 56:21, 56:22, 56:24, 56:25, 57:1, 57:5, 57:7, 57:9</p> <p><b>transition</b> [2] - 28:20, 41:2</p> <p><b>Transportation</b> [12] - 3:12, 6:24, 16:2, 20:13, 23:25, 31:22, 34:12, 34:22, 43:4, 43:22, 56:23, 60:4</p> <p><b>transportation</b> [15] - 5:20, 22:21, 32:2, 32:7, 33:17, 37:7, 39:8, 40:16, 41:21, 43:8, 45:5, 46:14, 50:3, 54:8, 54:22</p> <p><b>Trask</b> [2] - 12:7, 56:2</p> <p><b>travel</b> [5] - 27:22, 27:25, 28:18, 41:16</p> <p><b>traveled</b> [3] - 30:13, 50:4, 50:5</p> <p><b>treated</b> [2] - 6:25, 24:1</p> <p><b>trip</b> [1] - 28:22</p> <p><b>trips</b> [2] - 28:1, 42:14</p> <p><b>trucks</b> [2] - 17:7, 19:10</p> <p><b>true</b> [1] - 61:9</p> <p><b>Truth</b> [1] - 37:2</p> <p><b>try</b> [1] - 50:2</p> <p><b>trying</b> [9] - 18:11, 33:13, 46:5, 48:2, 50:21, 52:11, 55:3, 55:6</p> <p><b>Tuesday</b> [3] - 1:10, 3:13, 21:13</p> <p><b>turn</b> [2] - 12:10, 29:16</p> <p><b>turned</b> [1] - 41:9</p> <p><b>Twenty</b> [1] - 36:20</p> <p><b>Twenty-four</b> [1] - 36:20</p> <p><b>Two</b> [1] - 10:24</p> <p><b>two</b> [11] - 4:7, 4:9, 5:12, 10:22, 10:24, 11:21, 21:7, 21:9, 22:13, 50:8, 56:18</p> <p><b>type</b> [2] - 6:23, 23:24</p>
<div>T</div>			
<p><b>table</b> [6] - 4:2, 4:6, 8:5, 21:2, 21:6, 25:6</p> <p><b>Tale</b> [1] - 10:23</p> <p><b>tale</b> [1] - 11:20</p> <p><b>Tampa</b> [82] - 1:12, 1:13, 1:17, 1:18, 3:2, 3:16, 3:17, 4:15, 4:19, 4:20, 4:23, 5:14, 5:23, 6:6, 8:10, 8:23, 8:24, 9:25, 12:21, 13:9, 14:19, 15:15, 15:18, 15:22, 15:23, 17:3, 19:2, 19:5, 20:3, 20:15, 20:16, 21:16, 21:17, 21:20, 21:21, 21:24, 22:15, 22:24, 23:7, 25:11, 26:22, 27:17, 29:7, 31:19, 31:20, 31:24, 31:25, 32:9, 32:11, 32:20, 34:11, 34:12, 34:14, 38:3, 38:4, 38:24, 39:1, 39:16, 40:5, 40:11, 40:13, 40:18, 40:23, 40:24, 42:8, 43:3, 44:3, 44:5, 48:25, 51:11, 53:16, 53:21, 56:2, 56:10, 56:14, 56:25,</p>			
<div>U</div>			
<p><b>unavoidable</b> [2] - 6:11, 23:12</p>			

<b>uncalled</b> [1] - 52:8 <b>unclear</b> [1] - 37:17 <b>under</b> [1] - 43:12 <b>understood</b> [1] - 36:19 <b>unfair</b> [1] - 51:17 <b>unfolding</b> [1] - 43:16 <b>Uniform</b> [6] - 6:20, 6:22, 7:1, 23:21, 23:23, 24:2 <b>United</b> [1] - 58:19 <b>University</b> [2] - 39:18, 49:20 <b>unlikely</b> [1] - 51:14 <b>unsatisfied</b> [2] - 7:8, 24:9 <b>untapped</b> [1] - 48:17 <b>up</b> [19] - 13:4, 17:12, 37:5, 42:22, 45:17, 45:25, 46:3, 47:19, 49:9, 52:12, 52:18, 53:11, 55:13, 56:7, 56:9, 56:13, 57:25, 58:5, 58:12 <b>update</b> [1] - 36:20 <b>upgrade</b> [2] - 6:4, 23:5 <b>upset</b> [1] - 18:13 <b>urban</b> [5] - 29:16, 29:19, 43:10, 43:20, 54:2 <b>urge</b> [1] - 43:4 <b>useful</b> [1] - 29:17 <b>user</b> [3] - 27:19, 56:21, 56:22	<b>wants</b> [2] - 46:7, 47:3 <b>wasted</b> [1] - 31:6 <b>wasteful</b> [1] - 41:18 <b>watch</b> [2] - 8:7, 25:8 <b>watched</b> [2] - 11:1, 56:5 <b>water</b> [5] - 13:13, 13:24, 14:20, 14:22, 14:24 <b>weave</b> [4] - 28:9, 28:10, 33:13, 58:11 <b>Weaver</b> [2] - 10:17, 13:5 <b>WEAVER</b> [1] - 10:19 <b>Weaver.....</b> [1] - 2:5 <b>weaving</b> [5] - 6:2, 11:4, 23:3, 28:14, 33:12 <b>website</b> [4] - 5:8, 9:17, 22:9, 26:14 <b>week</b> [3] - 4:8, 21:8, 48:6 <b>weeks</b> [2] - 15:13, 59:19 <b>weigh</b> [1] - 32:22 <b>welcome</b> [2] - 3:1, 20:2 <b>welcomed</b> [1] - 36:8 <b>well-connected</b> [1] - 52:14 <b>well-established</b> [1] - 29:21 <b>well-known</b> [1] - 29:15 <b>West</b> [10] - 1:12, 3:16, 17:2, 17:6, 17:8, 19:1, 19:5, 31:18, 43:3, 48:25 <b>west</b> [4] - 17:10, 19:9, 42:17, 42:18 <b>westbound</b> [2] - 28:14, 28:15 <b>western</b> [1] - 40:11 <b>Westshore</b> [18] - 5:11, 5:14, 10:25, 11:21, 11:22, 11:24, 11:25, 12:8, 12:24, 22:12, 22:15, 32:6, 39:18, 39:21, 52:20, 56:4, 56:8, 57:14 <b>whatnot</b> [1] - 46:16 <b>white</b> [2] - 51:23, 52:25 <b>whole</b> [1] - 55:12 <b>wholeheartedly</b> [1] - 11:23 <b>wide</b> [1] - 36:14 <b>widened</b> [1] - 42:11 <b>widening</b> [2] - 6:1, 23:2 <b>wider</b> [2] - 58:22 <b>wildlife</b> [1] - 14:18 <b>wise</b> [1] - 41:22 <b>wish</b> [4] - 8:25, 10:4, 25:22, 27:1 <b>wishes</b> [1] - 32:14 <b>WITNESS</b> [1] - 61:12 <b>wonder</b> [1] - 34:7 <b>word</b> [3] - 7:15, 24:16, 49:21 <b>words</b> [1] - 31:1 <b>works</b> [2] - 37:3, 55:3 <b>worse</b> [2] - 30:9, 53:25 <b>worst</b> [1] - 41:17 <b>worth</b> [1] - 44:16 <b>WPI</b> [3] - 1:6, 3:9, 20:10	<b>writing</b> [2] - 9:12, 26:9 <b>written</b> [4] - 8:17, 15:11, 25:18, 59:17 <b>wrote</b> [1] - 10:23
<b>Y</b>		
	<b>y'all</b> [2] - 46:5, 46:24 <b>Ybor</b> [4] - 35:3, 44:11, 51:24, 59:1 <b>year</b> [1] - 56:24 <b>year's</b> [1] - 41:10 <b>years</b> [21] - 13:12, 13:14, 13:15, 14:9, 14:13, 36:20, 37:1, 38:12, 40:24, 44:25, 49:4, 49:7, 49:13, 49:17, 53:22, 53:23, 55:5, 55:17, 56:9, 56:18, 57:25 <b>Yemile</b> [2] - 24:20, 24:24 <b>yield</b> [2] - 29:19, 30:18 <b>YOLANDA</b> [3] - 1:24, 61:5, 61:18 <b>Yolanda</b> [1] - 61:18 <b>yourself</b> [2] - 8:14, 25:15	
<b>Z</b>		
	<b>zero</b> [3] - 30:7, 44:16, 52:6 <b>Zip</b> [1] - 39:10 <b>zip</b> [1] - 53:21	