

Tampa Bay Intermodal Center(s)



Tampa Bay Intermodal Center(s)

**Final Environmental Assessment
Finding of No Significant Impact**
Project Development and Environment (PD&E) Study
Hillsborough/Pinellas Counties, Florida



**Florida Department of Transportation
District Seven**

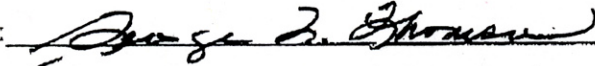
Financial Project Number: 415348 1 94 01
October 2005

FINDING OF NO SIGNIFICANT IMPACT


Tampa Bay Intermodal Center(s)
Project Development and Environment (PD&E) Study
Hillsborough/Pinellas Counties, Florida

Based on the attached Environmental Assessment, it is the Federal Transit Administration's finding that there are no significant impacts on the environment associated with the development and operation of this proposed project.

By:



Date: 10-26-05

 R. F. Krochalis,
Acting Regional Administrator

**FINAL
ADMINISTRATIVE ACTION
ENVIRONMENTAL ASSESSMENT**

**Tampa Bay Intermodal Center(s)
Project Development and Environment Study
Hillsborough/Pinellas Counties, Florida**

**FPN: 415348 1 94 01
Contract No. C8947**

Prepared for:

**Florida Department of Transportation
District Seven
11201 N. Malcolm McKinley Drive
Tampa, Florida 33612-6403**

Prepared by:



**5300 West Cypress Street
Suite 200
Tampa, Florida 33607**

October 2005

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Section 1.0

DESCRIPTION OF THE PROPOSED ACTION

The proposed action involves the identification and location of regional intermodal center(s). Florida Department of Transportation (FDOT) District Seven is conducting a Project Development and Environment (PD&E) Study to evaluate the factors related to the design and location of regional intermodal centers in Hillsborough and Pinellas County, Florida. For the purposes of this study, FDOT-District Seven has identified Pinellas and Hillsborough counties as the study area, referred to as the Tampa Bay area as defined in the Environmental Assessment (EA) Technical Report. The Tampa Bay area, consisting of approximately 1,900 square miles (sq mi), is located on the west coast of central Florida. Old Tampa Bay/Tampa Bay separates the counties with connections provided via the Hillsborough Avenue/Tampa Road, Courtney Campbell Causeway (S.R. 60), Howard Frankland Bridge (I-275), and Gandy Bridge (Gandy Boulevard/U.S. 92). Pinellas County is a peninsula west of the bay and Hillsborough County on the east side of the bay. The project location is shown in Figure 1-1.

The purpose of this PD&E Study is to analyze, document and gain approval of the identified regional intermodal center(s). The PD&E Study satisfies the requirements of the *National Environmental Policy Act of 1969* (NEPA) and other applicable federal requirements, as well as those of the Federal Transit Administration (FTA).

1.1 INTRODUCTION

FDOT-District Seven envisions the Tampa Bay Intermodal Center(s) (TBIC) project as the first step in assessing transit needs and achieving connectivity of the entire region. Therefore, the FDOT-District Seven Adopted Five Year Work Program for Fiscal Year (FY) 2004/2005-2008/2009 includes three phases of development for potential intermodal center(s). Phase I is the Feasibility Study (FY 03/04-initiated in previous work program), Phase II is the Project PD&E Study (FY 04/05), and Phase III is the Preliminary Engineering (FY 04/05).

The Tampa Bay Intermodal Center(s) Feasibility Report¹ (Feasibility Report) presented information and issues relevant to the project decision and provided an objective and complete analysis of all factors related to the design and location of the facility(s), including transportation needs, social impacts, engineering analysis, and right-of-way (ROW) requirements. The Feasibility Report serves as the basis for this PD&E Study. In order to make the best decisions for the region as a whole, FDOT-District Seven invited transportation/transit officials from Hillsborough and Pinellas counties to serve on the Executive Transportation Team (ETT). The ETT served in an advisory capacity to FDOT-District Seven throughout the course of the Feasibility Study and

Tampa Bay Intermodal Center(s) Project Development & Environment (PD&E) Study

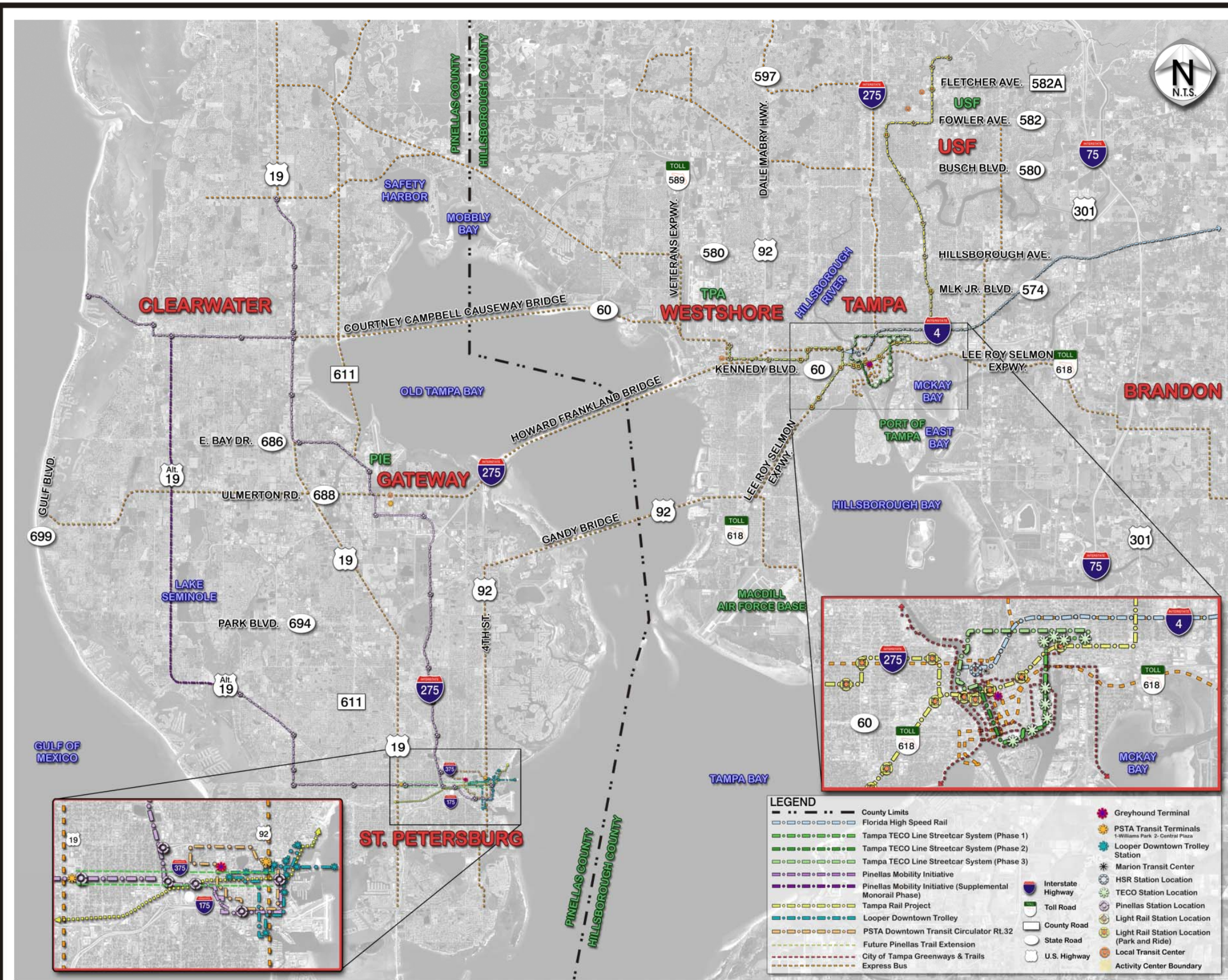


Figure 1-1
Project Location Map

provided input to shape the study process and outcome. Through an evaluation of regional goal/objectives, travel demand analysis, detailed site investigation, and analysis of regional significance, two sites are recommended to serve as regional intermodal centers. They are located in Pinellas and Hillsborough counties.

FDOT previously reviewed both of the proposed sites during past project studies. The Hillsborough site was evaluated in the Tampa Interstate Study (TIS) and the Florida High Speed Rail (FHSR) Draft Environmental Impact Statement² (Draft EIS). The Pinellas site was evaluated in the C.R. 296 (Roosevelt Connector) Type II Categorical Exclusion³.

In addition, FDOT-District Seven submitted the TBIC project into the Efficient Transportation Decision Making (ETDM) system for agency review by the members of the Environmental Technical Advisory Team (ETAT). As a result of this process, data was collected and comments were received from a variety of agencies.

Data collection for this study revealed a number of existing and planned transit systems within the Tampa Bay area. Figure 1-1 also illustrates the systems in Pinellas and Hillsborough counties. For definitions of these modes, refer to the list of definitions in the EA Technical Report.

In Hillsborough County, existing local and express bus service, as well as the Tampa Electric Company (TECO) Streetcar System is provided by Hillsborough Area Regional Transit (HART). Greyhound provides existing intercity bus service to downtown Tampa. Existing pedestrian and bike access is incorporated through the City of Tampa Greenways and Trails project. There is one major airport, Tampa International Airport (TPA), and a major cruise terminal, Port of Tampa. Planned transit systems in Hillsborough County include: the FHSR and the Tampa Light Rail Transit (LRT).

In Pinellas County, existing local bus service, as well as a downtown transit circulator is provided by Pinellas-Suncoast Transit Authority (PSTA). PSTA and HART provide some existing express bus service, while Greyhound provides existing intercity bus service to downtown St. Petersburg. Existing pedestrian and bike access is incorporated into the Pinellas Trail. One major airport, St. Petersburg-Clearwater International Airport (PIE), and a major port, Port of St. Petersburg, are present in the area. The City of St. Petersburg also operates a downtown looper trolley. Planned transit systems include: FHSR, Pinellas Mobility Initiative (PMI) monorail, and bus rapid transit (BRT).

The TBIC PD&E Study exhibits characteristics which are unique from projects typically undertaken by the FDOT. First, the project required analysis that is site-based and system-related rather than corridor-driven. As a result, engineering and environmental considerations were centered on the footprint of each proposed alternative, rather than a linear alignment that often traverses several areas. Second, the simple geography of the project area posed a challenge to the concept of regional connectivity. Tampa Bay is located directly in the center of the project area with Pinellas County residing to the west and Hillsborough County residing to the east.

Next, FDOT took a long-range approach in the analysis of multi-modal transit systems. Currently, there are only a few existing modes of transit (most rubber-tired) in the Tampa Bay area; therefore, the project team included modes that have been published in approved plans. Conceptually, this required a site staging procedure that allows a site to efficiently serve the existing transit needs, while accommodating for future transit development, once planned modes are funded and constructed.

Finally, emerging project issues dictate the evolution of regional planning of the Tampa Bay area. Therefore, FDOT has carefully considered many state, regional, and local plans and studies to develop a cohesive set of goals and objectives, which reflect the needs of the entire region. This requires a comprehensive analysis of the region as a system and development of a phasing procedure based on a hierarchy of sites. The results of this study will likely be taken into consideration in the Strategic Intermodal System (FDOT Central Office), Strategic Regional Transit Needs Assessment (FDOT-District Seven), and numerous other local government transportation plans. FDOT anticipates that the recommendations of this study will have lasting effects on future regional transit and commuter choices and set a precedent for regional transportation planning in the Tampa Bay area.

Because many transit variables in the Tampa Bay area are currently unknown, FDOT made several assumptions during the Feasibility Study concerning the project approach. These assumptions also form a basis for site selection during the PD&E Study and reflect an emphasis on FDOT's regional outlook. The assumptions vary in nature and are discussed in the following paragraphs.

First, there are several facilities in the FDOT-District Seven area that are designated as Strategic Intermodal System (SIS) hubs, corridors, and connectors or emerging hubs, corridors, and connectors. SIS components are facilities and services of statewide or interregional significance and are organized by economic regions. SIS components and facilities play a critical role in moving people and goods to and from other states and nations, as well as between other major economic regions in Florida. Emerging components are facilities and services of statewide or interregional significance that do not currently meet the criteria and thresholds for SIS designation, but are experiencing growing levels of activity. SIS and emerging SIS components are considered critical facilities and systems in the context of the recent Feasibility Study and connectivity of these facilities is essential. This project falls within the west central economic region of Florida, which includes Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, Polk, and Manatee counties.

Second, the project team established assumptions associated with the proposed FHSR system. The station in Hillsborough County would be located in downtown Tampa near the Marion Transit Center as designated in the FHSR Draft EIS. Although, the Draft EIS only addresses the Orlando, Florida to Tampa, Florida corridor, the project team does not preclude that FHSR could cross the bay connecting Hillsborough and Pinellas counties

based on language in the 2001 Florida Legislation called the *Florida High Speed Rail Authority Act*. The criteria for assessment and recommendations of this act states that:

The initial segments of the system will be developed and operated between the St. Petersburg area, the Tampa area, and the Orlando area, with future service to the Miami area.

Finally, the project team established assumptions concerning the corridor for a transit bay crossing. The Feasibility Study assumes that a bay crossing corridor could be located somewhere between the Courtney Campbell (S.R. 60) Causeway to the Gandy Bridge (Gandy Boulevard/U.S. 92) Bridge with the preferred corridor located along the Howard Frankland Bridge (I-275) Corridor. This decision is based on the 1999 recommendation of the Regional Crossing Coordinating Committee to the West Central Florida Metropolitan Planning Organization (MPO) Chairman's Coordinating Committee (CCC), which states:

While transit demand between the two counties [Hillsborough and Pinellas] will be limited, as the preferred connection, the Howard Frankland Corridor is projected to have the most potential ridership.

The memo did not suggest what type of transit technology is expected to cross the bay. Therefore, any type of technology could be proposed including FHSR, LRT, PMI monorail, or even BRT.

Mass transportation supports the economic vitality of the nation's urban centers and is therefore generally considered to be environmentally desirable. Nevertheless, major transit construction projects, like any construction, can disrupt a community and its natural resources. Recognizing that actions worthy of federal support, including transit construction, can also have adverse consequences, Congress has over the years enacted numerous laws to protect communities and their natural resources. Chief among these laws, NEPA established a national policy of preserving and enhancing the human environment for future generations, while meeting the needs, including transportation needs, of the present generation.

In addition to NEPA, the provisions of other statutes, regulations, and executive orders affect the decision making on federally assisted transportation projects. These mandates and considerations cover such concerns as air and water quality, historic preservation, parklands protection, habitat preservation, civil rights, and social burdens of transportation investments. The Federal Transit Administration, with guidance from Urban Mass Transportation Administration Circular 5620.1, uses the NEPA process as the overarching umbrella, under which, the mandates and considerations of all laws affecting the transit project development are considered. This section utilizes the NEPA process to document the social, cultural, natural, and physical impacts associated with the proposed regional intermodal centers.

1.2 PROPOSED IMPROVEMENTS

The proposed improvements will include two sites ranked as the leading candidates for regional intermodal centers in the Tampa Bay area. The proposed improvements included the design and construction of one regional intermodal center in Hillsborough County and one in Pinellas County. The locations of the two proposed sites are shown in Figure 1-2.

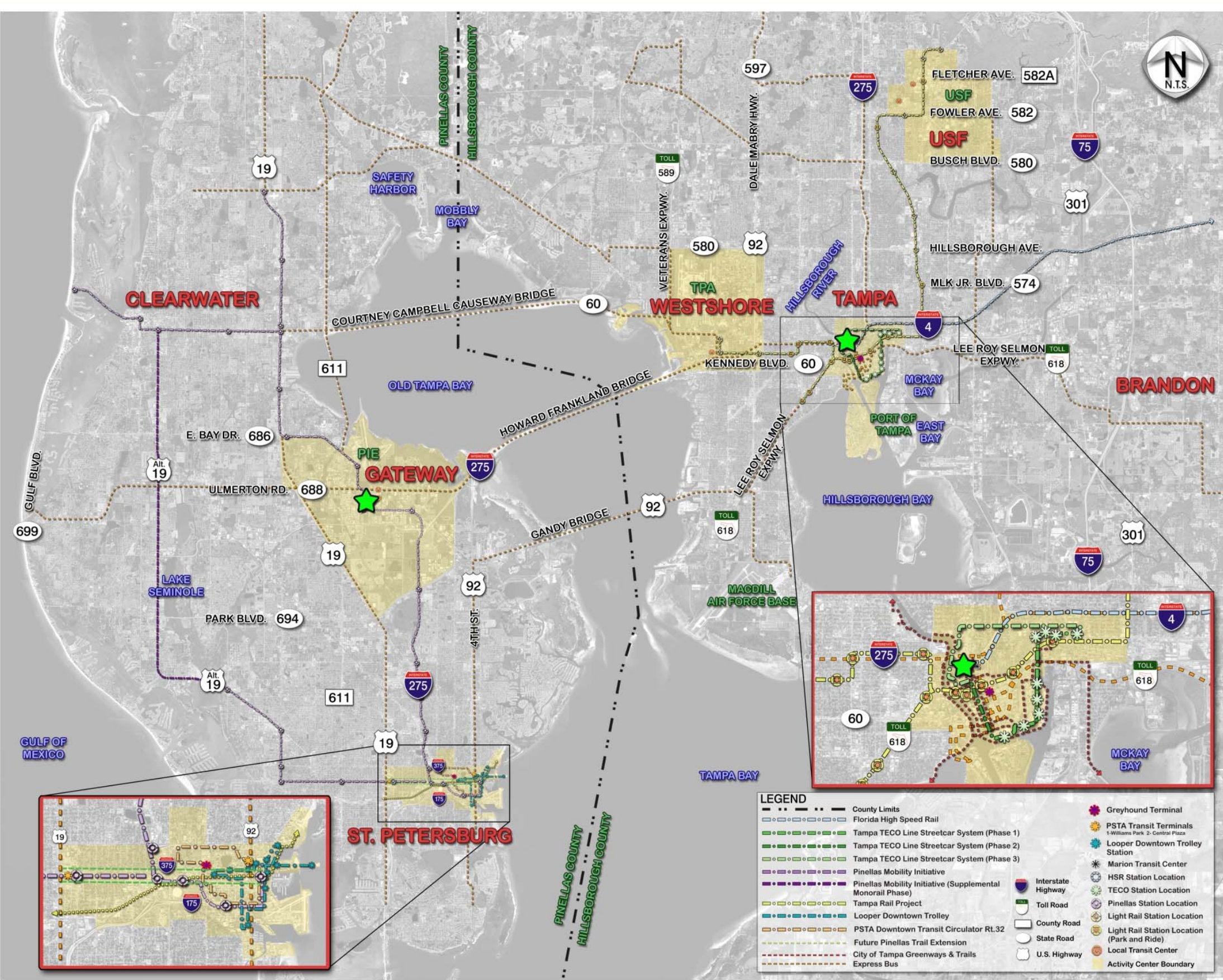
In Hillsborough County, the top-ranking site was the Downtown Tampa site, as shown in Figure 1-3. In Pinellas County, the top-ranking site was the Gateway site, as shown in Figure 1-4. The design of these regional intermodal centers would provide accommodations for multiple existing and future modes of transportation. Therefore, construction phasing will be an integral component of the design and funding scenarios. For additional information regarding FDOT-District Seven site selection process, refer to the EA Technical Report. The proposed improvements are subject to alteration based on additional agency coordination, public involvement, and minor modifications to the conceptual plans.

Conceptual design analysis during the Feasibility Study revealed that the Downtown Tampa site functions well and is easy to access. It also offers excellent phasing potential due to its size and shape. The site is approximately 11 acres (ac) in size and consists of approximately 30 small parcels. The site is classified as Site Class 2 potentially accommodating HSR, intercity bus, express bus, and local transit. Phase I would allow for surface parking and an extension of the HARTline services provided at the Marion Transit Center. Phase II would incorporate intercity bus service and local and express bus services. Phase III would allow for the addition of LRT. Phase IV would accommodate FHSR, car rental facilities, additional parking, and the opportunity for joint-use development.

The Gateway site size also offers opportunity for phased development, joint-use partnerships, good circulation, and intermodal connectivity. The site is approximately 30 ac in size and consists of 3 parcels. The site is classified as Site Class 4 potentially accommodating FHSR, rapid transit, express bus, and local transit. Phase I would allow for surface parking plus local and express bus services. Phase II would allow for the addition of PMI monorail and intercity bus service. Phase III would accommodate FHSR, car rental facilities, and additional parking.

Because the FHSR is not precluded in this activity center and the SIS suggests a FHSR station in the St. Petersburg area, the project team provided accommodations to the FHSR. The project team assumed that FHSR would cross the bay utilizing the I-275 corridor and would then follow 118th Avenue until turning north near the Roosevelt Boulevard (C.R. 296) Connector and finally terminating at the site.

Tampa Bay Intermodal Center(s) Project Development & Environment (PD&E) Study



- Recommended Regional Intermodal Centers
- Activity Center

Figure 1-2
PD&E Proposed Action

**Tampa Bay
Intermodal Center(s)
Project Development
& Environment
(PD&E) Study**



**Figure 1-3
Site Boundaries
Downtown Tampa
Site**

**Tampa Bay
Intermodal Center(s)
Project Development
& Environment
(PD&E) Study**



**Figure 1-4
Site Boundaries
Gateway Site**

1.3 REFERENCES

1. Tampa Bay Intermodal Center(s) Feasibility Report; Florida Department of Transportation-District Seven, Tampa, Florida (December 2004)
2. Florida High Speed Rail Draft Environmental Impact Statement; Florida High Speed Rail Authority; Orlando, Florida (August 2004)
3. C.R. 296 (Roosevelt Connector) Type II Categorical Exclusion; Florida Department of Transportation-District Seven, Tampa, Florida (September 1993)

Section 2.0

NEED

The purpose of the project is to improve the quality of intermodal passenger connections in Tampa Bay so that regional mobility and accessibility by means other than personal motor vehicles are significantly increased. The purpose and need are established through documentation of the various local land use and transportation plans. In light of the State's view of global trade, recent changes in travel behavior, and the passing of the Strategic Intermodal System (SIS) legislation; an analysis of local and regional transportation studies and plans reveals the need for connectivity of the Florida Department of Transportation (FDOT)-District Seven region's transportation system and SIS components. The Tampa Bay Intermodal Center(s) (TBIC) project proposes the construction of one or more intermodal center(s) in the Tampa Bay area. These intermodal center(s) will provide the opportunity for connections between local and regional transportation systems including airports, seaports, highways, and transit services, such as high speed rail and light rail transit. As a result, the center(s) will enhance existing and planned transportation systems in the area. Specifically, the intermodal center(s) are intended to facilitate better transit linkages between Hillsborough and Pinellas counties, thereby maximizing the potential effectiveness of systems in each county and eventually the surrounding counties.

2.1 GOALS AND OBJECTIVES

In order to identify goals and objectives, the project team collected state, regional, and local transportation and land use plans and studies and reviewed the documents for applicability to the TBIC project. The inventory of plans and studies included:

- 2020 Florida Transportation Plan, FDOT, 2000 Update
- Florida's SIS Plan, FDOT, not yet finalized
- State of Florida, Governor's Initiative, Enterprise Florida, Inc.; Partnerships: Partnering to Shape Florida's Economic Future, 2003-2008 Statewide Strategic Plan for Economic Development
- Future of the Region: Strategic Regional Policy Plan, Tampa Bay Regional Planning Council, July 1998
- 2025 Long Range Transportation Plan, Hillsborough County Metropolitan Planning Organization (MPO), April 2003
- 2025 Long Range Transportation Plan, Pinellas County MPO, December 2001
- Hillsborough County Comprehensive Plan, Transportation Element, March 1999
- Pinellas County Comprehensive Plan, February 17, 1998 (as amended May 6, 2003)
- City of St. Petersburg Comprehensive Plan, February 2001

- City of Clearwater Comprehensive Plan, July 12, 2001
- City of Tampa Comprehensive Plan, Transportation Element, January 1998
- Hillsborough Area Regional Transit Tampa Downtown Transit Linkages, July 1999
- Downtown St. Petersburg East-West Transit System Study, Draft Final, City of St. Petersburg, August 2003
- St. Petersburg Downtown Transit Terminal Relocation Study, Draft Final Report, City of St. Petersburg, May 1993
- City Trails, Bicycle Pedestrian Master Plan, City of St. Petersburg, August 2003
- Tampa International Airport (TPA) Master Plan, prepared by the Hillsborough County Aviation Authority, December 1999
- St. Petersburg-Clearwater International Airport (PIE) Master Plan Update, Pinellas County Board of County Commissioners, September 2003
- Florida High Speed Rail (FHSR) Draft Environmental Impact Statement (Draft EIS), Florida High Speed Rail Authority; August 2003
- Tampa Rail Project Final Environmental Impact Statement, Hillsborough Area Regional Transit Authority, December 2002
- Tampa Bay Regional Commuter Rail Feasibility Study, Tampa Bay Commuter Rail Authority, 1993
- Pinellas Mobility Initiative, Pinellas County MPO, August 14, 2003
- Tampa Interstate Study (TIS), Final Environmental Impact Statement, FDOT, November 1996
- Intermodal Transportation Plan, Tampa Port Authority, Port of St. Petersburg Master Plan, City of St. Petersburg, 1999
- Tampa-Ybor Historic Electric Streetcar Project Environmental Assessment, Hillsborough Area Regional Transit Authority, June 1997
- Pinellas-Suncoast Transit Authority Five-Year Transit Development Plan 2005-2009
- HART 2005-2014 Transit Development Plan

Several documents were in the draft stage at this point in the process, but could be revisited and applied to the project during a latter portion of this study if a final version is readily available. This list includes the Hillsborough County County-Wide Corridor Study, West Central Florida 2025 Long Range Transportation Plan, and FDOT-District Seven's Strategic Regional Transit Needs Assessment.

The project's goals and related objectives are consistent with those articulated in these plans. The Tampa Bay Intermodal Center(s) Feasibility Report; December 2004¹ provides a more detailed account of development of these goals and objectives. The TBIC project goals can be categorized in terms of regional benefit and site specific characteristics. The project's regional goals are:

- **Mobility:** Improve passenger mobility by means other than personal motor vehicle.
- **Accessibility:** Improve passenger accessibility by means other than personal motor vehicle.
- **Plan Conformity:** Be consistent with local and statewide plans.

The project's site specific goals are:

- **Cost Effectiveness:** Assure a worthwhile public investment.
- **Flexibility:** Site selection remains viable if a planned mode is not constructed.
- **Safety and Security:** Minimize risk to passengers making intermodal connections; minimize the risk of the loss of, or damage to, intermodal facilities.
- **Environment:** Ensure responsible environmental stewardship.

2.2 PURPOSE AND NEED

A purpose and need statement was submitted into the Efficient Transportation Decision Making (ETDM) system in August 2004. The Federal Transit Administration, the lead federal agency, accepted this statement on September 28, 2004. The purpose of the TBIC is to improve the quality of intermodal passenger connections in Tampa Bay so that regional mobility and accessibility by means other than personal motor vehicles are significantly increased.

2.2.1 REGIONAL CONNECTIVITY

The passing of legislation to establish the SIS and an analysis of local studies and plans identified in Section 2.1 reveals the need for connectivity of the region's transportation system. The FDOT-District Seven envisions the TBIC project as the initial step towards achieving the necessary connectivity for the region. The recent reauthorization of the Tampa Bay Commuter Transit Authority further supports the area's commitment to developing transit connections throughout the Tampa Bay area. Concurrent to the TBIC study, FDOT-District Seven has initiated a Strategic Regional Transit Needs Assessment Study to further investigate the transit needs of the region.

This PD&E Study assumes the need for direct intermodal center(s) access to and from multi-modes of transportation, including bus rapid transit (BRT), LRT, FHRSR, Tampa Historic Streetcar System, and Pinellas Mobility Initiative (PMI) monorail. Links connecting the intermodal center(s) to TPA, PIE, and the Ports of Tampa and St. Petersburg are also important. The intermodal center(s) should have access to the Florida Interstate Highway System, including limited access facilities such as, I-275 and I-4, and controlled access facilities, such as the Lee Roy Selmon Crosstown Expressway (S.R. 618), Veterans Expressway (S.R. 589), and U.S. 19. The intermodal center should

also have access to local streets and include accommodations for bus, auto, taxi, bicycle, and pedestrians. Local access and circulation for surrounding businesses and residences should be preserved.

2.2.2 PLAN CONSISTENCY

As mentioned previously, the project goals and objectives of the TBIC project address mobility, accessibility, plan conformity, cost effectiveness, flexibility, safety and security, and environmental stewardship. While consistent with the goals and objectives of the previously listed plans in Section 2.1, the proposed TBIC further supports the SIS Plan (*F.S. Section 339.61 through 339.64*) and the *Transportation Equity Act for the 21st Century (TEA-21)*. This federal legislation encourages transportation investments that link major modes of transportation, improve transportation systems and service, and enhance efficient operation of transportation facilities. This project is included in the approved Hillsborough County MPO 2025 Long Range Transportation Plan and the Pinellas County MPO 2025 Long Range Transportation Plan. The project is also listed in FDOT's Five Year Work Program and the State Transportation Improvement Program.

2.2.3 FUTURE POPULATION AND EMPLOYMENT GROWTH IN AREA

The Tampa Bay area has been one of the fastest growing metropolitan areas in the United States over the last twenty years and is expected to continue its rapid growth over the next few decades. According to the University of Florida Bureau of Economic and Business Research², population in the Tampa Bay region is expected to increase by 23 percent between 2002 and 2025. Additionally, employment in the region is expected to increase by 37 percent over the same period of time.

Downtown Tampa is largely regarded as the primary Central Business District (CBD) for the entire Tampa Bay area. In the year 2000, the residential population was estimated to be over 15,000 and total employment in the activity center area was almost 71,000. Population and employment are projected to increase dramatically by 2025 to approximately 25,000 and 120,000, respectively. This represents a 64 percent growth in population and a 70 percent increase in employment. Moreover, the density of the area is projected to increase significantly to more than 8 residents per acre and almost 40 employees per acre by 2025.

The Gateway area of Pinellas County has rapidly become a major employment hub for the region. In the year 2000, total employment in the activity center area was over 75,000, while the residential population was just under 18,000. Growth in the area is expected to slow through 2025, with employment only increasing to approximately 86,000 and population growing to approximately 20,000. Since the geographic area of this activity center is so large and most employment is located on campus-type settings, densities in the Gateway area were less than many of the other activity centers studied with 1.5 persons per acre for population and 6.1 persons per acre for employment.

As population and employment growth in the Tampa Bay area continues, social and economic demands on individuals will continue to call for the provision of transportation choices for those who cannot drive, as well as those searching for alternatives to congested roadways. The proposed intermodal center(s) will facilitate connections between many of the existing and planned transportation systems in the area, thereby providing enhanced mobility and a better quality of life.

2.2.4 FUTURE TRAFFIC/TRAVEL DEMAND

As the population and employment in the Tampa Bay area continues to grow at a rapid rate, regional travel demand is expected to grow at a similar pace. In fact, trips crossing Tampa Bay between Hillsborough and Pinellas counties are projected to increase by 56 percent from 2002 to 2025. This projection is based on data from the Tampa Bay Regional Planning Model³ (TBRPM), which is the adopted Florida Standard Urban Transportation Model Structure (FSUTMS) travel demand model for both the Hillsborough and Pinellas MPOs. There are no major capacity improvements for roadways crossing Tampa Bay identified in the Long Range Transportation Plans (LRTPs) for either the Hillsborough or Pinellas MPOs. Further, there are no plans for enhanced transit services crossing Tampa Bay.

The PD&E Study did not specifically test transit options using a travel demand forecasting model; however, several transit systems were coded into the model to evaluate potential transit ridership at the remaining potential intermodal centers. Monorail ridership, or any other rapid transit service ridership, depends on a number of variables and can fluctuate significantly based on certain assumptions. Typically, the significant variables are: speed and frequency of the proposed transit service; boarding fare of the proposed transit service; locations and parking facilities of the stations; parking costs, if parking is available; highway travel time between origin and destination; and accessibility to other transportation modes. A number of studies, however, have been performed over the past several years, which considered HSR, PMI monorail, LRT, and commuter rail services in the Tampa Bay area. Using sketch-planning techniques derived from info in the TBRPM, a forecast of potential rail ridership crossing Tampa Bay in 2025 was developed for use in Phase I of this project. Based on this analysis, it was estimated that total rail trips crossing Tampa Bay would range from 11,000 to 30,000 in the year 2025. The project team updated this analysis using the latest version of the 2025 TBRPM. The data now shows that local ridership crossing the bay would range from 12,000 to 33,000.

More information on the travel demand analysis and transit ridership can be found in Section 3 of this report.

2.2.5 SAFETY

A consistent theme within all of the regional, state, and local plans is the provision of a safe, convenient, energy efficient, environmentally friendly, and economically viable

regional intermodal system, which serves the movement of goods and people. The design for the TBIC should include both external connections and the internal arrangements of mode transfer accommodations located to facilitate safe, efficient, and convenient transfer of passengers among transit modes. Also, many of the plans call for an increase in travel choices and maximum use of public transportation across all modes. Consequently, all of the plans contain objectives to minimize the use of the single occupancy vehicle (SOV), minimize regional vehicle miles traveled, and therefore decrease the time passengers are spending in SOVs on congested roadways. Reducing reliance on the SOV, thereby decreasing congestion on the roadways, should result in a reduction in traffic accidents and improved safety for the traveling public.

2.2.6 *ACCESS TO INTERMODAL FACILITIES AND FREIGHT ACTIVITY CENTERS*

The proposed TBIC will provide the opportunity for connections between local and regional transportation systems including airports, seaports, highways, and transit services. Also, in support of the goals and objectives of Florida's SIS, the intermodal center will increase modal options for goods and passengers safely and efficiently in an integrated and connected system.

2.2.7 *BIKEWAYS AND SIDEWALKS*

Another element of the connectivity process of the TBIC is to tie into existing and proposed pedestrian trails, bikeways, and sidewalks. Several local pedestrian and bicycle plans were collected for the inventory for this project, including plans from the City of Tampa, Hillsborough County, City of St. Petersburg, and Pinellas County. Connectivity to pedestrian facilities is a priority consideration in the PD&E Study and will continue to be evaluated during any future design phase.

2.3 ***REFERENCES***

1. Tampa Bay Intermodal Center(s) Feasibility Report; Florida Department of Transportation-District Seven; Tampa, Florida, December 2004
2. Florida Statistical Abstract 2003; University of Florida Bureau of Economic and Business Research; Gainesville, Florida; 2003
3. Tampa Bay Regional Planning Model; Florida Department of Transportation-District Seven; Tampa, Florida; 2001

Section 3.0

CONCEPTUAL DESIGN AND ALTERNATIVES CONSIDERED

3.1 SITE DESIGN CRITERIA

Once the project team identified goals and objectives and established the purpose and need for the project, it was necessary to outline general definitions, principles, and assumptions pertinent to the design of the intermodal centers. This information formed the basis for site design criteria. The project team used the criteria to identify potential sites and to classify them based on site size, shape, and the number of transportation modes present. Additional information on the elements of the alternatives analysis and development of conceptual plans are included in the Environmental Assessment (EA) Technical Report.

3.2 SITE ANALYSIS AND SELECTION

3.2.1 FEASIBILITY STUDY PROCESS

The Tampa Bay Intermodal Center(s) Feasibility Study¹ (Feasibility Study) consisted of a logical progression of steps for the Florida Department of Transportation (FDOT)-District Seven to decide on the type, location, and design of major intermodal centers within the Tampa Bay area (Hillsborough and Pinellas counties). The project team first identified goals and objectives and a purpose and need statement. The project team then collected information on all the existing and planned transit systems within the project area. The project team also established site design criteria to reveal what size parcels were necessary and retrieved area travel demand information to identify major activity centers in the region. The major activity centers in Hillsborough County, determined early in the Feasibility Study, were the University of South Florida (USF), Downtown Tampa, and Westshore. The major activity centers in Pinellas County were Gateway and Downtown St. Petersburg. Brandon (Hillsborough) and Clearwater (Pinellas) were also considered, but through evaluation were identified as minor activity centers with less regional significance.

With this information in place, the project team originally identified 53 sites by identifying vacant parcels and potential redevelopment areas along the existing and planned transit alignments, reviewing aerials photos, and conducting field surveys. The team also received input on potential sites from the local counties, municipalities, transportation authorities, and civic organizations.

The next step in the site evaluation process was to conduct the fatal flaw analysis. Sites were considered fatally flawed and eliminated from further consideration due to the following issues: airport restrictions, parks and recreation areas, historic structures, planned development or redevelopment, size limitations, or contamination. The fatal flaw analysis of the 53 potential sites led to the elimination of 28 sites from further study, thereby leaving 25 sites for additional analysis.

The next step in the site evaluation process was to compare sites within each activity center by conducting a screening analysis. The screening analysis included an evaluation of site characteristics, mobility/accessibility, environmental stewardship, plan conformity, and flexibility. The project team recorded and compared site information by preparing a matrix for each activity center. All remaining 25 sites were considered viable sites for some type of transit use. However, upon the completion of the screening analysis, the project team selected the 2 highest-scoring sites from each activity center, for a total of 10 sites, as the most viable alternatives for a regional intermodal center.

The next step in the evaluation process was to conduct a more detailed analysis of each viable site through the site ranking process. The purpose of the site ranking analysis was to compare the viable sites within each activity center. The project team evaluated mode classification and requirements, phasing capabilities, overall functionality, and accessibility characteristics of each site. Schematic bubble diagrams depicting the mode locations and access were developed for each site. Utilizing the site design criteria, the project team classified each site by the potential number of modes served.

After the site ranking and evaluation, the project team recommended that 6 sites be carried forward to the Project Development & Environment (PD&E) Study for further evaluation (one from each activity center, except for Westshore, which has two). These six sites have met the project goals and objectives and have the greatest potential to fulfill the established purpose and need. These sites offer the potential for excellent intermodal connectivity, in addition to opportunities for phased development. These sites also function efficiently and are easily accessible from major roadways and Strategic Intermodal System (SIS) hubs and connectors. Please refer to the Feasibility Study for more details regarding the decisions which led to the identification of these 6 sites:

- USF – Vacant Tampa General Hospital Property
- Downtown Tampa – Former County Jail Site
- Westshore – Former Dairy Farm near Tampa International Airport [TPA]
- Westshore – Jefferson High School Parking Lot – joint Use
- Gateway – Former Sunshine Speedway Property
- Downtown St. Petersburg – Tropicana Field Parking Lot – Joint Use

3.2.2 PD&E STUDY PROCESS

Local governments are required to focus their planning efforts on facilities within their immediate jurisdiction; therefore, it is important for FDOT to take a regional approach to this study by considering the transportation needs of many jurisdictions. FDOT initiated this approach by analyzing the goals and objectives of numerous state, regional, and local plans and studies to develop the goals and objectives of this study. FDOT analyzed each site's ability to exhibit the characteristics defined in these regional goals. A closer look at the Tampa Bay Intermodal Center(s) (TBIC) project goals reveals three major regional goals:

- **Mobility:** Improve passenger mobility by means other than personal motor vehicle.
- **Accessibility:** Improve passenger accessibility by means other than personal motor vehicle.
- **Plan Conformity:** Be consistent with local and statewide plans.

The concept of regional significance has become a deciding factor in the screening process of the PD&E Study. Regional significance is a term that describes the overall commuter transportation value that a locale exhibits within the surrounding geographic areas. A regionally significant site promotes connectivity by physical geographic location, provides accessibility to the interior core and outlying regions has potential multi-modal accommodations, hosts a number of trip productions/attractions, exhibits an intense mixture of land uses, and executes regional goals and objectives.

This region is physically separated by Tampa Bay; therefore, it was necessary for FDOT to analyze the connectivity of both sides of the bay. The critical component of a bay crossing was further emphasized in that there are no major plans for increasing capacity of the bridges. For this reason, FDOT elected to designate one regional intermodal center on each side of the bay. The regional intermodal centers will serve as convergence points for the respective counties and offer connections between the counties.

3.3 TRAVEL DEMAND ANALYSIS

The Tampa Bay Regional Planning Model (TBRPM) covers the jurisdiction of FDOT-District Seven. The project team utilized the 2000 Base Year model (2000Base), the 2025 Cost Affordable (2025CA) model, and the 2025 Needs (2025ND) model for the purposes of this study. The travel demand analysis revealed that there were three important issues to evaluate: total travel demand between Hillsborough and Pinellas counties, total trip activity within the activity centers, and transit trip ends at or adjacent to the intermodal center sites.

As regional travel becomes more prominent in the Tampa Bay area, the number of trips forecasted to cross between Hillsborough and Pinellas counties is expected to increase. In 2000, over 200,000 trips were made over the four roadways connecting the counties

(Gandy Boulevard, Howard Frankland Bridge, Courtney Campbell Causeway, and Hillsborough Avenue). By 2025, this number is expected to increase to over 430,000, with many of these trips traversing one or more of the activity centers. In addition to the potential for through trips, it was important to look at trip ends within each of the five activity centers. Based on the 2025 model data, the Downtown Tampa activity center area had the most trip ends within Hillsborough County and the region as a whole. Within Pinellas County, the Gateway area had the highest number of trip ends.

Finally, the travel demand analysis included an evaluation of transit boarding within the direct vicinity area of the six intermodal center sites. Once again, the Downtown Tampa site ranked as both the highest in Hillsborough County and the region as a whole, while the Gateway site ranked as the highest within Pinellas County. More information and detail regarding the travel demand analysis can be found in the Travel Demand Technical Memorandum, which is an appendix to the EA Technical Report.

3.4 NO-BUILD ALTERNATIVE

The No-Build Alternative consists of canceling the project or postponing the construction of any regional intermodal centers. Selection of this alternative would offer some benefits. There would be no new construction costs and no right-of-way (ROW) acquisitions or relocations. There would be no disruption to the existing land uses or traffic due to construction activities and there would be no resulting environmental impacts.

If the No-Build is selected, the goals, objectives, purpose, and need of the study would not be realized and an additional choice for daily commuters, visitors, and residents of the area would not be available. Connectivity of multiple modes of transportation would be satisfied only through utilization of existing stations or transfer centers. Although roadway demand continues to grow, the No-Build Alternative would not offer diversion from single occupancy vehicles (SOV) on the roadway to other modes. As a result, capacity and level of service (LOS) on existing roadways within the Tampa Bay area may decrease much sooner, than if the intermodal centers were built.

3.5 BUILD ALTERNATIVES

The Feasibility Study revealed that each of the six potential sites had issues that should be addressed within the early stages of the PD&E Study. FDOT conducted further analysis on each of the six sites in an attempt to resolve any outstanding issues. FDOT coordinated with affected parties, conducted additional research, and validated and updated information collected during the Feasibility Study. The detailed site analysis resulted in the resolution of many issues; however, some issues will require the development of design-related commitments that will carry forward during any future phases.

Based on the results of the goals/objectives evaluation, travel demand analysis, review of regional significance, and the detailed site analysis, FDOT ranked two sites as the leading candidates for regional intermodal centers in the Tampa Bay area. In Hillsborough County, the top-ranking site is the Former County Jail Site (Downtown Tampa). In Pinellas County, the top-ranking site is the Former Sunshine Speedway Site (Gateway). Refer to Figure 1-2 through 1-4 of the EA Technical Report for the location and boundaries of these two sites. A discussion of the build alternatives and the proposed concept plans for each of these two sites follows, starting with a description of the existing modes and site characteristics.

3.5.1 PROPOSED CONCEPT PLANS

The following section discusses the conceptual organization and thought process associated with the development of each site. The conceptual plans (including the Ultimate layout as well as each phase) are provided in Appendix A.

Downtown Tampa Site

The Downtown Tampa Site functions well and is easy to access. It also offers excellent phasing potential due to its size and shape. The site is approximately 11 acres in size and consists of approximately 30 small parcels. Based on the Feasibility Study, the site was classified as Site Class 2, potentially accommodating high speed rail (HSR), intercity bus, express bus, and local transit. During this PD&E Study, it has been determined that the proposed Tampa Light Rail alignment could be modified to access this site, especially since no funding options have been identified to date for Long Range Transportation (LRT). This would then change it to a Site Class 1. Phase I would allow for surface parking, an extension of the HARTLine local and express bus services provided at the Marion Transit Center, and would incorporate intercity bus service. Phase II would allow for the addition of LRT and a parking garage. Phase III would accommodate Florida High Speed Rail (FHSR), car rental facilities, additional parking, and the opportunity for joint-use development.

This site is highly urban and compact in nature. For this reason, it was essential that the conceptual organization of the transportation modes be laid out in a way that provided the best use of the properties available, while taking into account the proposed paths of the FHSR and the light rail transit. Because of their proximity to I-275 and other local, busy streets, these modes should be elevated to provide both unobstructed traffic flow and maintenance of traffic. This would also allow for potential future continuation of the FHSR route. This design works well into a phased construction concept, because each mode can be stacked on top of the other. It also allows for efficient vertical circulation of riders through the intermodal center. Both intercity bus and express bus traffic would take place on the ground level of the intermodal center in two separate loops to allow for unobstructed pedestrian circulation of the facility. From here, patrons traveling from the parking garage or from other areas outside the facility would move to each level of the intermodal center via stairs and elevators strategically located in the center of the concourses. This maximizes the use of space and provides separation between inbound

and outbound patrons. One must also consider that a portion of these riders would also be carrying luggage which hampers mobility; therefore, maximizing circulation space is essential for comfort and safety.

List of Facilities Provided:

- Parking Garage – Multi-use Development
- Surface Parking – After proposed demolition of Former Hillsborough County Jail
- Express Bus Facility
- Intercity Bus Facility
- Tampa Light Rail Connection
- Florida High Speed Rail Connection
- Passenger and Para Transit Drop-Off/Pick-Up
- Limo and Taxi Stand
- Rental Car Facilities
- Bicycle Storage Facilities
- Urban Park/On-site Stormwater Retention

Gateway Site

The Gateway Site size offers a great opportunity for phased development, joint-use partnerships, good circulation, and intermodal connectivity. The site is approximately 30 acres in size and consists of 3 parcels. Based on the Feasibility Study, the site was classified as Site Class 4, potentially accommodating FHSR, rapid transit, express bus, and local transit. During this PD&E Study, it has been determined that intercity buses are likely to utilize this site which would change it to a Site Class 1. Phase I would allow for surface parking, local and express bus services, plus intercity bus service. Phase II would allow for the addition of PMI monorail and a parking garage. Phase III would accommodate FHSR, car rental facilities, additional parking, and joint-use development.

Because the FHSR is not precluded in this activity center and the SIS suggests a FHSR station in Pinellas County, the project team provided accommodations to the FHSR. The project team assumed that FHSR would cross the bay utilizing the I-275 corridor and would then follow 118th Avenue until turning north near the Roosevelt Boulevard (C.R. 296) Connector and finally terminate at the site.

The Gateway site is much larger than the Downtown Tampa site: however, a significant amount of the site is earmarked for the proposed C.R. 296 Connector currently under design. Proposed pond locations for C.R. 296 and anticipated alignments of the FHSR and PMI monorail lines decrease the available site area. A proposed extension of 126th Avenue (by others) through the site further divides the parcels. The portion of the site located north of 126th Avenue is quite long and narrow, rendering it difficult to make connections for pedestrians and other modes. The area most feasible for building is the one depicted in the Ultimate Solution concept. A wetland area borders the entire site

along 40th Street North and is therefore being set aside for a green space buffer zone. Site access will be limited along this street.

List of Facilities Provided:

- PMI Monorail Connection
- FHSR Connection
- Parking Garage
- Express Bus Facility
- Intercity Bus Facility
- Limo and Taxi Stand
- Passenger and Para Transit Drop-off/Pick-up
- Surface Parking and Future Mixed-use Development Areas
- Rental Car Facilities
- Stormwater Retention and Pedestrian/Bicycle Amenity Areas

3.6 COST ESTIMATES

In order to evaluate the study alternatives, project costs were developed for each proposed site and provided in the matrix shown in Table 3-1. Construction costs were generated using the historical unit costs provided in the RS Means Building Construction Cost Data handbook, 2003 edition. The construction estimates include only the costs associated with the three phases of development of the proposed regional intermodal center sites, excluding tenant improvements; furniture, fixtures, and equipment; railroad tracks and electronics; demolition of existing facilities; environmental remediation; and escalation. Costs for improvements to the adjacent roadways (turn lanes, median openings, driveways) are also not included in the estimates as the needed improvements will be determined during the final design. The cost for architecture and engineering (final design) and construction engineering and inspection (CEI) are estimated at 10 percent of the total construction costs.

ROW acquisition costs for improvements associated with this project are also summarized in Table 3-1. The ROW costs were generated using fiscal year 2005 dollars. The estimates include land, building, and legal costs associated with the acquisition of each site.

**TABLE 3-1
PROJECT COST SUMMARY MATRIX**

Cost Factors (in million dollars)	Proposed Sites	
	Downtown Tampa	Gateway
Construction-Phase I	\$17.6	\$25.9
Construction Phase II	\$40.6	\$64.5
Construction-Phase III	\$48.1	\$45.6
Construction-Total	\$106.3	\$136.4
Design	\$10.6	\$13.6
ROW Acquisition	\$18.7	N/A
Construction-Total	\$106.3	\$136.4
CEI	\$10.6	\$13.6
Total Cost	\$146.2	\$163.6

3.7 *REFERENCES*

1. Tampa Bay Intermodal Center(s) Feasibility Study; Florida Department of Transportation-District Seven; Tampa, Florida, December 2004
2. Tampa Port Authority; “Cruise”; <http://www.tampaport.com>; September 1, 2004
3. Draft Environmental Impact Statement; Florida High Speed Rail Authority; Orlando, Florida; 2003

Section 4.0

IMPACTS

4.1 SOCIAL IMPACTS

4.1.1 LAND USE

Downtown Tampa Site

The proposed Hillsborough County site, known as the Downtown Tampa site, is located just south of I-275 between North Tampa Street and North Jefferson Street. The Hillsborough County-City of Tampa Land Use Information System (LUIS) indicates that the existing land use is predominantly public/quasi-public/institutional, light commercial, light industrial, educational, and multi-family, as shown in Figure 4-1.

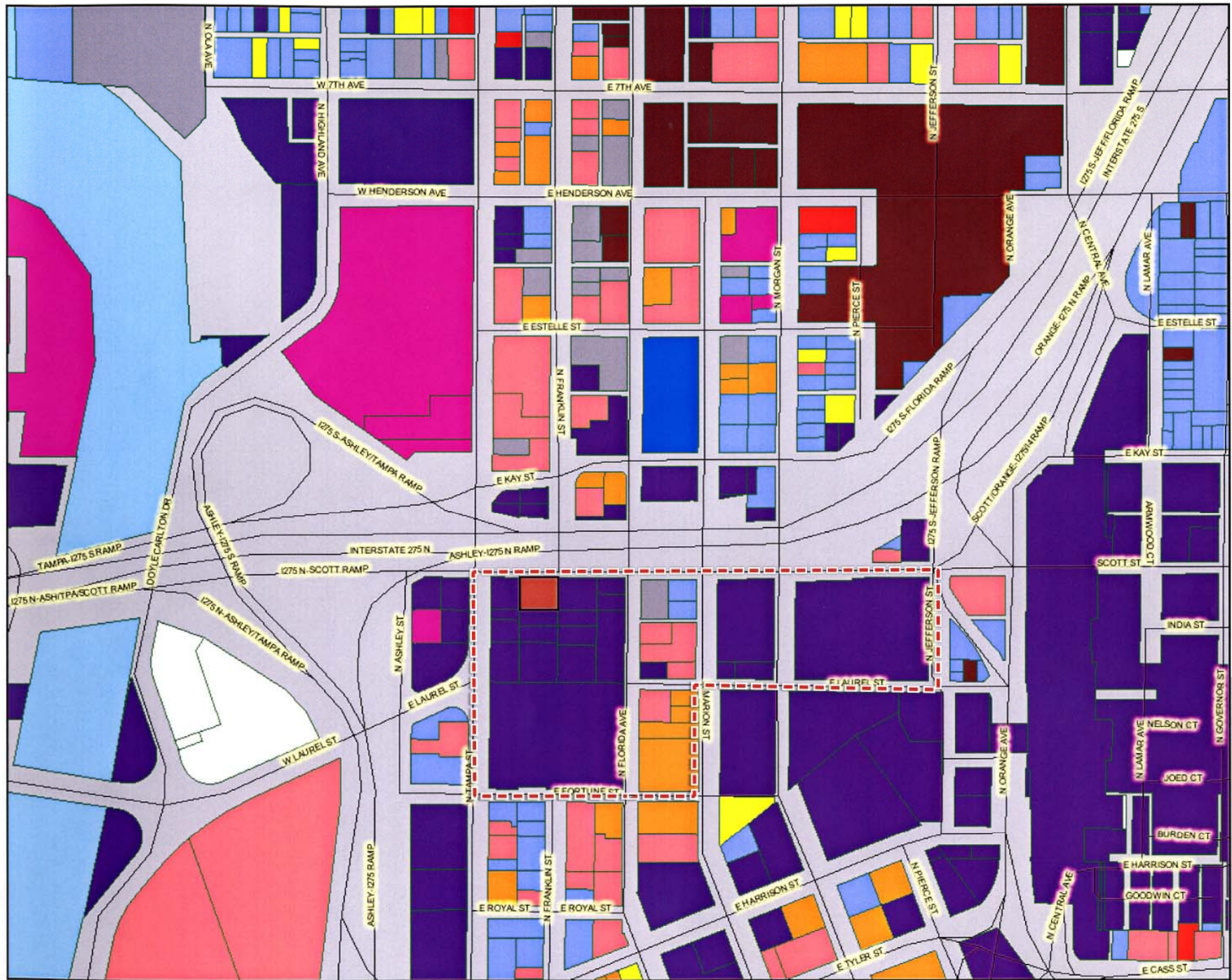
The 2020 Future LUIS developed by Hillsborough County and the City of Tampa indicates the land use for downtown Tampa differs slightly from the existing land use. Light commercial will be replaced with heavy commercial west of Nebraska Avenue, as shown in Figure 4-2. North of the proposed site location, educational land use will transition into urban mixed use and current vacant lots will become mostly residential. The areas surrounding the site to the east, west, and south will become a part of the central business district (CBD). The change of land use will foster the advancement of downtown revitalization and facilitate efforts to enhance mass transit. Transportation use is consistent with future land use and zoning regulations. The Hillsborough County City-County Planning Commission concurred with this finding in a letter dated June 9, 2005, as shown in the Environmental Assessment (EA) Technical Report.

Gateway Site

As shown in Figure 4-3, the proposed Pinellas County site, known as the Gateway site, is located on the southwest corner of 126th Avenue and 40th Street. The existing land use is predominantly industrial general, industrial limited, and commercial general according to the Pinellas County Board of Commissioners Information Systems.

The 2020 Future Land Use Element of the Pinellas County Comprehensive Plan maintains the land use surrounding the Gateway site as industrial general, as shown in Figure 4-4. The proposed project is regionally significant and consistent with the adopted goals, objective, and policies of the 2020 Future Land Use Element of the Pinellas County Comprehensive Plan. This site is also included within the approved master plan for other modes of transportation, including the St. Petersburg-Clearwater International Airport. Transportation use is consistent with future land use and zoning regulations. The City of Pinellas Park concurred with this finding in a letter dated June 10, 2005, as shown in the EA Technical Report.

**Tampa Bay
Intermodal Center(s)
Project Development
& Environment
(PD&E) Study**



- LEGEND**
- Service Area Boundaries
 - Tampa Service Area
 - Urban Service Area
 - Other
 - Jurisdiction Boundaries
 - Roads
 - Parcels
 - Existing Land Use
 - Agricultural
 - Heavy Commercial
 - Heavy Industrial
 - Light Commercial
 - Light Industrial
 - Multi-Family
 - Mobile Home Park
 - Mining
 - Natural
 - Public / Quasi-Public / Institutions
 - Public Communications / Utilities
 - Right of Way / Roads / Highways
 - Recreational / Open Space
 - Educational
 - Single Family / Mobile Home
 - Two Family
 - Unknown or Not Classified
 - Vacant
 - Water
 - Other



Hillsborough/City of Tampa_Land_Use_Information System : www.plancom.org

Created on 4/4/2005 10:23:50 AM using ArcIMS 4.0 Land Use Information System (LUIIS).

--- Proposed Site Boundary

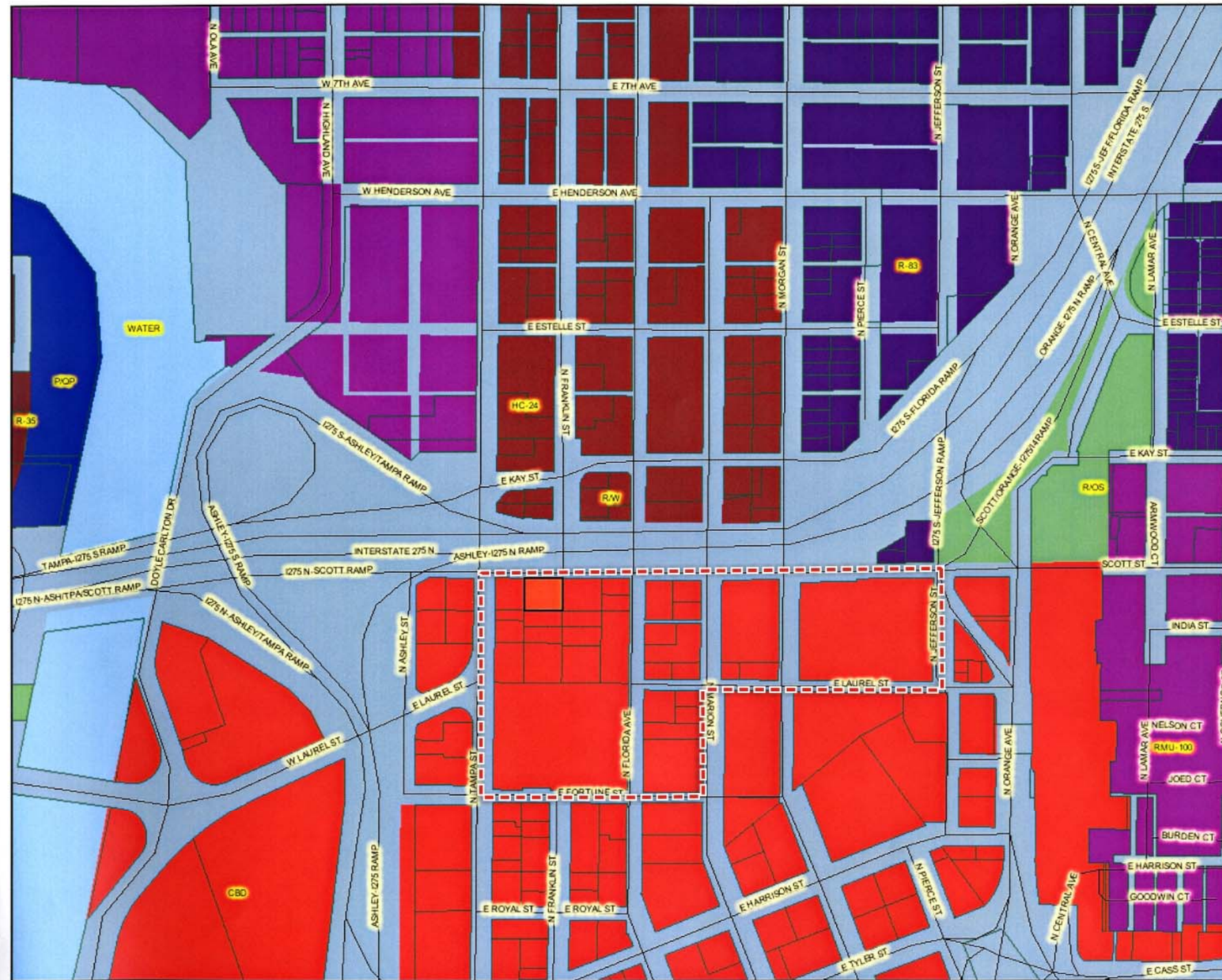
Figure 4-1

**Hillsborough County
Existing Land Use**

Tampa Bay Intermodal Center(s) Project Development & Environment (PD&E) Study



District 7



- LEGEND**
- Service Area Boundaries
 - Tampa Service Area
 - Urban Service Area
 - Other
 - Jurisdiction Boundaries
 - Roads
 - Parcels
 - Tampa Future Land Use
 - CENTRAL BUSINESS DISTRICT
 - COMMUNITY MIXED USE-35 (1.5 FAR)
 - MAJOR ENVIRONMENTALLY SENSITIVE AREAS
 - GENERAL MIXED USE-24 (1.5 FAR)
 - HEAVY COMMERCIAL-24 (1.5 FAR)
 - HEAVY INDUSTRIAL (1.5 FAR)
 - LIGHT INDUSTRIAL (1.5 FAR)
 - MAC DILL AIR FORCE BASE
 - AIRPORT COMPATIBILITY
 - MAJOR PUBLIC/SEMI-PUBLIC
 - MAJOR RECREATIONAL/OPEN SPACE
 - RIGHT OF WAY
 - RESIDENTIAL-10 (.35 FAR)
 - RESIDENTIAL-20 (.50 FAR)
 - RESIDENTIAL-3 (.35 FAR)
 - RESIDENTIAL-35 (.50 FAR)
 - RESIDENTIAL-50 (.50 FAR)
 - RESIDENTIAL-6
 - RESIDENTIAL-83 (.50 FAR)
 - REGIONAL MIXED USE-100 (3.5 FAR)
 - RIGHT OF WAY
 - SUBURBAN MIXED USE-3 (.25 FAR)
 - SUBURBAN MIXED USE-6 (.50 FAR)
 - TRANSITIONAL USE-24 (1.5 FAR)
 - URBAN MIXED USE-60 (2.5 FAR)
 - WATER
 - TRANSITIONAL AREA (DUE TO ANNEXATION)
 - UNKNOWN
 - NO TAG
 - HCO
 - Other



Hillsborough/City of Tampa_Land_Use_Information System : www.plancom.org

----- Proposed Site Boundary

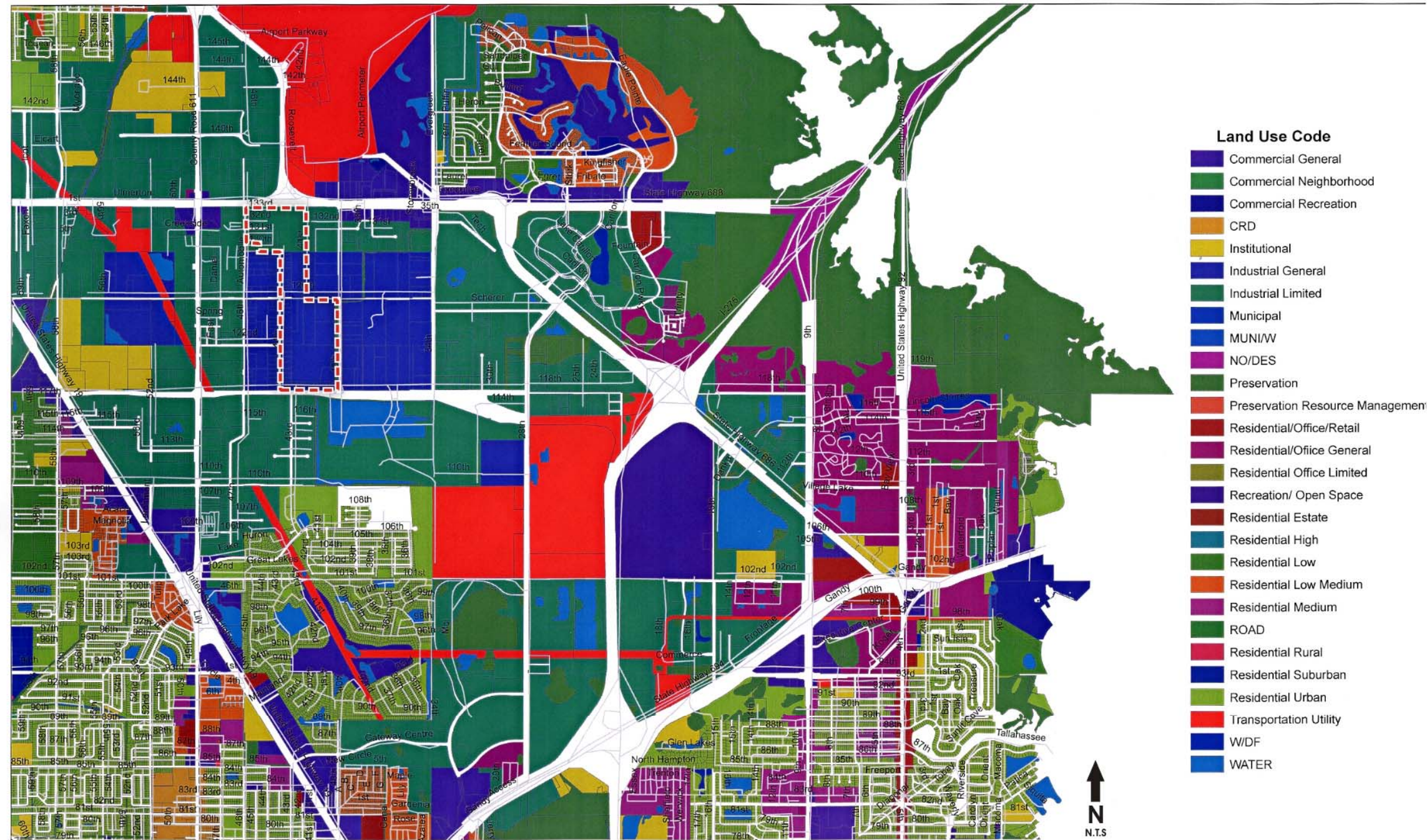
Figure 4-2

Hillsborough County Future Land Use

Tampa Bay Intermodal Center(s) Project Development & Environment (PD&E) Study



District 7



- Land Use Code**
- Commercial General
 - Commercial Neighborhood
 - Commercial Recreation
 - CRD
 - Institutional
 - Industrial General
 - Industrial Limited
 - Municipal
 - MUNI/W
 - NO/DES
 - Preservation
 - Preservation Resource Management
 - Residential/Office/Retail
 - Residential/Office General
 - Residential Office Limited
 - Recreation/ Open Space
 - Residential Estate
 - Residential High
 - Residential Low
 - Residential Low Medium
 - Residential Medium
 - ROAD
 - Residential Rural
 - Residential Suburban
 - Residential Urban
 - Transportation Utility
 - W/DF
 - WATER

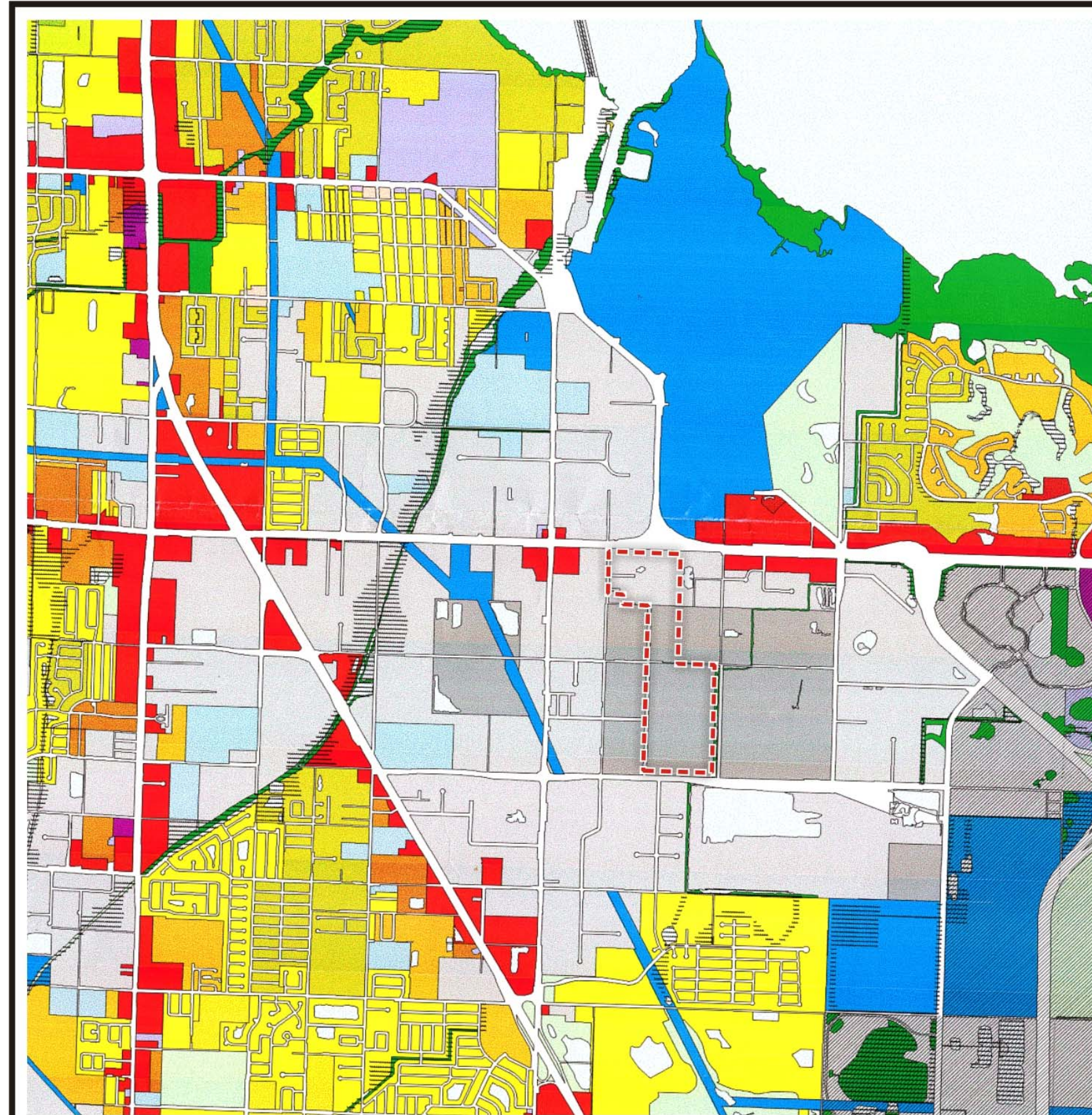


Pinellas County
Board of County Commissioners
Information Systems

--- Proposed Site Boundary

Figure 4-3
Pinellas County Existing Land Use

Tampa Bay Intermodal Center(s) Project Development & Environment (PD&E) Study



- Residential Rural
 - Residential Estate
 - Residential Suburban
 - Residential Low
 - Residential Urban
 - Residential Low Medium
 - Residential Medium
 - Residential High
 - Residential Very High
- MIXED USE**
- Residential/Office Limited
 - Residential/Office General
 - Residential/Office/Retail
 - Resort Facilities Overlay
 - Resort Facilities Medium
 - Resort Facilities High
- COMMERCIAL**
- Commercial Neighborhood
 - Commercial Limited
 - Commercial Recreation
 - Commercial General
- INDUSTRIAL**
- Industrial Limited
 - Industrial General
- PUBLIC/SEMI-PUBLIC**
- Preservation
 - Recreation/Open Space
 - Institutional
 - Transportation/Utility
- SPECIAL DESIGNATIONS**
- Water/Drainage Feature
 - Scenic/Non-Commercial Corridor
 - Activity Center/Primary-Secondary
 - Community Redevelopment District
 - Central Business District
 - Right-of-Way

----- Proposed Site Boundary

Figure 4-4

**Pinellas County
Future Land Use**



Pinellas County
Board of County Commissioners
Information Systems

4.1.2 PLAN CONSISTENCY

Florida Department of Transportation (FDOT) initiated coordination with the local metropolitan planning organizations through the Executive Transportation Team (ETT) process and small group meetings. This project is consistent with the goals and objectives of the approved Hillsborough County Metropolitan Planning Organization (MPO) 2025 Long Range Transportation Plan (LRTP) and the Pinellas County MPO 2025 LRTP. At the end of the Tampa Bay Intermodal Center(s) (TBIC) Feasibility Study, (Feasibility Study) FDOT began coordination with both MPOs to amend their LRTPs to include the proposed project. This project is now included in the latest updates of both LRTPs. The proposed Tampa Bay Intermodal Center(s) further supports the *Transportation Equity Act for the 21st Century (TEA-21)*. This federal legislation encourages transportation investments that link major modes of transportation, improve transportation systems and service, and enhance efficient operation of transportation facilities. The project is listed in FDOT's Five Year Work Program and the State Transportation Improvement Program.

4.1.3 COMMUNITY COHESION

Neither of the proposed regional intermodal centers is located in an existing neighborhood; therefore, no splitting or isolation of neighborhoods will occur. The project is not anticipated to harm elderly persons, handicapped individuals, non-driver and transit-dependent individuals, or minorities. It is anticipated that the proposed regional intermodal centers will actually enhance community cohesiveness by generating a design which encapsulates the spirit of the community while providing a venue for mixed land uses and promoting regional connectivity. Therefore, this project is being developed to comply with Executive Order 12898, Environmental Justice, issued on February 11, 1994.

4.1.4 RELOCATION POTENTIAL

Downtown Tampa Site

There are not any residential relocations associated with the Downtown Tampa site. The proposed site will require additional right-of-way (ROW) and the relocation of seven businesses. It is estimated that approximately 10 acres (ac) of additional ROW will be needed. More information concerning the anticipated relocations is provided in the Conceptual Stage Relocation Plan (CSR).

In order to minimize the unavoidable effects of ROW acquisition and displacement of people, the FDOT will carry out a ROW and relocation program in accordance with Florida Statutes, Chapter 339.09, and the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 (Public Law 91-646, as amended by Public Law 100-17).

The FDOT provides advance notification of impending ROW acquisitions. Before acquiring ROW, all properties are appraised on the basis of comparable sales and land use values in the area. Owners of property to be acquired will be offered and paid fair market value for their property rights.

No person lawfully occupying real property will be required to move without at least 90 days written notice of the intended vacation date and no occupant of a residential property will be required to move until decent, safe, and sanitary replacement housing is made available. "Made available" means the affected person has either by himself obtained and has the right of possession of replacement housing, or that the FDOT has offered the relocatee decent, safe, and sanitary housing which is within his financial means and available for immediate occupancy.

At least one relocation specialist is assigned to each highway project to carry out the relocation assistance and payments program. A relocation specialist will contact each person to be relocated to determine individual needs and desires, and to provide information, answer questions, and give help in finding replacement property. Relocation services and payments are provided without regard to race, color, religion, sex, or national origin.

All tenants and owner-occupant displacees will receive an explanation regarding all options available to them, such as: 1) varying methods of claiming reimbursement for moving expenses; 2) rental of replacement housing, either private or publicly subsidized; 3) purchase of replacement housing; and 4) moving owner – occupied housing to another location.

Financial assistance is available to the eligible relocatee to:

1. Reimburse the relocatee for the actual reasonable costs of moving from homes, businesses, and farm operations acquired for a highway project;
2. Make up the difference, if any, between the amount paid for the acquired dwelling and the cost of a comparable decent, safe, and sanitary dwelling available on the private market;
3. Provide reimbursement of expenses, incidental to the purchase of a replacement dwelling; and
4. Make payment for eligible increased interest cost resulting from having to get another mortgage at a higher interest rate. Replacement housing payments, increased interest payments, and closing costs are limited to \$22,500 combined total.

A displaced tenant may be eligible to receive a payment, not to exceed \$5,250, to rent a replacement dwelling or room, or to use as down payment, including closing costs, on the purchase of a replacement dwelling. The brochures which describe in detail the

Department's relocation assistance program and ROW acquisition program are "Your Relocation: Residential", "Your Relocation: Businesses, Farms and Non-profit Organizations", "Your Relocation: Signs", and "The Real Estate Acquisition Process." All of these brochures are distributed at all Public Hearings and made available upon request to any interested persons.

Gateway Site

There are not any residential or business relocations associated with the Gateway site. The site will not require additional ROW. Should this change over the course of the project, the FDOT will carry out a ROW and relocation program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 (Public Law) 91-646 as amended by Public Law 100-17) as outlined above.

There are no public facilities, hospitals, schools, churches, major shopping centers or other related establishments to be displaced by the proposed improvements. This project is not expected to involve the relocation of any handicapped or disabled persons, or persons receiving any social or specialized services. The project is expected to have a positive influence on the regional economics as a long-term result through the potential advancement of downtown revitalization and facilitate efforts to enhance mass transit.

4.1.5 COMMUNITY SERVICES

Downtown Tampa Site

The following community facilities are located on or adjacent to the Downtown Tampa site: Museum of African American Art, St. Paul African American Episcopal (AME) Church Parsonage, Oaklawn Cemetery, Marian Transit Center, City of Tampa Recreation Department, former county jail, a state building, Tampa Bay Downtown Preschool and Day Care Center, and Harlem Academy. The former county jail has been decommissioned and the Sheriff's office and prisoners moved. The final site design may require a portion of the parking lot adjacent to the state building. Any impacts to the parking lot would be mitigated by provision of parking spaces associated with the intermodal center. None of the remaining community services will be impacted as a result of this proposed site.

Gateway Site

There are no community facilities adjacent to the Gateway site. Therefore, there are no impacts to community services.

4.1.6 ENVIRONMENTAL JUSTICE AND TITLES VI AND VIII CONSIDERATIONS

In February 1994, the President of the United States issued Executive Order 12898 (Environmental Justice) requiring federal agencies to analyze and address, as appropriate, disproportionately high adverse human health and environmental effects of federal actions on ethnic and cultural minority populations and low-income populations, when such analysis is required by the National *Environmental Policy Act of 1969* (NEPA). An adverse effect on minority and/or low-income populations occurs when: (1) the adverse effect occurs primarily to a minority and/or low-income population; or, (2) the adverse effect suffered by the minority and/or low-income population is more severe or greater in magnitude than the adverse effect suffered by the non-minority and/or non-low-income populations. An evaluation of environmental, public health and interrelated social and economic effects of proposed projects on minority and/or low-income populations is required. All proposed projects should include measures to avoid, minimize, and/or mitigate disproportionately high and adverse impacts and provide offsetting benefits and opportunities to enhance communities, neighborhoods, and individuals affected by these activities.

The 17 environmental justice criteria identified in Executive Order 12898 are: (1) air pollution; (2) noise; (3) water pollution; (4) soil contamination; (5) destruction of manmade resources; (6) destruction of natural resources; (7) diminution of aesthetic values; (8) detriment to community cohesion; (9) diminution of economic viability; (10) detriment to facilities access - public and private; (11) detriment to services access - public and private; (12) vibration; (13) diminution of employment opportunities; (14) displacement; (15) traffic congestion and impairment to mobility; (16) exclusion, isolation, or separation; and, (17) diminution of Department of Transportation benefits.

In addition to compliance with Executive Order 12898, any proposed federal project must comply with the provisions of Title VI of the Civil Rights Act of 1964, as amended by Title VIII of the Civil Rights Act of 1968. Title VI of the 1964 Civil Rights Act provides that no person will, on the grounds of race, color, religion, sex, national origin, marital status, disability, or family composition be excluded from participation in, be denied the benefits of, or be otherwise subject to discrimination under any program of the federal, state, or local government. Title VIII of the 1968 Civil Rights Act guarantees each person equal opportunity in housing.

This project has been developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968, and in accordance with Executive Order 12898. The proposed sites will not result in any disproportionate adverse impacts to any distinct minority, ethnic, elderly or handicapped groups and/or low-income households. Title VI information was available at the Public Hearing.

4.1.7 *CONTROVERSY POTENTIAL*

At the project onset, FDOT initiated a comprehensive Public Involvement Program in compliance with the FDOT Project Development and Environment Manual; *Section 339.155 F.S.*; *Executive Orders 11990 and 11988*; *23 C.F.R. 771*; and the Council on Environmental Quality (CEQ) regulations for implementing the provisions of NEPA.

The Advance Notification (AN) Package was mailed to the Florida State Clearinghouse and informed a number of federal, state, regional, and local agencies of this project and its scope of anticipated activities. The first AN Package was distributed to the Florida State Clearinghouse on January 30, 2004. A second AN was distributed on March 9, 2005. Due to the large project area (Hillsborough and Pinellas County), the majority comments to the AN were requests for continued coordination and consideration of impacts to evacuation zones, essential fish habitat, cultural resources, and other significant natural resources. There were no controversial comments received in response to the AN package.

FDOT conducted a series of Community Information Meetings. The Hillsborough County Community Information Meeting was held on August 25, 2004 at the Crowne Plaza Hotel, 700 North Westshore Boulevard, in Tampa, Florida. The Pinellas County Community Information Meeting was held on August 26, 2004, at the Tampa Bay Regional Planning Center; 4000 Gateway Center Boulevard, Suite 100, in Pinellas Park, Florida.

Approximately 26 people attended the Hillsborough County Community Information Meeting on August 25, 2004 and seven people submitted written comments. Approximately 18 people attended the Pinellas County Community Information Meeting held on August 26, 2004 and four people submitted written comments. Many comments addressed more than one issue. Comments addressed safety/security, costs, transit use, and site location. After each workshop, the public had ten days to respond with comments. By September 10, 2004 a total of four additional comments were received. Comments reflected requests for information and site location preferences.

FDOT hosted a series of Public Hearings on August 30 and 31, 2005 at Blake High School, 1701 North Boulevard in Tampa, Florida (Hillsborough County), and Holiday Inn Select, 3535 Ulmerton Road in Clearwater, Florida (Pinellas County), respectively. A total of 58 attendees participated in the two-day Public Hearing process. Approximately 18 attendees provided oral testimony to the court reporter and one attendee submitted written testimony. During the post-hearing comment period, FDOT received three additional written comments. Overall, the majority of participants supported the TBIC project and the recommended sites. The majority of comments reflected the opposition to an intermodal facility at Jefferson High School, which was not a part of the recommended alternative. As a result of the coordination with the public and agencies to date, there is minimal controversy associated with the proposed sites.

4.1.8 PEDESTRIAN/BICYCLE FACILITIES

Inclusion of existing and proposed pedestrian trails, bikeways, and sidewalks is a key element of the TBIC connectivity process. Several local pedestrian and bicycle plans were collected for the inventory for this project, including plans from the City of Tampa, Hillsborough County, City of St. Petersburg, and Pinellas County. The pedestrian aspect of connectivity is a priority consideration in the Project Development & Environment (PD&E) Study and will continue to be evaluated during the design phase. This project is consistent with 23 U.S.C. 109(n), Federal Highway Administration (FHWA) Technical Advisory T6640.8A, and Florida Statute 335.065, which require consistency of proposed transportation projects with local plans for bicycle and pedestrian facilities.

4.1.9 VISUAL/AESTHETICS

Federal Transit Agency Circular 9400.1A, Design and Art in Transit Projects (June 1995), reaffirms the commitment to the incorporation of design and artistic considerations into transit projects. Therefore, FDOT recognizes this project as an opportunity to include special architectural treatments, graphics, artwork, streetscape amenities, and drainage alternatives, which meets the aesthetic needs and desires of the community. Further, FDOT is committed to continuous coordination with the community; federal, regional, state, and local agencies; and private interest groups, to ensure the full consideration is given to designing a facility which has the ability to enhance the aesthetic fabric of the community.

4.1.10 UTILITIES AND RAILROADS

In order to evaluate potential surface and subsurface utility conflicts associated with the proposed project, information was obtained concerning the location and characteristics of the existing utilities within the proposed sites. Each utility owner was contacted via letter requesting they identify the type and location of any existing or proposed utilities. The following utility organizations with potential facilities have responded to requests for information:

Downtown Tampa Site

- Bright House
- City of Tampa Water Department
- City of Tampa Waste Water Department
- FPL Fibernet
- Level 3 Communications
- MCI
- Verizon Florida Inc.
- Tampa Electric Company
- TECO Peoples Gas

- Xspedius Fiber Group

Gateway Site

- Bright House
- City of Largo
- City of Pinellas Park
- FPL Fibernet
- KMC Telecom
- MCI
- Pinellas County Utilities
- Progress Energy – Distribution
- Progress Energy Transmission
- Verizon Florida Inc.
- TECO Peoples Gas
- Xspedius Fiber Group

A Utility Assessment Package has been prepared for this PD&E Study and is located in the EA Technical Report. The type, location, and ownership of existing and proposed utilities, along with cost estimates for relocation of the existing utilities within the proposed sites, are summarized in this report. Several utility companies did not submit relocation cost estimates due to the preliminary nature of this project. Costs estimates for relocation of these utilities will be calculated once more detailed plans are produced.

Rail is anticipated to be a component at each of these multi-modal facilities. However, there are no existing rail lines within either of the proposed sites. No impacts to railroads are anticipated.

4.1.11 SOCIAL AND ECONOMIC IMPACTS

Both of the proposed sites are expected to increase economic viability of the area as it will provide increased accessibility and visibility for mixed land uses in the project area. Both direct and indirect beneficial impacts to economic resources would result from the construction of the proposed sites. Direct impacts would include the addition of actual jobs associated with the construction, operation, and maintenance of the infrastructure. Indirect impacts would include the additional jobs that result from the production of the materials used during construction of the facility. Indirect impacts also include the additional wages earned and recycled into the economy by the suppliers of materials during construction and when the facility is in operation. In addition to construction, permanent economic benefits would accrue from the planned mixed uses, including restaurants, retail, and other services offered at the facility. As a result, permanent jobs would be created for individuals to perform those operations.

4.1.12 SAFETY AND SECURITY

The TBIC project has included safety and security as a major goal. The design for the TBIC will include both external connections and the internal arrangements of mode transfer accommodations located to facilitate safe, efficient, and convenient transfer of passengers among transit modes. In addition, reducing reliance on the single occupancy vehicle (SOV) should decrease congestion on the roadways and result in a reduction in traffic accidents and improved safety for the traveling public. Security will be a foremost consideration throughout the remainder of this project, particularly in the design phase.

4.1.13 SECONDARY AND CUMULATIVE EFFECTS

Potential alternative sites for the proposed intermodal center(s) are located in activity centers where there is already significant residential and commercial development, as well as employment centers and various institutional uses that serve the activity centers. As population and employment in the Tampa Bay area continues to grow, social and economic demands on individuals will continue to focus on provision of transportation choices for those who cannot drive, as well as those searching for alternatives to congested roadways. The proposed intermodal center(s) will facilitate connections between many of the existing and planned transportation systems in the area, thereby providing enhanced mobility and a better quality of life. Given the projected future growth and land uses that already exist within the activity centers (where potential sites have been evaluated), it is not anticipated that the proposed intermodal center(s) will alter development patterns.

4.2 CULTURAL IMPACTS

Cultural resources include archaeological and historical resources and recreational facilities. The cultural resources associated with the project and their potential for Section 4(f) involvement are discussed in the following sections.

4.2.1 HISTORICAL AND ARCHAEOLOGICAL RESOURCES

In accordance with the procedures contained in 36 CFR, Part 800, a Cultural Resource Assessment Survey (CRAS), including background research and a field survey has been performed for both of the proposed sites and coordinated with the State Historic Preservation Officer (SHPO). The survey has been completed in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended by Public Law 89-655; Executive Order 11593; and Chapter 267, Florida Statutes and Part 2, Chapter 12 of the FDOT PD&E Manual. The purpose of this survey was to locate and identify any cultural resources within the project area and to assess their significance in terms of eligibility for listing in the National Register of Historic Places (NRHP).

To document any potential impacts to cultural resources, a Draft CRAS Report was prepared under separate cover in April 2005, and sent to the SHPO on April 14, 2005 for their review. A concurrence letter from the SHPO is pending. The SHPO responded with a letter dated April 29, 2005 requesting additional information for 802 E. Laurel Street. A revised CRAS (May 2005) was submitted to the SHPO on May 24, 2005. In a letter dated June 17, 2005, the SHPO concurred with the findings of the CRAS.

Downtown Tampa Site

Background research and a field review indicated that one archaeological site and 23 historic resources were recorded previously within the project area of potential effect (APE), defined as 500 feet (ft) from the boundaries of the Ultimate Concept Plan for the Downtown Tampa site. As a result of field survey, one historic district and six individual historic properties have been determined to be NRHP listed, eligible, or potentially eligible. None of these are located within the ultimate concept plan boundary. Two of these significant resources, the NRHP-eligible Oaklawn Cemetery (8HI5595), and the NRHP-listed North Franklin Street Historic District (8HI8536), are located adjacent to the boundaries of the ultimate concept plan. The NRHP-eligible St. Paul AME Church (8HI155) and Church Parsonage (8HI6757), the potentially NRHP-eligible 802 E. Laurel Street (8HI9977), and the NRHP-eligible Greater Bethel Baptist Church (8HI3282) are located within approximately 200 ft of the ultimate concept plan boundaries. The seventh resource, the potentially eligible Tom Henderson Memorial Chapel of the First United Methodist Church (8HI8744) at 1001 N. Florida Avenue is approximately 350 ft south of the ultimate concept plan boundaries.

Based on the information provided, the SHPO concurred in a letter dated June 17, 2005 that the proposed TBIC project would have no effect on the St. Paul AME Church, the Greater Bethel Baptist Church, and the Tom Henderson Memorial Chapel. Additionally, the project will have a conditional no adverse effect on the North Franklin Street Historic District, the St. Paul AME Church Parsonage, the Oaklawn Cemetery, and 802 E. Laurel Street. One general condition is that the FDOT continue to coordinate the design of the Downtown Tampa Intermodal Center with the SHPO staff so that visual effects can be evaluated and minimized (or even enhanced). Additional specific conditions include:

- Change alignment of the Tampa Light Rail route so that it avoids 802 E. Laurel Street.
- Maintain the historic brick paving at Laurel Street located on the north side of the Oaklawn Cemetery.
- Monitor vibration during construction of the facilities adjacent to the Oaklawn Cemetery.

Therefore, based on these conditions, it is expected that the TBIC project will have no effect or no adverse effect on any archaeological sites or significant historic structures or districts, including those properties listed, determined eligible, or considered potentially eligible for listing in the NRHP.

Gateway Site

Background research and a field review indicated that there were no previously recorded archaeological sites and/or historic resources within the project APE, defined as 500 ft from the boundaries of the Ultimate Concept Plan for the Gateway site. It is expected that the project will have no effect on any archaeological sites or significant historic structures or districts, including those properties listed, determined eligible, or considered potentially eligible for listing in the NRHP.

4.2.2 SECTION 106

Downtown Tampa Site

Based on the CRAS results and Section 106 coordination with the SHPO, the proposed project would have a conditional no adverse effect on four NRHP listed or eligible resources in the vicinity of the Downtown Tampa site (SHPO letter dated June 17, 2005). The condition is that there be continued Section 106 coordination with the SHPO so that potential visual effects can be evaluated and minimized (or even enhanced) as FDOT-District Seven continues to develop the concept plans for this site.

Gateway Site

There are no cultural resources associated with the Gateway site. Therefore, no Section 106 coordination will be required for this site.

4.2.3 RECREATION AREAS

There are no recreation areas located within the vicinity of the either of the proposed sites. Therefore, this project will have no effect on recreation areas.

4.2.4 SECTION 4(f)

In accordance with Section 4(f) of the Department of Transportation Act of 1966 (Title 49, U.S.C., Section 1653 (f), amended and recodified in Title 49, U.S.C., Section 303, in 1983), the project was examined for possible Section 4(f) properties. There are no public park and recreation lands or wildlife and waterfowl refuges subject to the provisions of Section 4(f) located within the vicinity of the either of the proposed sites. There are no historic sites located within the Ultimate Concept Plan boundaries. Therefore, this project will have no effect on Section 4(f) properties.

4.3 NATURAL IMPACTS

4.3.1 WETLANDS

Pursuant to Presidential Executive Order 11990 entitled “Protection of Wetlands,” the U.S. Department of Transportation (USDOT) developed a policy (USDOT Order 5660.1A), Preservation of the Nations Wetlands, dated August 24, 1978, which the purpose of “is to assure the protection, preservation and enhancement of the Nation’s wetlands to the fullest extent practicable during the planning, construction and operation of transportation facilities and projects.” In accordance with this policy, both the Hillsborough and Pinellas county sites were evaluated for the presence of any wetlands and potential impacts were identified associated with the proposed sites. The EA Technical Report contains the Wetlands and Threatened and Endangered Species Technical Memorandum.

Downtown Tampa Site

FDOT previously reviewed both of the proposed sites for the purposes of other past projects. The Hillsborough site was evaluated in the Tampa Interstate Study¹ and the Florida High Speed Rail (FHSR) Draft Environmental Impact Statement² (Draft EIS).

The Downtown Tampa site is highly urbanized location and is comprised primarily of existing buildings and vacant lots that support few trees or other vegetation. The proposed site does not support any wetland areas or other surface waters; therefore, there will be no impacts. Evaluations conducted for the Florida High Speed Rail PD&E Study are consistent with this finding.

Gateway Site

The Pinellas site was evaluated in the C.R. 296 (Roosevelt Connector) Type II Categorical Exclusion³. For the Gateway site, wetland areas and other surface waters were classified using the Florida Land Use and Cover Classification System (FLUCCS). Only two distinct wetland types occur on site, freshwater marsh (FLUCCS 641) and wetland shrub (FLUCCS 631). Total wetland area for this site is approximately 19.2 acres; however, the proposed site will only impact a total of 0.15 acres. Evaluations conducted for the C.R. 296 (Roosevelt Connector) PD&E Study are consistent with this finding.

Wetland impacts which may result from the construction of this project will be mitigated pursuant to *S.373.4137 F.S.* to satisfy all mitigation requirements of *Part IV, Chapter 373 F.S. and 33 U.S.C.s 1344*. Under *S.373.4137 F.S.*, mitigation of FDOT wetland impacts will be implemented by the appropriate Water Management District where the impacts occur.

Based on the above considerations, it is determined that there is no practicable alternative to the proposed construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use. Wetland impacts are considered to be minimal.

4.3.2 AQUATIC PRESERVES

Aquatic preserves are the vested interest of and are established by the State of Florida, Board of Trustees through the *Aquatic Preserve Act of 1975 (Sections 258.35 through 258.46 F.S.)*.

Downtown Tampa Site

The proposed Hillsborough site is not included in an aquatic preserve; therefore, there are no impacts to aquatic preserves at this site.

Gateway Site

The proposed Pinellas site is included in the Pinellas County Aquatic Preserve, which encompasses the entire county. However, due to the inland location of the Gateway site, FDOT does not anticipate any impacts to aquatic preserves. If necessary, FDOT will coordinate with the Florida Department of Environmental Protection (FDEP).

4.3.3 WATER QUALITY

The proposed stormwater facility design will include, at a minimum, the water quantity requirements for water quality impacts as required by the Southwest Florida Water Management District (SWFWMD) in Rule 40E-1, 40E-4, 40E-40, 40E-41, and 40E-400, F.A.C. and U.S. Environmental Protection Agency (EPA). Therefore, no further water quality mitigation measures will be needed.

4.3.4 OUTSTANDING FLORIDA WATERS

There are no designated Outstanding Florida Waters in the study area.

4.3.5 WILD AND SCENIC RIVERS

There are no designated Wild and Scenic Rivers in the study area.

4.3.6 FLOODPLAINS

In accordance with Executive Order 11988 “Floodplain Management”, USDOT Order 5650.2, and Chapter 23, CFR 650A, impacts to floodplains from the proposed sites are being considered.

Downtown Tampa Site

According to the Federal Emergency Management Agency’s (FEMA) Flood Insurance Rate Map (FIRM) Community Panel Number 120114 0024C, the Hillsborough site located in Downtown Tampa is within Zone C (areas of minimal flooding); therefore, there will be no impacts to the 100-year floodplain. The proposed site is categorized as a no encroachment zone.

Gateway Site

FEMA FIRM panel number 12103C0138G shows the Gateway Site is mostly within Zone X, areas of 500-year flood. In addition, there are shaded areas within Zone AE, where a base flood elevation of 9 ft was determined based on tidal influences. No floodplain compensation volume is required since floodplains associated with storm surge are not beneficial floodplains. As a result, this project will not affect flood heights or floodplain limits. In addition, this project will not have any impacts on human life, transportation facilities, and natural and beneficial floodplains. Therefore, it has been determined that the level of significance for floodplain encroachment is classified as “minimal encroachment.”

4.3.7 COASTAL ZONE CONSISTENCY

As determined by *15 C.F.R. 930*, Coastal Zone Consistency determination is required. In response to the Advance Notification package, the FDEP determined that this project is consistent with the Florida Coastal Zone Management Plan (FCMP) issued a letter dated May 6, 2005 as shown in the EA Technical Report. Environmental documents will be reviewed to determine continued consistency with FCMP as provided in *15 C.F.R. 930.95*.

4.3.8 WILDLIFE AND HABITAT

During the Feasibility Study, an inventory of environmental data was developed by retrieving data from the Florida Geographic Data Library (FGDL). The project team incorporated National Wetlands Inventory (NWI) and FLUCCS data (500/600) to identify wetlands in the project area. The project team also incorporated FGDL data pertinent to bald eagles’ nests, wood stork colonies, and strategic habitat conservation areas. During the PD&E Study, additional evaluations for the occurrence of species protected under Section 7(c) of the Endangered Species Act of 1973, as amended, and the

Florida Endangered and Threatened Species Act (Ch. 372.072 F.S.) were performed at both sites. Potentially occurring species were identified for each site and a determination of effect was developed for each of these species. A Draft Wetlands and Threatened and Endangered Species Technical Memorandum is contained in the EA Technical Report.

Downtown Tampa Site

No federal or state protected wildlife or plant species occur or are anticipated to utilize the Downtown Tampa site. Therefore, the proposed site will have “no affect” on protected species or their habitats. In a letter dated May 26, 2005 (refer to the EA Technical Report), U.S. Fish and Wildlife Service (USFWS) concurred with the determination of “no affect” for the Downtown Tampa site.

Gateway Site

For the Gateway site, evaluations performed within the past year by FDOT biological staff, in association with the C.R. 296 (Roosevelt Connector) Type II Categorical Exclusion and during this PD&E Study by consulting biologists, determined no occurrence of federal or state protected wildlife or plant species. This is due primarily to the lack of undisturbed natural areas on site and its location within a highly urbanized area that completely lacks adjacent natural areas.

The USFWS protects bald eagle nest trees by implementing two protection zones around the tree. Evaluation of the database determined that the closest nest tree is more than two miles from this proposed site. Therefore, future development of the site will have “no effect” on the bald eagle. Since nest locations can change over time, FDOT will resurvey the project area during any future design/permitting of this proposed site.

Recent changes to wood stork protection protocols by the USFWS require that wetland areas occurring within 18.6 miles of a colony be protected, as these wetlands may be important foraging areas during the nesting period. A wood stork nest colony (615333) occurs approximately 17 miles east of the proposed Gateway site at the mouth of the Alafia River in Hillsborough County. During the project’s final design/permitting phase, when more specific design information is available, FDOT will re-evaluate wetlands affected by the project. This investigation will determine if wetlands within the Core Foraging Area (CFA) will be impacted and if those wetlands support suitable hydroperiods for foraging habitat. Any suitable wetlands impacted by the project will be mitigated under USFWS guidelines for CFA protection to avoid adverse impacts to the wood stork. The proposed project “may affect, but is not likely to “adversely affect” the wood stork.

State protected wading birds, including the white ibis (*Eudocimus albus*), snowy egret (*Egretta thula*), little blue heron (*E. caerulea*) and the tricolored heron (*E. tricolor*), may forage in the small open water area and the two freshwater marshes. These areas are

considerably degraded and are likely not important foraging sites for those species. However, if these wetlands are impacted by future development, the required federal and state wetland mitigation efforts will provide suitable compensation for foraging impacts that will also offset any potential affects to these species. Therefore, the proposed project will have “no affect” on state protected wading bird species.

In addition to species protected by threatened and endangered species law, birds protected under the federal Migratory Bird Treaty Act were also considered. However, the site has been altered substantially from a natural state, leaving nearly no natural areas that would be favorable for migrating birds. This lack of suitable habitat renders this site of little value to migrating birds. Therefore, it is unlikely that any migratory birds will be affected.

The Wetland and Threatened and Endangered Species Technical Memorandum was submitted to the agencies for review and a determination of affect for the proposed improvements on April 21, 2005. In a letter dated May 26, 2005 (refer to the EA Technical Report), USFWS concurred with the determinations of “may effect, but is not likely to adversely affect” for the wood stork and a “no affect” for the bald eagle and wading birds at the Gateway site.

4.3.9 FARMLANDS

It has been determined that no farmlands, as defined by 7 *C.F.R.* 658, are located in the vicinity of either of the proposed sites.

4.4 PHYSICAL IMPACTS

4.4.1 AIR QUALITY

The EPA has established National Ambient Air Quality Standards (NAAQS) for six pollutants (ozone, nitrogen dioxide, particulate matter, sulfur dioxide, carbon monoxide and lead). Both Hillsborough and Pinellas Counties are currently designated by EPA as maintenance areas for the pollutant ozone. Therefore, FDEP has prepared and submitted to EPA the Air Quality Maintenance Plan (2005-2015) pursuant to the Clean Air Act Amendments of 1990. The Air Quality Maintenance Plan was developed to ensure continued compliance with the federal standard for ozone. Following these requirements, FDOT prepared an Air Quality Technical Memorandum as shown in the EA Technical Report.

An intermodal center in either Hillsborough or Pinellas County must demonstrate conformity to the Air Quality Maintenance Plan as required by Title 40, Code of Federal Regulations, Part 93 (Transportation Conformity Rule). This demonstration can be accomplished by inclusion of the project in a conforming Transportation Improvement Program (TIP).

The Air Quality Maintenance Plan identifies contingency measures that may be implemented should a violation of the ozone standard occur or if an update of the emissions inventory for precursors to ozone (volatile organic compounds and/or nitrogen oxides) exceed the levels established in 1990 by 5 percent or more. In addition to being included in a conforming TIP, an intermodal center in either county will not interfere with the implementation of the contingency measures listed in the Air Quality Maintenance Plan.

One contingency measure listed in the Air Quality Maintenance Plan considers implementation of mobile source transportation control measures and transportation demand measures. Notably, an intermodal center would facilitate implementation of this contingency measure by promoting an alternate means of transportation.

Downtown Tampa Site

An intermodal center is included in the Hillsborough County LRTP. The TIP currently being developed by the Hillsborough County MPO will include an intermodal center.

Gateway Site

The Pinellas County LRTP identifies an intermodal center as an unfunded policy plan project. The Pinellas County MPO will include an intermodal center in a conforming Cost Affordable LRTP and TIP subsequent to the identification of a funding source.

4.4.2 NOISE

A noise evaluation was performed by implementing the screening procedure documented in *Transit Noise and Vibration Assessment* (Federal Transit Administration, 1995). The screening procedure is designed to identify locations where noise attributable to a transit project has little possibility of affecting the noise environment at a sensitive site. No further assessment of noise is necessary if no noise-sensitive land uses are within an area defined by the screening procedure distances.

Facilities associated with the proposed intermodal centers, which are identified in FTA's assessment methodology as sources of transit noise, include the commuter rail station, parking lots/garages, and the bus transit center. Noise-sensitive sites are classified by land use category. The area around each intermodal project site was reviewed to identify and categorize noise-sensitive sites.

Downtown Tampa Site

The majority of land uses around the Downtown Tampa site are commercial, office, existing parking lots, and transportation facilities (e.g., roads, sidewalks). Noise sensitive

land uses in close proximity to the proposed intermodal center include a preschool, residential buildings, and churches. A historic cemetery (Oaklawn Cemetery) is also located in close proximity to the proposed intermodal center. Current use of the cemetery is passive. Field reviews did not reveal any evidence of active use by the public for meditation or remembrance. Previous consultation with the SHPO, as part of the FHSR PD&E Study, which identified a proposed FHSR station at this same site, has determined that an intermodal center will not negatively affect the cemetery as a historic resource. Therefore, the cemetery was not considered a noise sensitive area. This consultation was documented in the FHSR Cultural Resource Assessment Section 106 Consultation Case Report⁴.

For the conceptual design, the distance from a noise-sensitive site to the center of the proposed commuter rail station, the center of nearest proposed parking garage, and the center of the Marion Transit Center Expansion was measured. The potential effect of the intermodal center on the noise environment at sensitive land uses was evaluated by comparing the measured distance to the appropriate screening procedure distance.

Noise levels from a particular source attenuate with distance. Attributes of the conceptual design minimize the effect of noise associated with the intermodal center by maximizing the distance between noise-sensitive sites and transit noise sources. For the conceptual design, most of the transit noise sources associated with the intermodal center are located in the northern portion of the project site in close proximity to I-275 where no noise-sensitive sites exist. This is reflected in the measured distances which are about 1.5, or more, times greater than the corresponding screening distances. The Noise Technical Memorandum indicates that the measured distances of the preschool, residential buildings, and churches are greater than the applicable screening distances for the commuter rail station, parking garage, and the transit center; therefore, no further analysis is required.

Gateway Site

The proposed Gateway site is surrounded by either commercial or industrial land uses. The nearest noise sensitive site is a single residence located more than 500 ft from the western boundary of the proposed site. There are no noise sensitive sites within the designated screening distances. Therefore, no further noise assessment will be necessary for an intermodal center at this site.

4.4.3 CONTAMINATION

The purpose of the Contamination Screening Evaluation Report (CSER) is to determine if reasonable suspicions of conditions exist that may have adverse environmental impacts and thus create environmental liability within the study area. The CSER is prepared pursuant to FHWA Technical Advisory T6640.8A, dated October 30, 1987, and in accordance with FDOT PD&E Manual Part Two, Chapter 22 dated October 1, 1991. Many of the elements of these requirements are also consistent with ASTM E-1527 Phase

I Environmental Site Assessment Investigation guidelines. Additional detail regarding the methodology of this evaluation can be found in the CSER (April 2005) prepared under separate cover.

Downtown Tampa Site

A total of 20 parcels were evaluated in connection with the proposed Downtown Tampa site. Of the 20 sites evaluated, 16 were given a hazard ranking of low risk. Three sites were given a ranking of high risk and one site was given a ranking of medium risk. The sites receiving a high risk ranking are located within the Downtown Tampa site boundaries. They had documented petroleum contamination or had historical petroleum storage tanks onsite but no tank closure assessment reports to indicate whether or not petroleum impacted soil and/or groundwater was encountered during removal of the tanks. The one site receiving a medium risk ranking is located in the immediate vicinity of the project site and had historical petroleum underground storage tanks (USTs) onsite. Although no petroleum discharges have been reported for this facility, no tank closure report was available for review to indicate whether or not petroleum impacted soil and/or groundwater was encountered during removal of the tanks.

Sites assigned with a hazard ranking of medium or high due to documented contamination or the potential for contamination within the project area would warrant additional environmental assessment activities to evaluate the contamination impacts, if any, to the subject site and the proposed construction activities. The additional assessment activities would consist of soil and/or groundwater testing, and are recommended prior to construction to determine the potential impact of these sites upon the proposed construction activities.

Gateway Site

A total of 58 parcels were evaluated in connection with the proposed Gateway site. Of the 58 sites evaluated, 54 were given a hazard ranking of no risk or low risk and four sites were given a ranking of high risk. The four sites receiving a high risk ranking are located within or immediately adjacent to the Gateway site boundaries and had documented soil and/or groundwater contamination.

Sites assigned with a hazard ranking of high due to documented contamination within the project area would warrant additional environmental assessment activities to evaluate the contamination impacts, if any, to the subject site and the proposed construction activities. The additional assessment activities would consist of soil and/or groundwater testing, and are recommended prior to construction to determine the potential impact of these sites upon the proposed construction activities.

4.4.4 ENERGY REQUIREMENTS AND POTENTIAL FOR CONSERVATION

This section describes the energy consumption estimated for the ultimate design of each of the proposed intermodal center sites. Because final design of these facilities is not complete and mechanical, electrical, and insulation systems are unknown at this time, the energy consumption was derived by estimating the average watt consumption of three types of spaces: conditioned space, unconditioned platform, and parking garage. Conditioned space would include the ticketing, office, retail, and other air conditioned areas. The unconditioned platform would consist of the passenger boarding/deboarding areas surrounding the parked commuter trains. The parking garage would include surface parking areas, in addition to any proposed parking structures. Taking the total watt consumption from these proposed sites, the project team then converted the wattage to British Thermal Units (BTU), a generally accepted measure of energy consumption.

Based on these assumptions, the Downtown Tampa site is estimated to consume a total of 17.1 million BTU of energy, while the Gateway site is estimated to consume a total of 29.7 million BTU. The differences in the two are attributed to the unique special requirements of each site. FDOT is committed to investigating the benefits of incorporating Leadership in Energy and Environmental Design (LEED) Green Building Rating System into the design of each facility. LEED is a voluntary, consensus-based national standard for developing high-performance, sustainable buildings through the incorporation of miscellaneous energy saving techniques, materials, and interior and exterior features.

FDOT anticipates that the proposed project would result in the conservation of energy required to operate transportation modes and related facilities. As stated in Section 1 of this report, the purpose of this project is to improve the quality of intermodal passenger connections in Tampa Bay, so that regional mobility and accessibility by means other than personal motor vehicles are significantly increased. Therefore, this project offers the unique opportunity to conserve energy in the following ways:

- Shift to a more energy efficient mode of transportation (personal motor vehicles diverted to transit).
- Improvement in energy efficiency since this project would incorporate energy saving design elements into the modern, multi-modal facilities, as opposed to the existing separate mode facilities.
- Improvement in pattern usage with the addition of two new transit terminals.
- Reduction in demand for vehicular traffic by incorporating joint-use development.
- Decrease in the number of separate facilities required to operate the system, as numerous transportation modes would co-locate at the proposed sites.

4.4.5 TRAFFIC IMPACTS

In order to evaluate whether the construction of either intermodal center will have an adverse effect on traffic, a future year analysis was conducted. Recent traffic count data

were extrapolated to the year 2025 to derive background traffic adjacent to the Downtown Tampa and Gateway sites. Once completed, three alternatives were evaluated for each site: a No Build scenario, Phase I scenario, and the full build scenario. Trip generation was developed for each site and scenario, and then the trips were distributed throughout the surrounding roadway network. The analysis showed that only minor impacts were created in 2025 as a result of the proposed intermodal centers. More information on the traffic related to each site is described in the EA Technical Report.

Downtown Tampa Site

The proposed Downtown Tampa intermodal center site will be anchored by the existing Marion Transit Center (MTC), recently constructed by Hillsborough Area Regional Transit (HART). For the No Build scenario, the project team assumed that the HARTLine would continue service at MTC at a rate of 100 bus trips in the PM peak hour. For the Phase I scenario, this number was increased by 30 percent and an additional 30 bus trips were generated by the relocation of Greyhound service to the site. Additional traffic may also be generated by the consolidation of rental car services and the provision of a limited amount of general commuter parking. At full buildout, the proposed Downtown Tampa intermodal center would also include a station for the proposed Tampa Light Rail system, FHSR, and additional general commuter parking. The projected trips generated by the site were then distributed onto the surrounding roadways. More details on the trip generation and distribution can be found in the EA Technical Report.

The 2025 roadway analyses were conducted using the generalized level of service (LOS) tables from the *2002 FDOT Quality/Level of Service Handbook*. The results of the No-Build analysis showed that no roadways in the vicinity of the Downtown Tampa site were projected to operate below the adopted LOS standard of “D”. For the Phase I scenario, the segment of Florida Avenue from Tyler Street to Kay Street is projected to be LOS E and under the full build scenario, it is projected to be LOS F. More detail on the traffic analysis for the Downtown Tampa site is also provided in the EA Technical Report.

Since generalized tables were used in this initial screening, a more detailed analysis may in fact show that the segment is operating at acceptable standards. It is recommended that a traffic monitoring program be instituted for the intermodal center, and that more detailed analysis be conducted at such time when any nearby roadways approach the maximum capacity at the adopted LOS standard.

Gateway Site

The proposed Gateway intermodal center site is expected to first include Pinellas Suncoast Transit Authority (PSTA) buses. For the 2025 No-Build scenario, an assumption was made that the 62 existing PM peak hour bus trips in the nearby area would be relocated to the site. For the Phase I scenario, this number was increased by 30 percent and an additional 30 bus trips were generated by the relocation of Greyhound service to the site. Additional traffic may also be generated by the relocation of rental car

services from the nearby St. Petersburg-Clearwater International Airport, and the provision of a limited amount of general commuter parking. At full buildout, the proposed Gateway intermodal center would also include a station for the proposed Pinellas Mobility Initiative monorail system, FHSR, and additional general commuter parking. The projected trips generated by the site were then distributed onto the surrounding roadways. More details on the trip generation and distribution can be found in the EA Technical Report.

As with the Downtown Tampa site, the 2025 roadway analyses were conducted using the generalized LOS tables from the *2002 FDOT Quality/Level of Service Handbook*. The results of the No Build analysis showed that the only segment of Ulmerton Road from Roosevelt Boulevard North to Roosevelt Boulevard South would operate below the acceptable LOS standard of “D”. The Phase I and full build scenarios did not create any additional impacts. More detail on the traffic analysis for the Downtown Tampa site is provided in EA Technical Report.

It should be noted that improvements are planned for both Ulmerton Road and Roosevelt Road in the vicinity that may alleviate the LOS deficiency. Furthermore, since generalized tables were used in this initial screening, a more detailed analysis may in fact show that the segment is operating at acceptable standards. It is recommended that a traffic monitoring program be instituted for the intermodal center, and that more detailed analysis be conducted at such time when any nearby roadways approach the maximum capacity at the adopted LOS standard.

4.4.6 CONSTRUCTION

Construction activities for the project may have short-term air, noise, vibration, water quality, traffic flow, and visual effects for those residents and travelers within the immediate vicinity of the project. The air quality effect will be temporary and will primarily be in the form of emissions from diesel-powered construction equipment and dust from embankment and haul road areas. Construction activities will be effectively monitored and controlled in accordance with FDOT’s Standard Specifications for Road and Bridge Construction⁵ and Best Management Practices, as directed by the FDOT Project Manager.

4.5 SUMMARY

Table 4-1 depicts a summary of the impacts of the proposed sites described in this section.

**TABLE 4-1
IMPACTS OF THE PROPOSED SITES**

	Proposed Sites	
	Downtown Tampa	Gateway
NATURAL ENVIRONMENT		
Total Wetland Impacts (acres)	0	0.15
FLOODPLAIN AND FLOODWAYS		
Base Floodplain Encroachment	0	0
Base Floodway Encroachment	0	0
CONTAMINATION		
Potential High Sites	3	4
Potential Medium Sites	1	0
SECTION 4(F)		
Recreation Facilities	0	0
Historic/Archaeological Sites	0	0
COMMUNITY SERVICES		
Schools	0	0
Community Facilities	0	0
Parks & Recreation	0	0
Cemeteries	0	0
Churches	0	0
NOISE		
Potentially Affected Sensitive Sites	0	0
AIR QUALITY		
Status	Maintenance	Maintenance
SECTION 106		
Historic Sites	3	0
Archaeological Sites	0	0
RELOCATIONS		
Residential	0	0
Business	7	0
COST (millions)		
Design (10% of Ultimate Construction Costs)	\$10.6	\$13.6
ROW (Non-public)	\$18.7	N/A
Construction (Ultimate-All Phases)	\$106.3	\$136.4
CEI (10% of Ultimate Construction Costs)	\$10.6	\$13.6
TOTAL	146.2	163.6

Note: Refer to Section 3.7 for a breakdown of costs per construction phase.

4.6 *REFERENCES*

1. Tampa Interstate Study; Florida Department of Transportation-District Seven, Tampa, Florida (1992-1996)
2. Florida High Speed Rail Draft Environmental Impact Statement; Florida High Speed Rail Authority; Orlando, Florida; 2003
3. C.R. 296 (Roosevelt Connector) Type II CE (WPI 7116952); Florida Department of Transportation-District Seven, Tampa, Florida, September 21, 1993
4. Florida High Speed Rail Cultural Resources Assessment Section 106 Consultation Case Report; Florida High Speed Rail Authority, Orlando, Florida; December 22, 2003.
5. Standard Specifications for Road and Bridge Construction; Florida Department of Transportation; Tallahassee, Florida, 2004

Section 5.0

LIST OF AGENCIES AND PERSONS CONTACTED

Coordination with other agencies and the public is an important element in the Project Development and Environment (PD&E) Study process. Section 4.0 included references to the agency coordination that took place relevant to specific issues. The following sections describe the agency coordination that occurred through the Advance Notification (AN) process and the public involvement efforts.

5.1 ADVANCE NOTIFICATION

The Florida Department of Transportation (FDOT)-District Seven, through the AN process, informed a number of federal, state, regional, and local agencies of this project and its scope of anticipated activities. The first AN Package was distributed to the Florida State Clearinghouse on January 30, 2004. A copy of this package and a summary of responses to the package were included in the 2004 Tampa Bay Intermodal Center(s) (TBIC) Feasibility Report¹ (Feasibility Report). A second AN was distributed on March 9, 2005. A copy of this package is included in the Environmental Assessment (EA) Technical Report.

5.1.1 AGENCIES ON MAILING LIST

The following agencies received individual AN Packages. An asterisk (*) indicates those agencies that responded to the package either directly to the FDOT-District Seven or through the Florida State Clearinghouse.

Federal Agencies

- Federal Highway Administration, Division Administrator
- Federal Emergency Management Agency – Region IV, Director
- Federal Aviation Administration – Orlando Airports District Office
- Federal Railroad Administration – Office of Economic Analysis, Director
- Federal Transit Administration – Region IV, Regional Administrator
- U.S. Army Corps of Engineers – Regulatory Branch, District Engineer
- U.S. Coast Guard – Seventh District, Commander (oan)
- U.S. Department of Agriculture – Southern Region, Regional Forester
- U.S. Department of Agriculture – Natural Resources Conservation Service – Florida State Office, State Soil Scientist

- U.S. Department of Commerce – National Oceanic and Atmospheric Administration, Administrator
- U.S. Department of Commerce – National Marine Fisheries Service - Habitat Conservation Division
- U.S. Department of Health and Human Services – National Center for Environmental Health and Injury Control, Director
- U.S. Department of Housing and Urban Development, Regional Environmental Officer
- U.S. Department of Interior – Bureau of Indian Affairs - Office of Trust Responsibilities, Director
- U.S. Department of Interior – Bureau of Land Management, Eastern States Office, Director
- U.S. Department of Interior – National Park Service - Southeast Regional Office, Regional Director
- U.S. Department of Interior – U.S. Geological Survey - Environmental Affairs Program, Review Unit Chief
- U.S. Department of Interior – U.S. Fish and Wildlife Service - South Florida Office, Field Supervisor
- U.S. Environmental Protection Agency – Region IV, Regional Administrator

State Agencies

- Florida Department of Environmental Protection – Southeast District Office, District Director*
- Florida Fish and Wildlife Conservation Commission – Office of Environmental Services, Director*
- Florida Department of Transportation – Environmental Management Office, Manager (MS 37)
- Florida Department of Transportation, Federal Aid Program Coordinator (MS 35)
- Florida Transportation Commission, Chairman

Regional/Local Agencies

- Tampa Bay Regional Planning Council, Executive Director*
- Southwest Florida Water Management District, Executive Director

Indian Nations

- Miccosukee Tribe of Indians of Florida, Chairperson*
- Muscogee (Creek) Nation of Oklahoma, Principal Chief*
- Poarch Band of Creek Indians of Alabama, Chairperson
- Seminole Nation of Oklahoma, Principal Chief
- Seminole Tribe of Florida, Chairman

5.1.2 SUMMARY OF COMMENTS AND RESPONSES

Due to the large project area (Hillsborough and Pinellas County), the majority comments to both AN packages were requests for continued coordination and consideration of impacts to evacuation zones, essential fish habitat, cultural resources, and other significant natural resources. Comments and responses to the first AN (1/30/04) were documented in the Feasibility Report. A summary of the comments submitted by federal, state, or local agencies in response to the second AN package (3/9/05) and a response to each comment is also provided in the EA Technical Report.

5.2 ELECTED OFFICIALS KICK-OFF NOTIFICATION

On April 5, 2005, the District Seven Public Information Officer distributed an electronic notification to elected officials following the distribution of the AN package. The purpose of the notification was to inform the recipients of the initiation of the TBIC PD&E Study. The notification was sent to representatives of the following governmental organizations:

- U.S. Senators
- U.S. Representatives (applicable districts)
- Florida State Senators (applicable districts)
- Florida House of Representatives (applicable districts)
- Hillsborough County Board of Commissioners
- Pinellas County Board of Commissioners
- Hillsborough County Administrator
- Pinellas County Administrator
- Mayor, City Manager, or Town Manager of:
 - City of Plant City (Hillsborough County)
 - City of Tampa (Hillsborough County)
 - City of Temple Terrace (Hillsborough County)
 - Town of Belleair
 - City of Belleair Beach
 - City of Belleair Bluffs
 - Town of Belleair Shore
 - City of Clearwater

- City of Dunedin
- City of Gulfport
- City of Indian Rocks Beach
- City of Indian Shores
- City of Kenneth City
- City of Largo
- City of Madeira Beach
- City of North Redington Beach
- City of Oldsmar
- City of Pinellas Park
- City of Redington Beach
- Town of Redington Shores
- City of Safety Harbor
- City of St. Pete Beach
- City of St. Petersburg
- City of Seminole
- City of South Pasadena
- City of Tarpon Springs
- City of Treasure Island

5.3 *COORDINATION AND CONSULTATION*

Coordination and consultation were accomplished through a series of meetings and correspondence over the course of the study to ensure all appropriate parties were apprised of the project status and provided ample opportunity to submit comments.

Through the PD&E coordination process, government agencies, and departments (local, state, and federal) were contacted through correspondence and/or meetings to solicit their comments regarding the proposed project. Additionally, coordination activities with utility providers were conducted. To date, no adverse comments have been received from these entities regarding implementation of the proposed project.

5.3.1 *FEDERAL TRANSIT ADMINISTRATION-LEAD FEDERAL AGENCY*

FDOT-District Seven began coordination efforts with Federal Transit Administration (FTA) late in the TBIC Feasibility Study and have continued to coordinate throughout the duration of the TBIC PD&E Study. Through the Efficient Transportation Decision Making (ETDM) process, FTA and FDOT agreed on a class of action determination requiring the development of an EA. FDOT-District Seven initiated several informal meetings with members of the FTA Atlanta office for direction regarding the project approach. In November 2004, FDOT-District Seven continued coordination of project environmental issues with the FTA Atlanta office by phone and through the ETDM system. In March 2005, FDOT-District Seven coordinated with the Washington, DC office regarding travel demand and modeling issues specific to the state of Florida and

have incorporated this input into the TBIC PD&E Study. FTA approved the Draft Environmental Assessment for public availability in July 2005.

5.3.2 EXECUTIVE TRANSPORTATION TEAM MEETINGS

At the onset of the TBIC Feasibility Study, the project team identified the Executive Transportation Team (ETT) to facilitate the flow of study information to local elected officials and local governmental staff. ETT members represented all modes of transportation within the project study area and had direct access to the local governing bodies. The Tampa Port Authority and Port of St. Petersburg declined to participate in the ETT meetings, but were provided a copy of all handouts after each meeting.

The ETT members included representatives from the following organizations:

- Hillsborough County
- City of Tampa
- Hillsborough County Aviation Authority
- Hillsborough County Metropolitan Planning Organization
- Hillsborough Area Regional Transit (HART)
- Pinellas County
- Pinellas County Metropolitan Planning Organization
- Pinellas-Suncoast Transit Authority (PSTA)
- St. Petersburg – Clearwater International Airport
- City of St. Petersburg

5.3.3 LOCAL AGENCY MEETINGS

In addition to the ETT meetings, the project team provided project updates to miscellaneous county, city, and Metropolitan Planning Organization (MPO) groups, in addition to elected officials in Hillsborough and Pinellas counties. The project team provided concept site plans, conceptual engineering layouts, and draft documents during these meetings. A list of local agency meetings is provided in Table 5-1.

**TABLE 5-1
LOCAL AGENCY MEETINGS**

Date	Organization
2/16/2004	Hillsborough County MPO Technical Advisory Committee (TAC)
3/8/2004	Port of Tampa-Staff
3/8/2004	Westshore Alliance
6/16/2004	St. Petersburg-Clearwater International Airport
6/17/2004	School District of Hillsborough County
6/18/2004	Tampa Bay Regional Planning Council (TBRPC)
7/7/2004	Tampa Bay Regional Commuter Transit Authority
7/26/2004	City of Tampa-Staff
8/3/2004	City of St. Petersburg-Staff
8/9/2004	Tampa Bay Regional Planning Council (TBRPC)
8/20/2004	Pinellas County-Staff
8/23/2004	Hillsborough County-Staff
8/26/2004	Tampa City Council
8/31/2004	Hillsborough & Pinellas-Joint Citizens Advisory Committee (CAC)
9/2/2004	Tampa City Council
9/8/2004	Pinellas County MPO Board
9/9/2004	Hillsborough County Aviation Authority Board
3/17/2005	St. Petersburg-Clearwater International Airport
3/30/2005	City of St. Petersburg-Staff
4/1/2005	Pinellas-Suncoast Transit Authority
4/5/2005	Hillsborough Area Regional Transit
4/11/2005	City of Tampa
4/12/2005	Pinellas County-Staff
4/14/2005	Hillsborough County-Staff
4/27/05	Pinellas County-MPO-Technical Committee
4/29/05	Hillsborough County MPO-Rail Transit Subcommittee
5/16/05	Hillsborough County MPO
5/31/2005	Hillsborough & Pinellas MPO-Joint Citizens Advisory Committee (CAC)
8/24/2005	PSTA Board
9/16/2005	West Central Florida MPO Chairs Coordinating Committee
9/20/2005	City of St. Petersburg (Mayor's Office)
9/20/2005	Hillsborough County MPO Policy Committee
10/3/2005	Hillsborough County MPO Board
10/12/2005	Pinellas County MPO Board
10/14/2005	Regional Transit Roundtable at TBRPC

5.3.4 ENVIRONMENTAL TECHNICAL ADVISORY TEAM

In an attempt to streamline procedures for planning transportation projects, conducting environmental reviews, and developing and permitting projects, the FDOT-Central Environmental Management Office has recently established the ETDM process. Additional information regarding the ETDM System or project-related ETDM comments is available on the ETDM website at: <http://etdmpub.fla-etat.org/>. Each of FDOT's seven geographic regions has identified an Environmental Technical Advisory Team (ETAT) consisting of representatives from agencies which have statutory responsibility for issuing permits or conducting consultation under the National Environmental Policy Act (NEPA). Early in a project's process, the ETAT reviewed the purpose and need, reviewed direct impacts, recommended avoidance and minimization, suggested mitigation strategies, provided secondary and cumulative effects commentary, assessed degree of effect, and coordinated to reduce conflicts. The FDOT-District Seven ETAT includes representatives from the following agencies:

Federal Agencies

- Federal Transit Administration
- Federal Highway Administration
- U.S. Environmental Protection Agency
- U.S. Army Corps of Engineers
- U.S. Department of Commerce - National Marine Fisheries Service
- U.S. Department of Agriculture - Natural Resources Conservation Service
- U.S. Department of Interior - U.S. Fish and Wildlife Service
- U.S. Coast Guard

State Agencies

- Florida Department of Agriculture and Consumer Services
- Florida Department of Community Affairs
- Florida Department of Environmental Protection
- Florida Fish and Wildlife Conservation Commission
- Florida Department of State
- Florida Department of Transportation

Regional/Local Agencies

- Southwest Florida Water Management District
- Tampa Bay Regional Planning Council
- Seminole Tribe of Florida
- Miccosukee Tribe of Indians of Florida

5.4 COMMUNITY INFORMATION MEETINGS

Two information meetings were held during the Feasibility Study phase in the Tampa Bay project study area. The Hillsborough County Community Information Meeting was held on August 25, 2004 at the Crowne Plaza Hotel, 700 North Westshore Boulevard, in Tampa, Florida. The Pinellas County Community Information Meeting was held on August 26, 2004, at the Tampa Bay Regional Planning Center, 4000 Gateway Center Boulevard, Suite 100, in Pinellas Park, Florida. Copies of the handout materials and display boards, as well as a more detailed description of the meetings, were included in the TBIC Feasibility Report.

5.4.1 PUBLIC NOTIFICATION

The study team prepared individual flyers for Hillsborough and Pinellas counties to notify property owners and local businesses within ½-mile of a site, in addition to local civic organizations, neighborhood association, and special interest groups, of the Community Information Meetings. The flyers were mailed between August 14, 2004 and August 15, 2004. To ensure notification of all of the interested public, the team placed a ¼-page, black/white legal newspaper advertisement in the Tampa Tribune – Metro section, and the St. Petersburg Times – City and State section, and the North Pinellas section of the newspaper. The Tampa Tribune advertisement ran on August 18, 2004 and in the St. Petersburg Times advertisement ran on August 14, 2004. All notices provided the specific public meeting date, location, time, and provided a brief description of an intermodal center. FDOT-District Seven also sent an email notification to elected officials on October 6, 2004.

5.4.2 SUMMARY OF COMMUNITY INFORMATION MEETINGS

Approximately 26 people attended the Hillsborough County Community Information Meeting on August 25, 2004, and seven people submitted written comments. Approximately 18 people attended the Pinellas County Community Information Meeting held on August 26, 2004, and four people submitted written comments. Many comments addressed more than one issue. The comments are included in the TBIC Feasibility Report. Comments addressed safety/security, costs, transit use, and site location.

After each meeting, the public had ten days to respond with comments. By September 10, 2004, a total of four additional comments were received. The comments are also included in the TBIC Feasibility Report. Comments reflected requests for information and site location preferences.

5.5 PUBLIC HEARING

FDOT hosted a series of Public Hearings on August 30 and 31, 2005. FDOT designed the Public Hearings to solicit public input concerning the location, conceptual design, and potential environmental effects of the proposed intermodal centers in the Tampa Bay area. FDOT utilized an informal format to present information pertaining to the EA, including conceptual design plans, the EA Technical Report, and other supporting documentation. The August 30, 2005, Public Hearing was held at Blake High School, 1701 North Boulevard, Tampa, Florida (Hillsborough County), while the August 31, 2005, Public Hearing was held at the Holiday Inn Select, 3535 Ulmerton Road, Clearwater, Florida (Pinellas County).

5.5.1 PUBLIC NOTIFICATION

FDOT utilized various media resources to distribute invitations providing notification of the Public Hearings. The District Secretary distributed an electronic invitation to all applicable elected/appointed officials on August 1, 2005. On August 5, 2005, FDOT published a notification of the upcoming Public Hearings in the Florida Administrative Weekly. On August 4, 2005, FDOT distributed invitational newsletters to property owners within 300 feet of the recommended sites, local agencies, civic organizations, prior study participants, and other interested parties in the project area. FDOT also published two legal advertisements in both the Tampa Tribune and St. Petersburg times on August 10 and 23, 2005. Notification of the Public Hearings was also included on the project website (<http://www.tampabayintermodal.com>) and in project brochures that were distributed to HART, PSTA, and Greyhound Lines, Inc. for posting in their transit centers and vehicles, as well as to local airports, Tampa Union Station, and other miscellaneous transit venues.

5.5.2 DOCUMENT AVAILABILTY

In addition to posting project documentation on the project website and at the District Seven Headquarters facility, FDOT provided project information for public review at two local libraries from July 29 to September 10, 2005. Project documentation included the EA, support documentation, and project brochures. The information was displayed at the John F. Germany Library, 900 North Ashley Drive, Tampa, Florida and the Pinellas Park Public Library, 7770 52nd Street, Pinellas Park, Florida.

5.5.3 PUBLIC HEARING PROCEEDINGS

The Public Hearings were scheduled from 5:00 to 7:00 p.m. both evenings. During the informal portion of the Public Hearings (5:00 to 6:00 p.m.), participants were encouraged to watch the video presentation, which was shown continuously. In addition, FDOT set up information stations containing project aerials, alternatives analysis, conceptual design plans, environmental documentation, an evaluation matrix, and project schedule. FDOT

representatives were available to answer questions and discuss the project informally. In addition, representatives from related projects were also available to address any relevant issues. Individuals could provide written comments in the comment boxes or speak to the court reporter in a one-on-one setting. FDOT provided each attendee a meeting handout, environmental matrix, comment form, and speaker card. For more information regarding the meeting materials, refer to the Public Hearing Scrapbook, prepared under separate cover.

The formal portion of the Public Hearings (6:00 to 7:00 p.m.) featured a brief presentation by the FDOT and an opportunity for public testimony. For comments to be included in the Official Public Hearing Record, FDOT asked that all comments be postmarked by September 10, 2005.

The Public Hearings were held in compliance with *Title VI of the Civil Rights Act of 1964* and *Title VIII of the Civil Rights Act of 1968*, as amended. Public participation was encouraged and solicited without regard to race, color, creed, religion, sex, age, national origin, disability, or family status. In addition, the Public Hearings were held in accordance with *23 CFR 771* and the *Americans with Disabilities Act*.

5.5.4 SUMMARY OF PUBLIC HEARINGS

A total of 58 attendees participated in the two-day Public Hearing process. During the actual Public Hearings, approximately 18 attendees provided oral testimony to the court reporter and one attendee submitted written testimony in the comment box. During the post-hearing comment period, FDOT received three additional written comments, one letter and two electronic mailings posted to the project website. The comments included:

- Opposition to a regional intermodal center at Jefferson High School in Westshore.
- Concurrence with the Downtown Tampa site, but opposition to the Gateway site location.
- Preference for a regional intermodal center in Downtown St. Petersburg.
- Request for consideration of 40th Street/126th Avenue drainage issues in the Gateway site design plans.
- Concurrence with Gateway site location.
- Overall concurrence with regional focus of the project and the proposed benefits to the transportation system.

Overall, the majority of participants supported the TBIC project and the recommended regional intermodal center sites. The majority of comments reflected the opposition to an intermodal facility at Jefferson High School, which was not a part of the recommended alternative. For more information regarding the Public Hearings, comments, or FDOT's response to comments, refer to the EA Technical Report, Public Hearing Scrapbook, or the Official Public Hearing Transcripts.

5.6 LOCAL CIVIC ORGANIZATION MEETINGS

In addition to local agency coordination, the project team also established contact with several local civic organizations throughout the project. Many civic organizations and chambers of commerce were invited to participate in the workshops and the Public Hearing. A list of local civic organization meetings is located in Table 5-2.

**TABLE 5-2
LOCAL CIVIC ORGANIZATION MEETINGS**

Date	Organization
3/8/2004	Westshore Alliance
6/28/2004	Tampa Bay Partnership's Transportation Task Force
10/7/2004	Carver City/Lincoln Gardens Civic and Homeowners Association
5/5//2005	Carver City/Lincoln Gardens Civic and Homeowners Association
7/8/2005	Downtown Tampa Partnership-Transportation Committee

5.7 OTHER PUBLIC OUTREACH ACTIVITIES

5.7.1 WEBSITE

A project specific website was created early in the TBIC PD&E Study as an alternative method of providing information and receiving input from the public. The website includes project related text and graphics which was updated throughout the study. The website provides the project background, frequently asked questions, newsletters, community involvement, environmental reports, conceptual design plans, project graphics, related website links, and contact information. The website address is: <http://www.tampabayintermodal.com>.

5.7.2 DISTRIBUTION OF PROJECT BROCHURES

In an effort to provide project information to transit users within the Tampa Bay area, FDOT-District Seven prepared a brochure for distribution at the local transit centers, including: Marion Transit Center (HART), Central Plaza Transit Center (PSTA), St. Petersburg-Clearwater International Airport, Tampa International Airport, Albert Whitted Municipal Airport, Peter O. Knight Airport, Tampa Union Station, and other miscellaneous transit venues. In addition, a flyer was posted on many of the HART and PSTA express bus routes.

5.7.3 MISCELLANEOUS COORDINATION

FDOT-District Seven has initiated coordination efforts with numerous entities via telephone or electronic mail including: University of South Florida, Jefferson High School, and the School District of Hillsborough County. In addition, FDOT-District Seven has participated in a few miscellaneous meetings to extend the outreach program. Table 5-3 depicts these efforts.

**TABLE 5-3
OTHER PUBLIC OUTREACH EFFORTS**

Date	Organization
10/7/2004	FDOT-Public Workshop for Improvements to 118th Avenue. (Gateway)
10/7/2004	Bay Area Commuter Services-Commuter Choices Week
5/5/2005	Design Charette-HART/PSTA/Greyhound/Amtrak
5/12/2005	FDOT-Florida Transportation Plan 2025 Regional Forum
8/18/2005	FDOT-Public Hearing for Improvements to 118th Ave. (Gateway)
8/25/2005	FDOT-Florida Transportation Plan 2025 Regional Forum

5.8 REFERENCES

1. Tampa Bay Intermodal Center(s) Feasibility Report; Florida Department of Transportation-District Seven; Tampa, Florida, December 2004.

Section 6.0

RECOMMENDATIONS AND COMMITMENTS

6.1 *RECOMMENDATIONS*

Florida Department of Transportation (FDOT) recommends the construction of two regional intermodal center(s) in the Tampa Bay area. Although unique in nature, both of these regional intermodal center(s) will provide the opportunity for connections between local and regional transportation systems including airports, seaports, highways, and transit services, such as local and regional buses, high speed rail (HSR), monorail, and light rail transit (LRT). Through an evaluation of regional goals and objectives, travel demand analysis,, detailed site investigation, analysis of regional significance, and proactive public participation, two sites are recommended to serve as regional intermodal centers:

- Hillsborough County-Downtown Tampa (Former County Jail near the Marion Transit Center)
- Pinellas County-Gateway (Former Sunshine Speedway near St. Petersburg-Clearwater International)

FDOT recognizes that the existence of a strong satellite system is vital to the success of the regional intermodal centers and therefore further recommends that the remaining activity centers, University of South Florida (Hillsborough), Westshore (Hillsborough), and St. Petersburg (Pinellas), be considered as area transit centers. Future studies, such as the Strategic Regional Transit Needs Assessment (FDOT), Pinellas Mobility Initiative (Pinellas County Metropolitan Planning Organization), and/or the Downtown St. Petersburg Intermodal Study (City of St. Petersburg) will likely consider these areas and further define their appropriate transit roles within the Tampa Bay region and provide recommended area transit center site locations. More information regarding these recommendations is provided in the Environmental Assessment (EA) Technical Report.

6.2 *COMMITMENTS*

FDOT will adhere to the following commitments during future phases of the Downtown Tampa and Gateway site development:

- Continued coordination with Greyhound Lines, Inc., Amtrak, and organizations that provide rubber-tire modes, such as buses, taxis, limos, and private charters, as well as paratransit shuttles and other modes specializing in transportation for the disadvantaged, will be considered early in the intermodal facility design process.

- Based on a previous commitment in the Florida High Speed Rail (FHRS) Draft Environmental Impact Statement¹, FDOT will coordinate the design of the Downtown Tampa site with the State Historic Preservation Officer (SHPO) to ensure that historic integrity is maintained at the nearby North Franklin Street Historic District and the St. Paul African Methodist Episcopal (AME) Church Parsonage.
- Based on Section 106 coordination with SHPO (letter dated June 17, 2005), the proposed project will have a conditional no adverse effect on the North Franklin Street Historic District, the St. Paul AME Church Parsonage, the Oaklawn Cemetery, and 802 East Laurel Street. One general condition is that the FDOT continue to coordinate the design of the Downtown Tampa Intermodal Center with the SHPO staff so that visual effects can be evaluated and minimized (or even enhanced). Additional specific conditions include: change alignment of the Tampa Light Rail route so that it avoids 802 East Laurel Street; maintain the historic brick paving at Laurel Street located on the north side of the Oaklawn Cemetery; and monitor vibration during construction of the facilities adjacent to the Oaklawn Cemetery.
- In accordance with the Federal Transit Administration (FTA) Circular 9400.1A, Design and Art in Transit Projects (June 1995), which reaffirms FTA's commitment to the incorporation of design and artistic considerations into transit projects, FDOT is committed to continuous coordination with the community; federal, regional, state, and local agencies, and private interest groups, to ensure the full consideration is given to designing a facility which has the ability to enhance the aesthetic fabric of the community.
- The proposed Pinellas site is included in the Pinellas County Aquatic Preserve; however, FDOT does not anticipate any impacts to aquatic preserves. FDOT will coordinate with the Florida Department of Environmental Protection (FDEP) as necessary during the design/permitting of this site.
- An evaluation of the database for bald eagle nest sites determined that the closest nest tree is more than two miles from the Gateway site. Since nests can change over time, FDOT will check the database and resurvey the project area during design/permitting of this site. If the site is found to be within the primary or secondary zone of a nest, then coordination with the U.S. Fish and Wildlife Service (USFWS) will be re-initiated.
- A wood stork nest colony (615333) occurs approximately 17 miles east of the Gateway site at the mouth of the Alafia River in Hillsborough County. During the project's final design/permitting phase, when more specific design information is available, FDOT will re-evaluate wetlands affected by the project. This investigation will determine if wetlands within the core foraging area (CFA) will be impacted and if those wetlands support suitable hydroperiods for foraging habitat. Any suitable wetlands impacted by the project will be mitigated under USFWS guidelines for CFA protection to avoid adverse impacts to the wood stork.

- An intermodal center in either Hillsborough or Pinellas County must demonstrate conformity to the Air Quality Maintenance Plan as required by Title 40, Code of Federal Regulations, Part 93 (Transportation Conformity Rule). This demonstration can be accomplished by inclusion of the project in a conforming Transportation Improvement Program (TIP). An intermodal center is included in the Hillsborough County Long Range Transportation Plan (LRTP). The TIP currently being developed by the Hillsborough County Metropolitan Planning Organization (MPO) will include an intermodal center. The Pinellas County LRTP identifies an intermodal center as an unfunded policy plan project. The Pinellas County MPO will include an intermodal center in a conforming Cost Affordable LRTP and TIP subsequent to the identification of a funding source. FDOT will continue to coordinate with both MPOs regarding inclusion of this project in their respective TIPs.
- Potential contamination sites assigned with a hazard ranking of medium or high would likely require additional assessment activities to evaluate the contamination impacts, if any, to the subject site and the proposed construction activities. The additional assessment activities would consist of soil and/or groundwater testing and laboratory analysis for the contaminants of concern identified for each site.
- Construction activities for the project may have short-term air, noise, vibration, water quality, traffic flow, and visual effects for those residents and travelers within the immediate vicinity of the project. The air quality effect will be temporary and will primarily be in the form of emissions from diesel-powered construction equipment and dust from embankment and haul road areas. Construction activities will be effectively monitored and controlled in accordance with FDOT's Standard Specifications for Road and Bridge Construction² and Best Management Practices (BMP), as directed by the FDOT Project Manager.
- Because many of the modes of transportation are in the planning stages, including FHSR, Tampa Light Rail (LRT), and Pinellas Mobility Initiative (PMI), FDOT commits to continued coordination with state and local agencies for the proposed alignments and station locations. The design plans for the proposed sites will continue to include these modes in future phases of site development.

6.3 REFERENCES

1. Florida High Speed Rail Draft Environmental Impact Statement; Florida High Speed Rail Authority; Orlando, Florida; 2003.
2. Standard Specifications for Road and Bridge Construction; Florida Department of Transportation; Tallahassee, Florida.

APPENDIX A
PROPOSED CONCEPT PLANS

TAMPA BAY INTERMODAL CENTERS

ULTIMATE CONCEPT : DOWNTOWN TAMPA



LEGEND

- 1-INTERMODAL STATION/LIGHT RAIL (3RD LEVEL) AND HIGH SPEED RAIL (4TH LEVEL) WITH GREYHOUND AND HART LINE BUS DROP-OFF/PICK-UP AREA AT GROUND LEVEL.
- 2-LIMO AND TAXI PICK-UP AND DROP-OFF AREA
- 3-HSR SWITCH-BACK PLATFORM
- 4-PARKING GARAGE #1 WITH MIXED-USE DEVELOPMENT
- 5-RETENTION POND/PARK

- 6-PEDESTRIAN PARK
- 7-PARKING GARAGE #2 WITH MIXED-USE DEVELOPMENT
- 8-GREYHOUND OFFICES AND DORMITORIES WITH PULL-OUT AND PULL-OFF AREAS
- 9-MARION TRANSIT CENTER EXPANSION
- 10-PEDESTRIAN CIRCULATION/URBAN NODE (2ND LEVEL)
- 14-HART LINE ADMINISTRATION OFFICES AT GROUND LEVEL
- 16-EXISTING MARION TRANSIT CENTER

JUNE 28, 2005



FUTURE * HIGH SPEED * ACCESSIBILITY * MOBILITY * CONVENIENCE * ICON * IDENTITY * TRANSIT * LINK * CONNECTIVITY * ACTIVITY
 VITALITY * STRATEGIC CONVERGENCE * HIGH TECH * INTERCHANGE * URBAN ENVIRONMENT * DYNAMIC * PROGRESSIVE * LIFESTYLE * ART

TAMPA BAY INTERMODAL CENTERS

ULTIMATE CONCEPT : GATEWAY SITE



→ POTENTIAL HSR ROUTE

→ POTENTIAL PMI ROUTE

SCALE 1:200



LEGEND

- 1-INTERMODAL STATION WITH BUS DROP-OFF/PICK-UP AREA AT GROUND LEVEL, PINELLAS MOBILITY INITIATIVE PLATFORM AT 3RD LEVEL AND HIGH SPEED RAIL AT 4TH LEVEL.
- 2-LIMO AND TAXI PICK-UP AND DROP-OFF AREA
- 3-HSR SWITCH BACK PLATFORM
- 4-PARKING GARAGE AND MIXED-USE DEVELOPMENT

- 5-PROPOSED RETENSION POND
- 8-GREYHOUND OFFICES WITH PULL-OUT AND PULL-OFF AREAS
- 10-PEDESTRIAN CIRCULATION/URBAN NODE (2ND LEVEL)
- 11-BUFFER/GREEN SPACE
- 12-PARKING GARAGE
- 13-CAR RENTAL
- 14-ADMINISTRATION OFFICES

JUNE 28, 2005



FUTURE * HIGH SPEED * ACCESSIBILITY * MOBILITY * CONVENIENCE * ICON * IDENTITY * TRANSIT * LINK * CONNECTIVITY * ACTIVITY
 VITALITY * STRATEGIC CONVERGENCE * HIGH TECH * INTERCHANGE * URBAN ENVIRONMENT * DYNAMIC * PROGRESSIVE * LIFESTYLE * ART

TAMPA BAY INTERMODAL CENTERS

PHASE ONE - DOWNTOWN TAMPA



LEGEND

- 1-INTERMODAL STATION/LIGHT RAIL (3RD LEVEL) AND HIGH SPEED RAIL (4TH LEVEL) WITH GREYHOUND AND HART LINE BUS PICK-UP/DROP-OFF AREA AT GROUND LEVEL
- 2-LIMO AND TAXI PICK-UP AND DROP-OFF AREA
- 3-HSR SWITCH-BACK PLATFORM
- 4-PARKING GARAGE #1 WITH MIXED-USE DEVELOPMENT
- 5-RETENTION POND/PARK

PHASE 1

- 6-PEDESTRIAN PARK
- 7-PARKING GARAGE #2 WITH MIXED-USE DEVELOPMENT
- 8-GREYHOUND OFFICES AND DORMITORIES WITH PULL-OUT AND PULL-OFF AREAS
- 9-MARION TRANSIT CENTER EXPANSION
- 10-PEDESTRIAN CIRCULATION/URBAN NODE (2ND LEVEL)
- 14-HART LINE ADMINISTRATION OFFICES AT GROUND LEVEL
- 15-SURFACE PARKING
- 16-EXISTING MARION TRANSIT CENTER

SCALE 1:100



JUNE 28, 2005



FUTURE * HIGH SPEED * ACCESSIBILITY * MOBILITY * CONVENIENCE * ICON * IDENTITY * TRANSIT * LINK * CONNECTIVITY * ACTIVITY
 VITALITY * STRATEGIC CONVERGENCE * HIGH TECH * INTERCHANGE * URBAN ENVIRONMENT * DYNAMIC * PROGRESSIVE * LIFESTYLE * ART

TAMPA BAY INTERMODAL CENTERS

PHASE ONE : GATEWAY SITE



LEGEND

- 1-INTERMODAL STATION WITH BUS DROP-OFF/PICK-UP AREA AT GROUND LEVEL, PINELLAS MOBILITY INITIATIVE PLATFORM AT 3RD LEVEL AND HIGH SPEED RAIL AT 4TH LEVEL.
- 2-LIMO AND TAXI PICK-UP AND DROP-OFF AREA
- 3-HSR SWITCH BACK PLATFORM
- 4-PARKING GARAGE AND MIXED-USE DEVELOPMENT

PHASE I

- 5-PROPOSED RETENSION POND
- 8-GREYHOUND OFFICES WITH PULL-OUT AND PULL-OFF AREAS
- 10-PEDESTRIAN CIRCULATION/URBAN NODE
- 11-BUFFER/GREEN SPACE
- 12-SHORT TERM PARKING GARAGE
- 13-CAR RENTAL
- 14-ADMINISTRATION OFFICES
- 15-SHORT TERM/LONG TERM SURFACE PARKING

SCALE 1:200



JUNE 28, 2005



FUTURE * HIGH SPEED * ACCESSIBILITY * MOBILITY * CONVENIENCE * ICON * IDENTITY * TRANSIT * LINK * CONNECTIVITY * ACTIVITY
 VITALITY * STRATEGIC CONVERGENCE * HIGH TECH * INTERCHANGE * URBAN ENVIRONMENT * DYNAMIC * PROGRESSIVE * LIFESTYLE * ART

TAMPA BAY INTERMODAL CENTERS

PHASE TWO : DOWNTOWN TAMPA



➔ POTENTIAL LIGHT RAIL ROUTE

■ PHASE I

■ PHASE II

SCALE 1:100

LEGEND

- 1-INTERMODAL STATION/LIGHT RAIL (3RD LEVEL) AND HIGH SPEED RAIL (4TH LEVEL) WITH GREYHOUND AND HART LINE PICK-UP/DROP-OFF AREA AT GROUND LEVEL
- 2-LIMO AND TAXI PICK-UP AND DROP-OFF AREA
- 3-HSR SWITCH-BACK PLATFORM
- 4-PARKING GARAGE #1 WITH MIXED-USE DEVELOPMENT
- 5-RETENTION POND/PARK

- 6-PEDESTRIAN PARK
- 7-PARKING GARAGE #2 WITH MIXED-USE DEVELOPMENT
- 8-GREYHOUND OFFICES AND DORMITORIES WITH PULL-OUT AND PULL-OFF AREAS
- 9-MARION TRANSIT CENTER EXPANSION
- 10-PEDESTRIAN CIRCULATION/URBAN NODE
- 14-HART LINE ADMINISTRATION OFFICES AT GROUND LEVEL
- 15-SURFACE PARKING
- 16-EXISTING MARION TRANSIT CENTER

JUNE 28, 2005



FUTURE * HIGH SPEED * ACCESSIBILITY * MOBILITY * CONVENIENCE * ICON * IDENTITY * TRANSIT * LINK * CONNECTIVITY * ACTIVITY
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TAMPA BAY INTERMODAL CENTERS

PHASE TWO : GATEWAY SITE



LEGEND

- 1-INTERMODAL STATION WITH BUS DROP-OFF/PICK-UP AREA AT GROUND LEVEL, PINELLAS MOBILITY INITIATIVE PLATFORM AT 3RD LEVEL AND HIGH SPEED RAIL AT 4TH LEVEL.
- 2-LIMO AND TAXI PICK-UP AND DROP-OFF AREA
- 3-HSR SWITCH BACK PLATFORM
- 4-PARKING GARAGE AND MIXED-USE DEVELOPMENT

➔ POTENTIAL PMI ROUTE

■ PHASE I ■ PHASE II

- 5-PROPOSED RETENSION POND
- 8-GREYHOUND OFFICES WITH PULL-OUT AND PULL-OFF AREAS
- 10-PEDESTRIAN CIRCULATION/URBAN NODE (2ND LEVEL)
- 11-BUFFER/GREEN SPACE
- 12-SHORT TERM PARKING GARAGE
- 13-CAR RENTAL
- 14-ADMINISTRATION OFFICES
- 15-LONG TERM SURFACE PARKING

SCALE 1:200

0' 200' 400' 800'

JUNE 28, 2005



FUTURE * HIGH SPEED * ACCESSIBILITY * MOBILITY * CONVENIENCE * ICON * IDENTITY * TRANSIT * LINK * CONNECTIVITY * ACTIVITY
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TAMPA BAY INTERMODAL CENTERS

PHASE THREE : DOWNTOWN TAMPA



LEGEND

- 1-INTERMODAL STATION/LIGHT RAIL (3RD LEVEL) AND HIGH SPEED RAIL (4TH LEVEL) WITH GREYHOUND AND HART LINE BUS PICK-UP/DROP-OFF AREA AT GROUND LEVEL
- 2-LIMO AND TAXI PICK-UP AND DROP-OFF AREA
- 3-HSR SWITCH-BACK PLATFORM
- 4-PARKING GARAGE #1 WITH MIXED-USE DEVELOPMENT
- 5-RETENTION POND/PARK

- 6-PEDESTRIAN PARK
- 7-PARKING GARAGE #2 WITH MIXED-USE DEVELOPMENT
- 8-GREYHOUND OFFICES AND DORMITORIES WITH PULL-OUT AND PULL-OFF AREAS
- 9-MARION TRANSIT CENTER EXPANSION
- 10-PEDESTRIAN CIRCULATION/URBAN NODE (2ND LEVEL)
- 14-ADMINISTRATION OFFICES AT GROUND LEVEL
- 15-SURFACE PARKING
- 16-EXISTING MARION TRANSIT CENTER

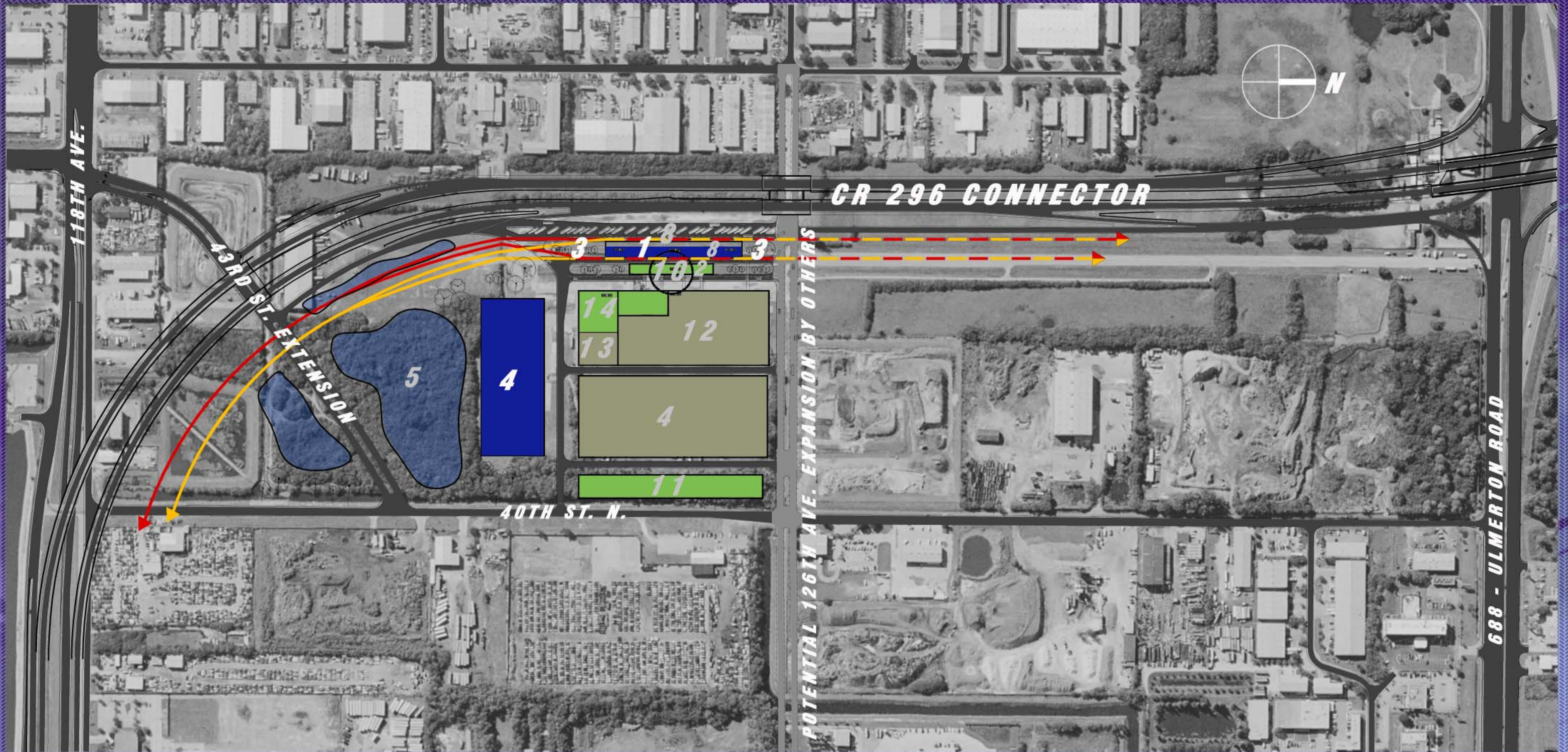
JUNE 28, 2005



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TAMPA BAY INTERMODAL CENTERS

PHASE THREE : GATEWAY SITE



➔ POTENTIAL PMI ROUTE

➔ POTENTIAL HSR ROUTE

■ PHASE I

■ PHASE II

■ PHASE III

SCALE 1:200



LEGEND

- 1-INTERMODAL STATION WITH BUS DROP-OFF/PICK-UP AREA AT GROUND LEVEL, PINELLAS MOBILITY INITIATIVE PLATFORM AT 3RD LEVEL AND HIGH SPEED RAIL AT 4TH LEVEL.
- 2-LIMO AND TAXI PICK-UP AND DROP-OFF AREA
- 3-HSR SWITCH BACK PLATFORM
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JUNE 28, 2005



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