Tampa Bay Intermodal Center(s)

Environmental Assessment Technical Report

Project Development and Environment (PD&E) Study
Hillsborough/Pinellas Counties, Florida

FINAL




STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

Florida Department of Transportation
District Seven

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ADMINISTRATIVE ACTION ENVIRONMENTAL ASSESSMENT TECHNICAL REPORT

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

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Section 1.0
DESCRIPTION OF THE PROPOSED ACTION

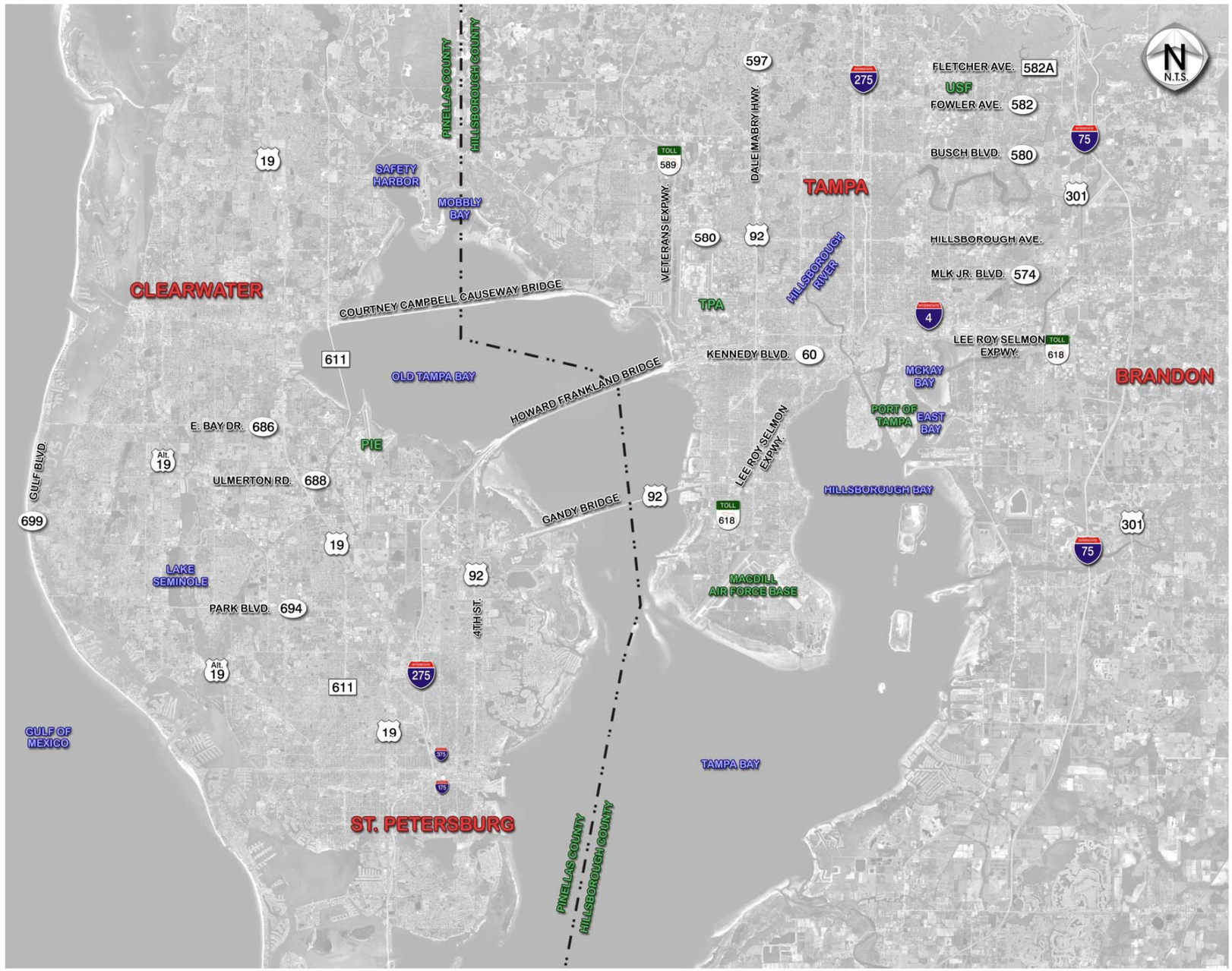
The proposed action involves the identification and location of regional intermodal center(s). Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study to evaluate the factors related to the design and location of regional intermodal centers in Hillsborough and Pinellas County, Florida. For the purposes of this study, FDOT has identified Pinellas and Hillsborough counties as the study area, referred to as the Tampa Bay area as defined in this 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 is on the east side of the bay. The project area 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). FDOT, in coordination with FTA, determined that an EA is the appropriate level of documentation for this type of project. More details regarding the project's purpose and need; environmental, engineering, and architectural analysis; and public involvement program are included in this EA Technical Report.

1.1 INTRODUCTION

FDOT 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, FDOT 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 PD&E Study (FY 04/05), and Phase III is the Preliminary Engineering (FY 04/05).

The 2004 Tampa Bay Intermodal Center(s) Feasibility Report[1] (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



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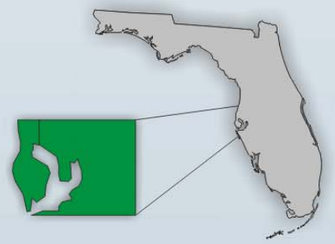

Figure 1-1

Project Area Map

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 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 throughout the course of the Feasibility Study and provided input to shape the study process and outcome. Through an evaluation of regional goals and objectives; travel demand analysis; detailed site investigation; and analysis of regional significance, two sites are recommended to serve as regional intermodal centers. One site is located in Pinellas County and Hillsborough County, respectively.

FDOT previously reviewed both of the proposed sites during past project studies. The Hillsborough site was evaluated in the Tampa Interstate Study[2] and the Florida High Speed Rail (FHSR) Draft Environmental Impact Statement[3]. The Pinellas site was evaluated in the C.R. 296 (Roosevelt Connector) Type II Categorical Exclusion[4].

In addition, FDOT 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 identified a number of existing and planned transit systems within the Tampa Bay area. Figure 1-2 illustrates the area transit systems in Pinellas and Hillsborough counties. For definitions of these modes, refer to the list of definitions in Appendix A.

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 Lines, Inc. provides existing intercity bus service to downtown Tampa. Existing pedestrian and bike access is developed 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 developed through the Pinellas Trail. One major airport, St. Petersburg-Clearwater International Airport (PIE), and one 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).

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

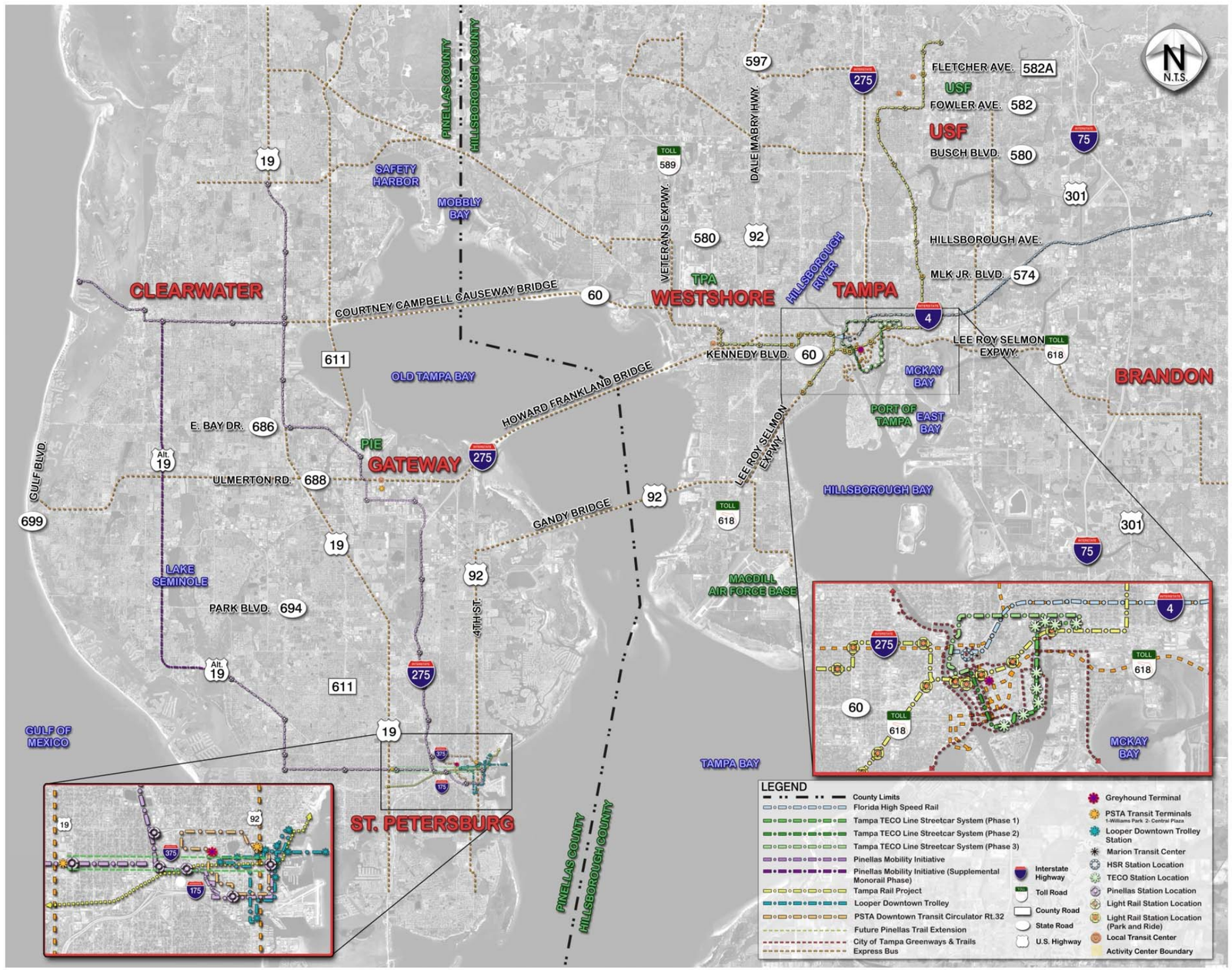

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Figure 1-2

Area Transit Systems

The Tampa Bay Intermodal Center(s) PD&E Study exhibits characteristics which are unique from projects typically undertaken by 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.

Third, 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 documented 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, this document is an attempt to initiate the coordination of regional transportation planning in 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 hierarchy of this study will likely be taken into consideration in the Strategic Intermodal System (SIS) [FDOT Central Office], Strategic Regional Transit Needs Assessment (FDOT), 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 FDOT area that are designated as 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 Rail Draft Environmental Impact Statement. Although the FHSR Draft Environmental Impact Statement 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. There are currently four connections and three bridge crossings from Hillsborough to Pinellas County. The Feasibility Study assumes that a bay crossing corridor could be located somewhere between the Courtney Campbell Causeway (S.R. 60) to the Gandy Bridge (Gandy Boulevard/U.S. 92) 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, monorail, or even BRT.

Mass transportation systems support the economic vitality of the nation's urban centers and are 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 FTA, with guidance from the Urban Mass Transportation Administration (UMTA) Circular 5620.1, uses the NEPA process as the overarching umbrellas, under which, the mandates and considerations of all laws affecting the transit project development are considered. This section utililizes the NEPA process to document the social, cultural, natural, and physical impacts associated with the proposed regional intermodal centers.

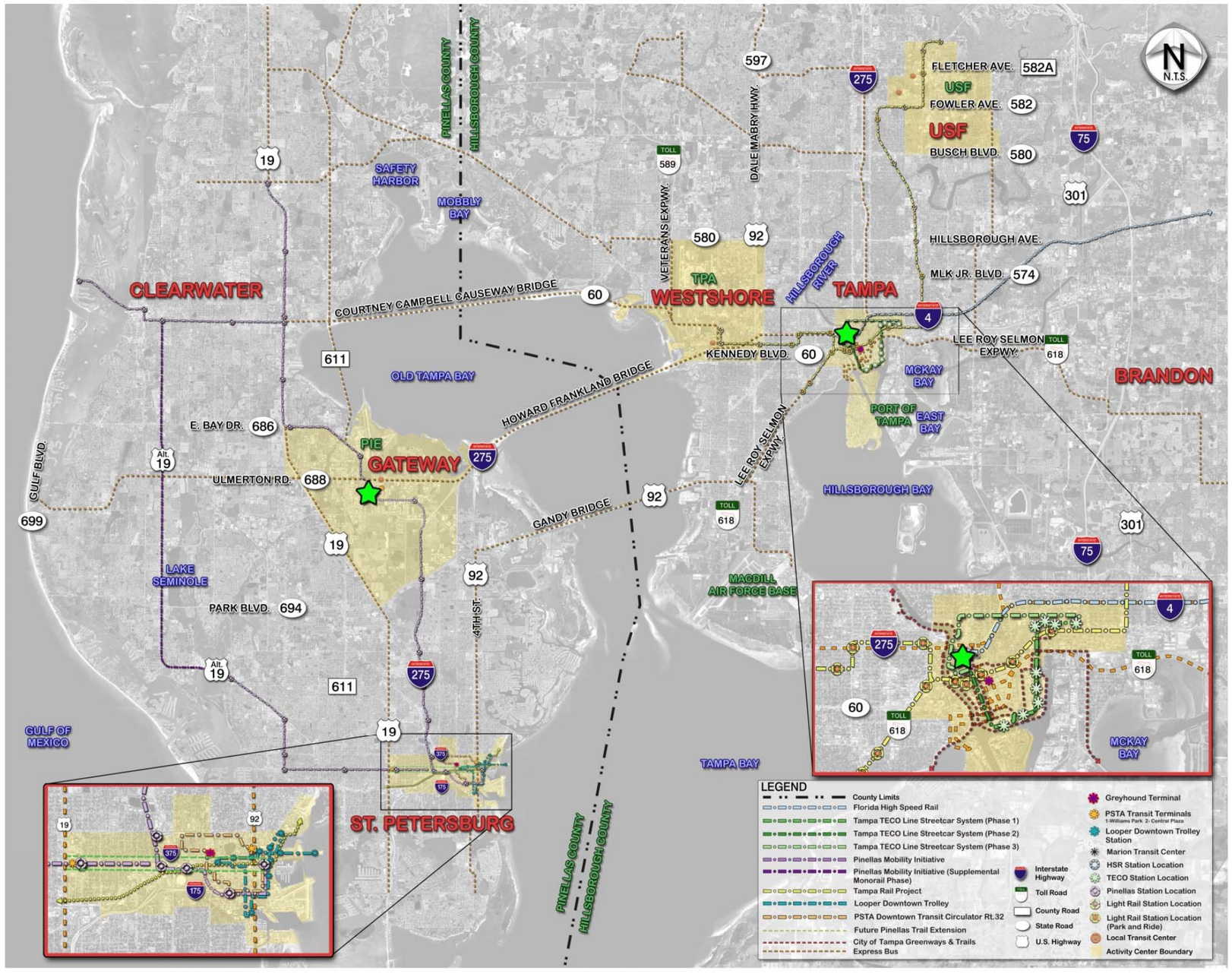
1.2 PROPOSED IMPROVEMENTS

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. In Hillsborough County, the top-ranking site was the Downtown Tampa site. In Pinellas County, the top-ranking site was the Gateway site. The locations of the two proposed sites are shown in Figure 1-3.

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. 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 Feasibility Report presented a hierarchy of sites based on the number of modes a site was able to accommodate. A Class 1 site would accommodate numerous modes, whereas, a Class 14 site would only serve as a bus station. Based on the Feasibility Study, the site was classified as Site Class 2, potentially accommodating high speed rail, intercity bus, express bus, and local transit. During the PD&E Study, it was decided that the LRT system could be modified to access this site, especially since the FTA did not accept the proposed Tampa LRT into its recent New Starts. This would then change it to a Site Class 1. Phase I would allow for surface parking, intercity bus accommodations, and an extension of the HARTline services provided at the Marion Transit Center. Phase II would incorporate an LRT connection, limo and taxi areas, additional parking with mixed-use development, pedestrian circulation areas, and retention pond with urban green space. Phase III would allow for the addition of FHSR and additional parking, with mixed-use development.

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



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PD&E Study Site

Figure 1-3

PD&E Proposed Sites

Based on the Feasibility Study, the Gateway site 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 three parcels. The Gateway site was classified as Site Class 4, potentially accommodating FHSR, rapid transit, express bus, and local transit. During the PD&E Study, Greyhound Lines, Inc. expressed interest in providing services at the site; therefore, it was decided that the addition of intercity bus service would change it to a Site Class 1. Phase I would allow for surface parking; local, express, and intercity bus services; limo and taxi areas; pedestrian circulation areas; and retention pond with urban green space. Phase II would allow for the addition of PMI monorail, car rental facilities, and additional parking with mixed-use development. Phase III would accommodate FHSR and additional parking with mixed-use development.

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 for the FHSR near the Gateway site. 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.

In addition, FDOT recognizes that the success of the regional intermodal centers will depend heavily on the existence of and connections with a strong satellite system. Therefore, FDOT further recommends that the remaining activity centers, in addition to other potential areas, be considered as area transit centers. The interaction between regional intermodal centers and area transit centers is vital to achieving the purpose of this project, which is to improve the quality of intermodal passenger connections in Tampa Bay, so that regional mobility and accessibility by means of other than personal motor vehicles are significantly increased.

1.3 REFERENCES

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

2. Tampa Interstate Study, Final Environmental Impact Statement; Florida Department of Transportation-District Seven; Tampa, Florida; November 1996.

3. Draft Environmental Impact Statement, Florida High Speed Rail; Florida High Speed Rail Authority; Orlando, Florida; August 2004.

4. 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 the Tampa Bay area in order 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 (HSR) and light rail transit (LRT). 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. For a list of definitions pertinent to this report, refer to Appendix A.

2.1 GOALS AND OBJECTIVES

Identifying goals and objectives provides the project team with study definition and purpose, in addition to allowing the project team to measure relevancy and progress. The overall goals of the TBIC project encompass mobility, accessibility, plan conformity, cost effectiveness, flexibility, safety/security, and environmental stewardship. 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 for the Tampa Bay Intermodal Center(s) Feasibility Report[1] (Feasibility Report). FDOT updated these goals and objectives during the TBIC Project Development and Environment (PD&E) Study. 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 (LRTP), Hillsborough County Metropolitan Planning Organization (MPO), April 2003

- 2025 LRTP, 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 (HART) 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, 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 (PMI), 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 LRTP, 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 Feasibility Report provides a more detailed account of development of these goals and objectives. The TBIC project goals can be categorized in two terms: regional benefit and site specific characteristics. The project's regional goals are described as:

- 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 described as:

- 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.

Project objectives in support of these goals were developed during the Feasibility Study based on an extensive inventory of local, regional, and statewide plans. The project's goals and related objectives are consistent with those articulated in the plans. The Feasibility Report provides a more detailed account of development of these goals and

objectives. Each of the goals and their supporting objectives are described in the following pages.

Mobility: Improve passenger mobility by means other than personal motor vehicle.

- Maximize regional person-trip miles via public transportation.
- Maximize average door-to-door travel speed of regional person-trips via public transportation.
- Maximize convenience (or minimize impedance) of intermodal passenger connections.
- Minimize regional highway vehicle-miles.
- Maximize the reliability of travel times for trips using more than one mode of public transportation.
- Maximize transit share (mode split) of visitor travel to major regional attractions.
- Maximize transit share (mode split) of resident travel to major regional airports.

Accessibility: Improve passenger accessibility by means other than personal motor vehicle.

- Maximize Tampa Bay linked (complete origin-to-destination) person-trips via public transportation.
- Maximize number of Tampa Bay residents accessible to commercial airline service by public transportation.
- Maximize number of Tampa Bay residents accessible to intercity HSR service by public transportation.
- Maximize number of Tampa Bay residents accessible to scheduled intercity bus or rail service by public transportation.
- Maximize Tampa Bay trip attractions accessible to persons arriving by commercial airline.
- Maximize Tampa Bay trip attractions accessible to persons arriving by intercity HSR.
- Maximize Tampa Bay trip attractions accessible to persons arriving by intercity bus or rail service.
- Maximize passenger intermodal connection (seamless) opportunities.

- Improve accessibility of the total public transportation system for persons with special needs and the transportation disadvantaged.

- Maximize pedestrian and bicycle connectivity to the Tampa Bay Express Bus and local public transportation systems.

- Maximize pedestrian and bicycle connectivity to scheduled intercity bus or rail service.

- Maximize opportunities for motorists from areas unserved or underserved by transit to access public transportation.

Plan Conformity: Be consistent with local and statewide plans.

- Conform to local land use plan elements.

- Conform to Florida's designated SIS.

- Encourage transit-oriented development at locations where this is desired by local plans.

- Preserve right-of-way (ROW) for possible future transportation use as designated in local or regional plans.

- Maximize opportunities for compact growth in urban areas.

- Observe airspace restrictions and land use compatibility imposed by military and commercial flight operations.

- Maximize growth in areas planned for economic development and redevelopment by state and local agencies.

Cost-effectiveness: Assure a worthwhile public investment.

- Maximize ratio of mobility improvement to total annualized cost.

- Maximize ratio of accessibility improvement to total annualized cost.

- Minimize incremental operating cost per incremental passenger-mile.

- Maximize opportunities for private sector participation and public/private partnerships.

- Improve coordination between publicly and privately operated transportation services.

Flexibility: Site selection remains viable if a planned mode is not constructed.

- Minimize loss of site effectiveness if FHSR is not built.
- Minimize loss of site effectiveness if PMI monorail is not built.
- Minimize loss of site effectiveness if Tampa LRT is not built.
- Provide for future fixed-guide way transportation across Tampa Bay.

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.

- Design site to be context sensitive to the surrounding natural environment.
- Design site to be context sensitive to the surrounding social environment.
- Attain and maintain compliance with National Ambient Air Quality Standards (NAAQS) and State Ambient Air Quality Standards (SAAQS).
- Maintain level of service (LOS) on roadways abutting intermodal facilities.

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. 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. The study is scheduled for completion in 2006.

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), Tampa LRT, FHSR, Tampa Historic Streetcar System, and 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 Intrastate Highway System (FIHS), 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 LRTP and the Pinellas County MPO 2025 LRTP. 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 Research (BEBR) Florida Statistical Abstract 2003[2], 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 total residential population was estimated to be over 15,000 and 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, residential population was just under 18,000, while the total employment in the activity center area was over 75,000. The area is expected to slow through 2025, with population growing to approximately 20,000 and employment only

increasing to approximately 86,000. 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 Model[3] (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 LRTPs for either the Hillsborough or Pinellas MPOs. Furthermore, 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. 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, monorail, LRT, and commuter rail services in the Tampa Bay area. Using sketch-planning techniques derived from information in the TBRPM, a forecast of potential rail ridership crossing Tampa Bay in 2025 was developed for use in the Feasibility Report. 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 3.0 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 at each site in the PD&E Study and will continue to be developed and 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 (Revised 2005).

Section 3.0
CONCEPTUAL DESIGN AND ALTERNATIVES ANALYSIS

3.1 INTRODUCTION

This section briefly describes the site comparison as documented in the Tampa Bay Intermodal Center(s) Feasibility Report[1] (Feasibility Report), as well as documenting the alternative sites analysis that was conducted during the Project Development and Environment (PD&E) Study, including travel demand, cost estimates, and conceptual design evaluation. This section was prepared in accordance with *23 CFR 771* and Federal Highway Administration (FHWA) Technical Advisory T6640.8A.

3.2 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 center(s). 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.

3.2.1 DESIGN CONTROLS

The project team utilized the following design guidance for light rail transit:

- Transit Cooperative Research Program (TCRP) Report 17, *Integration of Light Rail Transit Into City Streets*, Transportation Research Board, 1996
- Part 10 of the *Manual on Uniform Traffic Control Devices* (light rail transit highway crossings)
- TCRP Report 69, *Light Rail Service: Pedestrian and Vehicle Safety*, Transportation Research Board, 2001
- Institute of Transportation Engineers (ITE) Informational Report, *Light Rail Grade Separation Guidelines*, 1992

The project team utilized the following design guidance for terminal platforms and public areas:

- Chapter 18 of the *Highway Capacity Manual*

- Chapter 27 of the *Highway Capacity Manual*

- Recommended Practice for Developing a Clearance Diagram for Passenger Equipment, American Public Transportation Association (APTA RP-C&S-003-98)

3.2.2 MODE DEFINITIONS

Modes are defined as the forms of common carrier transportation that an intermodal facility may serve. For the purposes of this study, they include:

- ***Commercial air service**, i.e.*, an airport offering scheduled passenger service by commercial carriers.

- ***Cruise ships***, although much more than a point-to-point common carrier, these large vessels generate many trips before departure and on arrival.

- ***Intercity high speed rail (HSR)***, offering city-to-city times competitive with air travel for intrastate trips, *i.e.*, the proposed Florida High Speed Rail (FHSR) project.

- ***Scheduled intercity bus or rail service*** (e.g., Greyhound or Amtrak).

- ***Express bus***, connecting significant regional activity centers with both reasonably frequent service and travel times competitive with regional highway travel under congested conditions. Hillsborough Area Regional Transit (HART) and Pinellas-Suncoast Transit Authority (PSTA) offer express bus service throughout the Tampa Bay area.

- ***Rapid transit***, connecting activity centers in the urbanized areas with frequent service at average speeds competitive with congested urban highways. This category includes all forms of grade-separated rapid transit (duorail, monorail, bus), and is usually considered to include the faster (20 miles per hour [mph] average speed or higher) light rail transit systems that are grade-separated or operate in exclusive rights-of-way (ROW). In Hillsborough County, the proposed Tampa Light Rail would provide rapid transit service; similar service would be provided by the proposed Pinellas Mobility Initiative (PMI) monorail in Pinellas County.

  The term bus rapid transit (BRT) has been applied to this mode when the service is provided by buses with enhanced traffic control features. BRT systems may include transit prioritization treatments on the roadway, a mix of express limited-stop and/or frequent-stop services, or separate running ways, as appropriate for the transit market in that corridor.

- ***Local public transportation service***, providing public transportation access to local areas, generally on the urban street system. Service for this mode is usually provided by buses provided by HART or PSTA. Some cities also offer light rail transit local service with streetcars (electric and rubber-tired trolleys).

- ***Local private transportation service***, i.e., personal motor vehicles (autos), charter buses, and taxi and limo services, are considered access modes for the purposes of this study, similar to walking or bicycling. Facilitating origin-to-destination travel by motor vehicle is outside the purview of this study.

3.2.3 GENERAL PRINCIPLES FOR SITE SELECTION FOR NON-INTERSECTING MODES

An intermodal facility would ideally be located at a site where two or more modal alignments intersect or at least approach one another very closely (e.g., within 800 feet [ft]). Where the alignments do not connect well, there are some principles that can be used to help select among possible sites for an intermodal facility.

Each of the previously identified modes has certain specific constraints that apply to the location of intermodal facilities. Ordered from "most restricting" to "least restricting" for this specific study area, these are as follow:

- ***Airports:*** Tampa International Airport [TPA] and St. Petersburg Clearwater International Airport [PIE] are essentially fixed. Runways cannot be moved, and the passenger terminal facilities are both constrained by the runways and represent significant investments in their own right. Flight envelopes also limit the availability of elevated access routes to rapid transit fixed-guideway modes.

- ***Cruise ship terminals:*** Ports of Tampa and St. Petersburg, similar to airports, are essentially fixed.

- The ***FHSR*** Draft Environmental Impact Statement[2] identified a single preferred FHSR station in downtown Tampa bounded by Tampa Street, Marion Street, I-275, and Fortune Street. The *Florida High Speed Rail Authority Act* included an extension to the St. Petersburg area, but the timeframe limitations of the FHSR Draft Environmental Impact Statement resulted in a focus of points to the east of the Hillsborough River. The primary intermodal facilities for FHSR in Tampa should be at the location designated in the FHSR Draft Environmental Impact Statement. However, this study does not preclude that FHSR could cross the bay in the future.

- ***Rapid transit*** planning studies (e.g., the Tampa Light Rail Transit (LRT) Project and the PMI) have established general corridors for planned facilities, but these are usually less expensive to adjust than FHSR alignments. Intermodal sites that are in the same general location as planned rapid transit stations, and could be reached without wholesale rapid transit alignment changes, should not be ruled

out especially if they are not yet designed or constructed. Notwithstanding, intermodal sites that would require major extensions or branches of rapid transit should be avoided on cost-effectiveness grounds.

- Scheduled ***intercity bus and rail service*** is moderately flexible. Because intercity buses use public roadways and the scale of operations in the Tampa Bay area is relatively modest, relocation of intercity bus terminal facilities is feasible. Greyhound Lines, Inc. currently provides intercity bus service to and from the project area. At present, Amtrak operates only one daily *intercity rail service* in each direction through Tampa, between New York and Miami; two other daily connections to trains at Orlando are made by buses. If FHSR is built into Tampa Bay, it is very likely that any intercity bus service would share its terminal.

- ***Local public transportation services*** (bus and streetcar) can be adjusted to reach specified intermodal facilities, so they should be secondary to rapid transit in terms of their influence on site location. However, shifts that would leave urban activity centers without local transit service should be avoided. Rerouting or branching of established streetcar service should be avoided on cost-effectiveness grounds; extensions of existing streetcar service would likely be superior to relocation or branching in this regard.

- ***Express bus*** services probably have the fewest constraints of any of the modes under consideration. Nevertheless, sites with good accessibility to freeways, high occupancy vehicles (HOV) lanes, and un-congested major arterial streets are more appropriate for express bus connections than sites without such access.

- Requirements for the ***access modes*** (auto, taxi, limo, bicycle, and walking) will be discussed in the next section in conjunction with the various classes of intermodal facility.

At this point, it is important to note than an infrastructure-intensive mode that is already in place should be regarded as being more restricted than one that is still on paper.

The purpose of intermodal connections is to make both or all of the connecting modes more productive, and not to change their role or function. In this light, the above order by degree of restriction yields few general rules for selecting sites, all other things being equal:

- Locations where two or more modes are planned to converge are preferable to sites that would require a shift in one or more of the alignments.

- Where a shift is required, it is generally preferable to shift the less restricted mode(s).

- A pair of intermodal sites that can achieve each of the desired intermodal linkages with the same number of transfers, without shifting any modal alignments, may be superior to shifting alignments to co-locate all linkages at a single site.

3.2.4 INTERMODAL FACILITIES

General Assumptions

1. Airports and cruise ship terminals are considered established intermodal sites, because they are unlikely to move and regional transportation modes will need to adjust to connect to them.

2. Access modes (auto, taxi, limo, bicycle, and walking) should be considered dependent on the primary modes present at an intermodal facility.

3. Site location is largely determined by the transportation modes being served and their access requirements, and vice versa. Site size is largely determined by the mix of modes present, and vice versa. Site size may also be influenced by additional amenities included by choice.

4. By assessing the site components (number and types of modes, amenities, and access), the project team recognizes the need for development of a hierarchy of sites in the Tampa Bay area.

5. Site concepts will minimize use of vertical components, if possible, to spare design and construction costs.

6. Site concepts will be developed with a balanced approach to planning and design that embodies a consideration of the total social and physical context.

Necessary Site Features

A site used for any class of intermodal surface transportation facility (i.e., a specific "mix" of modes) must provide for at least the following:

1. Passenger/vehicle interface: guideway or pavement to accommodate vehicles while they are stopped at the facility, as well as the associated passenger platforms or loading areas that will provide for passengers immediately before boarding and after alighting. As a general rule, each mode requires its own space for this purpose.

2. Vehicle approach and maneuvering: guideway or pavement between the passenger/vehicle interface zone and the site boundaries. Intercity HSR and rapid transit require separate provisions; intercity, express, and local bus/streetcar services can in many instances share this space provision.

3. Customer service: provisions for purchasing tickets, obtaining information, and (where applicable) checking or reclaiming bags. For local bus and streetcar service, these functions may be provided on board the vehicles. Vertical circulation elements for multi-level facilities are also included here. Some of this space may be shared, particularly if two or more modes have a common operator.

4. Waiting areas: sheltered space for passengers. Provisions generally may be shared among modes. Provisions may be minimal for frequent local bus and streetcar service.

5. Passenger amenities (water fountains, telephones, vending machines).

6. Bicycle and pedestrian access and amenities.

7. Day parking for automobiles.

8. Day parking for bicycles.

9. Context sensitive elements.

Optional Site Features by Site Class

Other significant space provisions that *may* be located on a site, and that in general may be shared among modes, include:

1. Passenger drop-off areas for automobiles and taxis.

2. Passenger pick-up areas, including very short-term standing spaces for vehicles whose drivers are waiting for arriving passengers.

3. Taxicab stands.

4. Long-term parking: provisions for automobiles parking over one or more nights.

5. Secure long-term parking/storage for bicycles.

6. "Basic" level of convenience retail (washrooms, newspapers, coffee, snack items).

7. Landscaping, public art, etc.

8. Commercial opportunities for joint development: Large-scale intermodal facilities with very high passenger volumes may be able to support additional retail space in their own right, or the site itself may be suitable for joint development.

9. Rental bikes and car services.

Considering the assumptions and site features presented, 14 intermodal site classes, or combinations of surface modes, were identified. Each may have distinct size requirements. These are shown in Table 3-1, together with the optional site features 1-9 above that were assumed to be included in each combination. Table 3-1 was developed for the purpose of establishing planning-level size requirements for a nominal site. One additional class (15) is shown, representing a minimum configuration for an off-street facility serving only one mode (local transit).

TABLE 3-1

INTERMODAL FACILITIES-OPTIONAL FEATURES

	Modes					**Optional Features**								
Site Class	HSR	Rapid Transit	Intercity Bus/Rail	Express Bus	Local Transit	1	2	3	4	5	6	7	8	9
1	X	X	X	X	X	O	O	O	O	O	O	O	O	O
2	X		X	X	X	O	O	O	O	O	O	O	O	O
3	X	X	X		X	O	O	O	O	O	O	O	O	O
4	X	X		X	X	O	O	O	O	O	O	O	O	O
5	X		X		X	O	O	O	O	O	O	O	O	O
6	X			X	X	O	O	O	O	O	O	O	O	O
7	X	X			X	O	O	O	O	O	O	O	O	O
8		X	X	X	X				O		O	O		
9		X	X		X				O					
10		X		X	X	O	O	O			O			
11		X			X	O	O	O			O			
12			X	X	X	O	O	O	O		O			
13			X		X	O	O	O	O		O			
14				X	X									
15					X									

Table 3-2 presents size and shape criteria for each class of intermodal facility in Table 3-1.

TABLE 3-2

INTERMODAL FACILITIES-SIZE AND SHAPE CRITERIA

Modes						Size and Shape Criteria			
Site Class	HSR	Rapid Transit	Intercity Bus	Express Bus	Local Transit	Minimum Rectangle[1] (Ft x Ft)	Nominal Footprint[2] (Acres)	Minimum Footprint[3] (Acres)	Minimum Height (Ft)
1	X	X	X	X	X	360 x 900	*12.1*	3.5	77
2	X		X	X	X	360 x 900	*10.8*	3.8	54
3	X	X	X		X	360 x 900	*11.4*	3.5	77
4	X	X		X	X	360 x 900	*9.5*	2.1	77
5	X		X		X	360 x 900	*9.9*	3.8	54
6	X			X	X	360 x 900	*8.2*	2.4	54
7	X	X			X	360 x 900	*8.8*	2.1	77
8		X	X	X	X	360 x 410	*4.4*	1.7	49
9		X	X		X	360 x 410	*3.8*	1.7	49
10		X		X	X	360 x 410	3.3	0.5	49
11		X			X	360 x 410	2.3	0.5	49
12			X	X	X	210x 360	*4.7*	*2.9*	24.5
13			X		X	170 x 360	*3.8*	*2.9*	24.5
14				X	X	90 x 360	*1.6*	N/A[4]	24.5
15					X	50 x 130	*0.5*	N/A[4]	24.5

1 Site should be able to completely contain a rectangle of these dimensions.

2 With minimal use of vertical separation of functions. Italics indicate that the nominal footprint is larger than the minimum rectangle.

3 With extensive use of vertical separation of functions (e.g., structured parking). Italics indicate that the nominal footprint is larger than the minimum rectangle.

4 There is no minimum, because this transfer can be affected on street, and does not require any customer support that cannot be provided on-board.

The definitions and underlying assumptions for these criteria are as follow:

- The *minimum rectangle* represents the smallest unobstructed space that should be available for passenger/vehicle interface as defined above, plus any ground-level, on-site vehicle approach and maneuvering space. As a general rule, a site on which such a rectangle cannot be fit, will be insufficient. Where proposed intercity HSR or rapid transit is present, an allowance is made for an ultimate long-range expansion of capacity with maximum-length trains. In these cases, allowances for vehicle maneuvering (i.e., the guideway approaches to the station) are not included; the site would also have to accommodate these elevated structures. Where the passenger/vehicle interfaces occur on different levels, the minimum rectangle is expanded to dimensions that enclose each mode's rectangle sharing a common corner, with their longer dimensions intersecting at right angles. At the ground level, the minimum rectangle has the length required by the "longer" mode and a width necessary to provide the minimum total passenger/vehicle interface and vehicle maneuvering spaces.

- The *nominal footprint* represents a reasonable total site footprint for all the features indicated in Table 3-1 for each type of facility, assuming that all space requirements are met at ground level, with the exception of the passenger/vehicle interface and the vehicle approach and maneuvering spaces for elevated modes (intercity HSR and rapid transit). Sites with at least this much space available, and able to enclose the minimum rectangle, can generally be regarded as being adequate in terms of size. Footprints that will require more space than the minimum rectangle are indicated in italics in Table 3-2.

- The *minimum footprint* represents a total site requirement where: parking is provided in a structure built up to the maximum height of the station; all space requirements for local transit and passenger pickup/drop-off (including taxis) are met outside the site (i.e., on the street or curb), and, no provision is made for a landscaped area. Sites that provide this much space may be feasible in a dense urban environment. Where there are no elevated modes, the minimum rectangle requirement may not apply.

- The *minimum height* indicates the possible height of the top of the station structure above ground level, assuming that all modes that must be vertically separated are "stacked" above ground level, and that at least some portion of the passenger/vehicle interface space at the highest level is roofed. If existing overhead structures, zoning, or other restrictions on new construction prevent a building of this height, then the site is probably not suitable for an intermodal facility of this class.

In all cases, it is assumed that 70 percent of the ground-level space beneath the passenger/vehicle interface space for elevated modes can be used for other purposes.

The class of intermodal facility can also be linked to access criteria, as shown in Table 3-3.

TABLE 3-3

INTERMODAL FACILITIES-ACCESS CRITERIA

Modes						Site Access		
Site Class	HSR	Rapid Transit	Intercity Bus	Express Bus	Local Transit	Direct Access to/from	Connections to/from	Directly on HSR
1	X	X	X	X	X	Yes	2	Yes
2	X		X	X	X	Yes	2	Yes
3	X	X	X		X	No	2	Yes
4	X	X		X	X	No	2	Yes
5	X		X		X	No	1	Yes
6	X			X	X	No	1	Yes
7	X	X			X	No	1	Yes
8		X	X	X	X	No	0	No
9		X	X		X	No	0	No
10		X		X	X	Yes	1	No
11		X			X	No	1	No
12			X	X	X	Yes	1	No
13			X		X	No	1	No
14				X	X	No	0	No
15					X	No	0	No

1 Site should have direct access to/from the indicated number of distinct (different) arterial highways in the immediate vicinity.

Table 3-3 presents three site-specific considerations:

- Sites should have relatively direct access to the freeway system if they serve both intercity and express buses.
- To avoid adverse impacts on the overall highway systems, the sites should have direct connections to a number of distinct arterial roadways (where more than one access is indicated, preferably perpendicular routes).
- As noted earlier, facilities serving intercity HSR should be on the designated alignment.

3.2.5 DEVELOPMENT OF SITE HIERARCHY

In the process of defining the site design and access criteria, a definite hierarchy of sites emerged. Site Classes 1-7 are considered large sites. For example, a site that offers potential connections to all modes, including FHSR, rapid transit, intercity bus, express bus, and local transit, would be considered a Site Class 1. Site Classes 8-13 are considered medium sites and Site Class 14 is considered a small site. Class 15, strictly speaking, is not an intermodal class, since it would not link more than one mode of public transportation. A site that would only accommodate local transit would be considered a Site Class 15. Sites which did not meet the criteria for at least Class 14 were not included in the site selection analysis.

The class hierarchy was extremely valuable in assessing the regional significance of sites and activity centers. Sites which did not meet the criteria for one class could still be considered for others, while Class 15 use (local transit only) remains a possibility for virtually any site. Large sites, especially Site Class 1, are considered to be the most appropriate candidates for a regional intermodal center. A more detailed description of the hierarchy by site class is provided in the following sections.

Large Sites (Classes 1-7)

- Nominal Footprint 8 ac or more (depending on vertical component)
- “Transit center” with intercity HSR and at least one other non-local mode
- Rental car facility
- Potential for joint development desirable

Medium Sites (Classes 8-13)

- Nominal Footprint 2-5 ac (depending on vertical component)
- "Transit Center” without intercity HSR

Small Sites (Class 14 and 15)

- Nominal Footprint less than 2 ac
- Express Bus and local public transportation
- No intercity service or rapid transit
- Smallest truly “intermodal” class

3.3 SITE ANALYSIS AND SELECTION

3.3.1 FEASIBILITY STUDY PROCESS

The Feasibility Study consisted of a logical progression of steps for 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.

Major activity centers are areas which exhibit an intensity of mixed-land uses and potential connectivity of multiple modes of transit. 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 (See Figure 3-1). 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 using 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. Figure 3-2 illustrates the 53 potential sites in the Tampa Bay area.

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 if the sites had: 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. Figure 3-3 depicts the results of the fatal flaw 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 two highest-scoring sites from each activity center, for a total of 10 sites, as the most viable alternatives for a regional intermodal center. The other 15 screened sites are not eliminated from consideration as future transit facilities. These sites are shown in Table 3-4. The ten most viable sites are highlighted in gray.

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

District 7

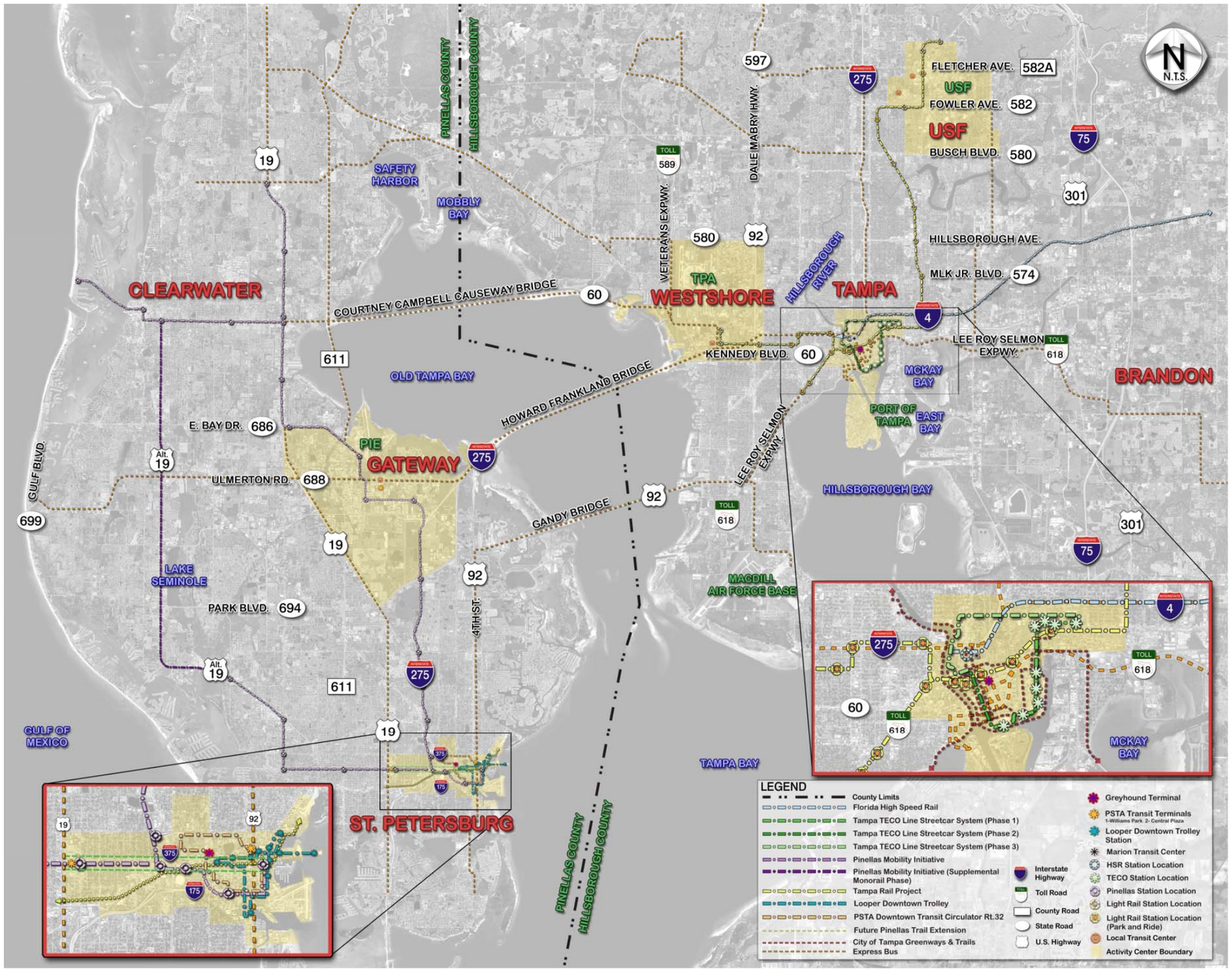
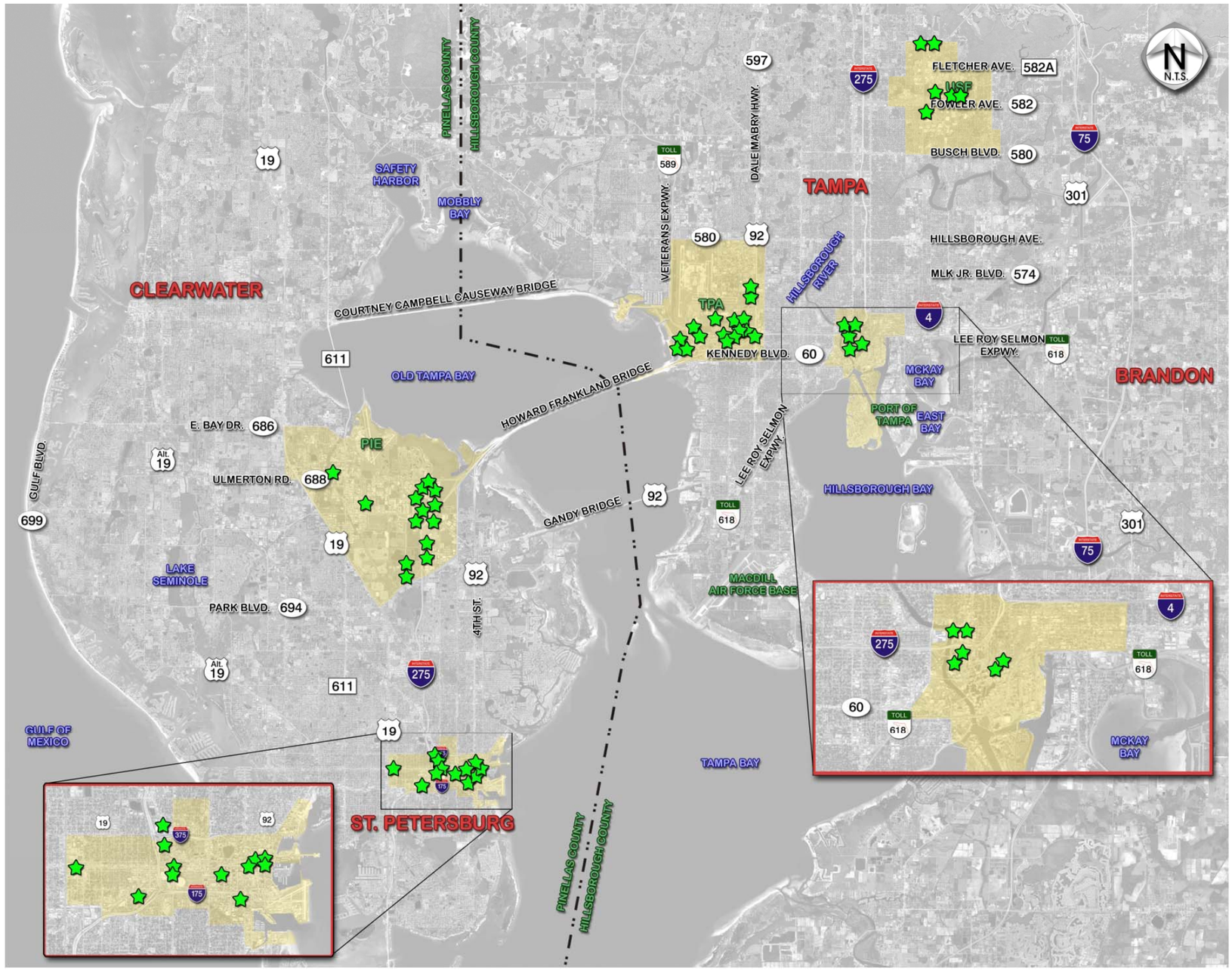


Figure 3-1

Activity Centers



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

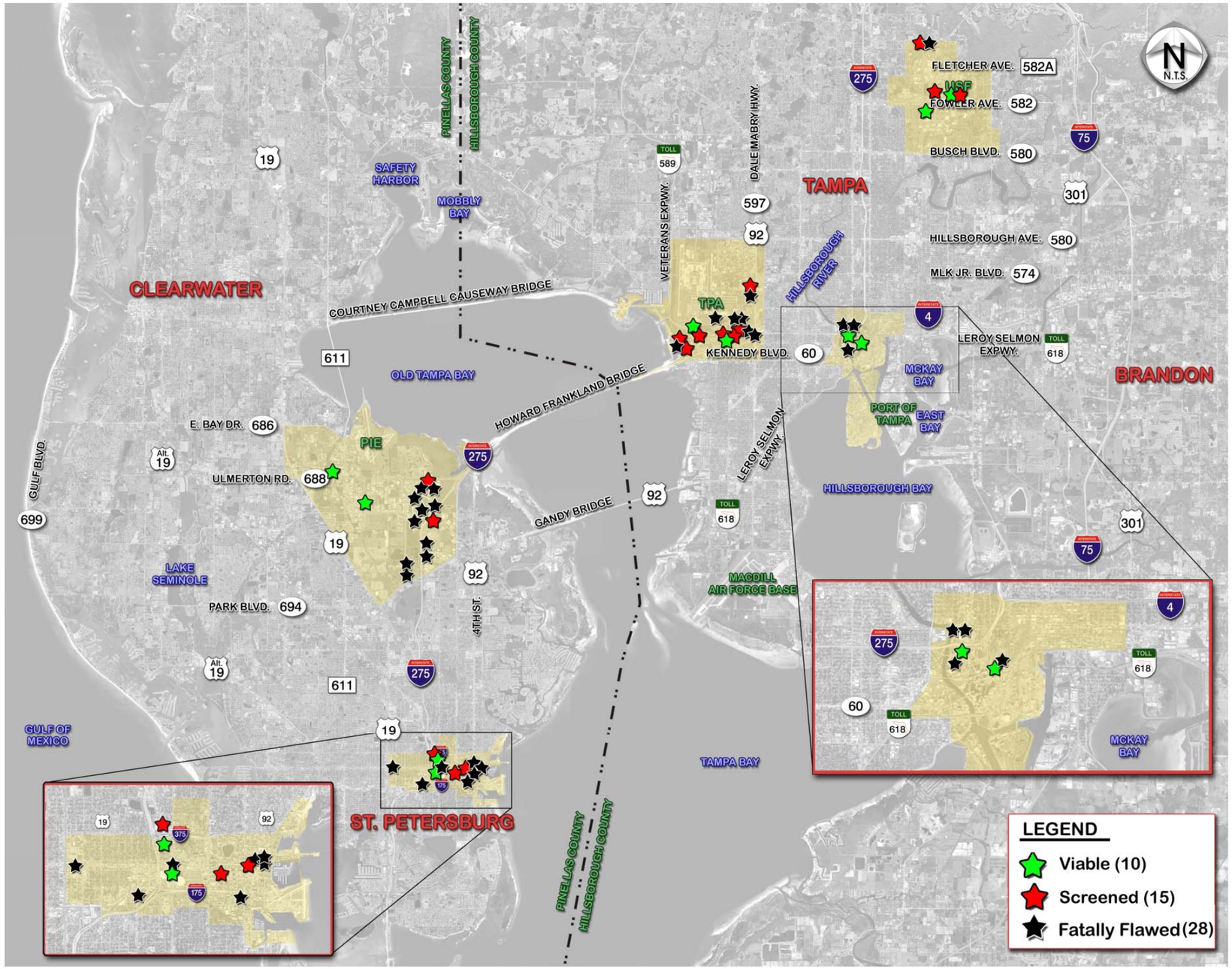
District 7

Potential Sites

Figure 3-2

Alternative Sites Identification

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



District 7

Figure 3-3

Fatal Flaw and Screening Analysis

Table 3-4

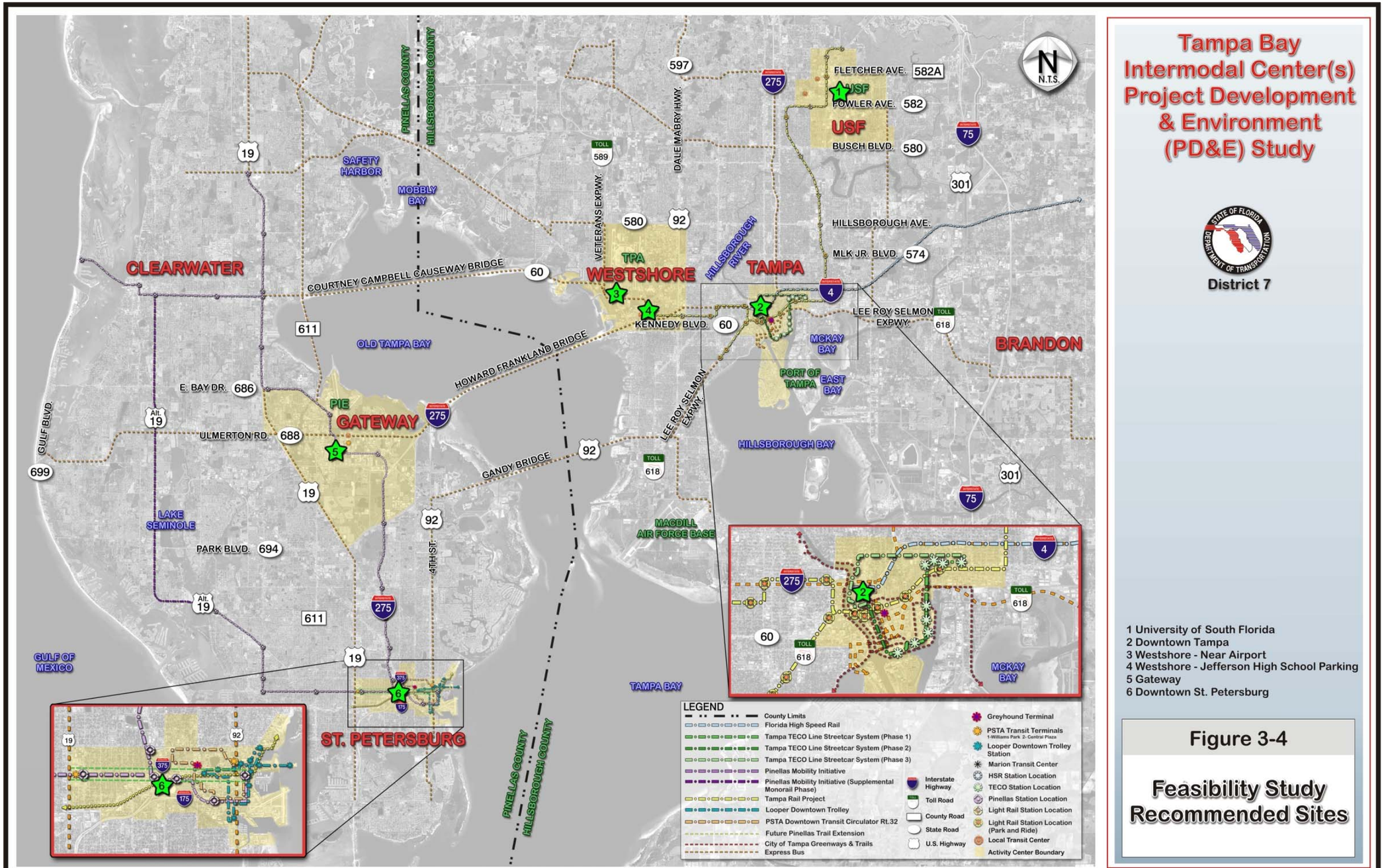
SITE DESCRIPTIONS

Activity Center	Site Description	Size (Acres)*	Class
USF	Vacant Tampa General Property south of USF	24.95	11
USF	Vacant Service Merchandise/Circuit City	9.63	11
USF	Vacant property on Bearss	5.26	15
USF	University Mall-Joint Use	13.85	15
USF	Portion of USF Research Park	13.87	11
Downtown Tampa	Former County Jail (near Marion Transit Center [MTC])	15.32	2
Downtown Tampa	Strip of businesses near Union Station	6.16	11
Westshore	Former Dairy Farm near TIA	11.39	10
Westshore	Jefferson High School	15.40	10
Westshore	Hillsborough Community College (HCC)	9.32	15
Westshore	City of Tampa Solid Waste and Fleet Maintenance	19.10	15
Westshore	Vacant property west of COT Fleet Maintenance	6.85	15
Westshore	Vacant Property north of Jefferson High School/Rowland Park	5.83	15
Westshore	O'Brien Property	7.13	15
Westshore	Wooded lot on West Cypress	8.04	15
Westshore	West Gray Street/Reo Street Property	5.58	15
Gateway	Former Sunshine Speedway	29.52	4
Gateway	FDOT Maintenance	14.80	15
Gateway	Carillon property	7.42	14
Gateway	Vacant property north of Certegy Street	10.39	15
Downtown St. Petersburg	Tropicana Field	4.11	1
Downtown St. Petersburg	City of St. Petersburg Maintenance	17.66	11
Downtown St. Petersburg	Wachovia Bank	2.06	14
Downtown St. Petersburg	Vacant Circle K	1.85	14
Downtown St. Petersburg	Strip of Business north of COSP Maintenance	2.292	11

**Gateway-Speedway site is actually larger than 29.52 ac St. Petersburg-Tropicana Field site is actually larger than 4.11 ac.*

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 six sites be carried forward to the PD&E Study for further evaluation (one from each activity center, except for Westshore, which contained two). These six sites, shown in Figure 3-4, have met the project goals and objectives and have the greatest potential to fulfill the established purpose and need.


Tampa Bay Intermodal Center(s) Project Development & Environment (PD&E) Study
District 7
1 University of South Florida
2 Downtown Tampa
3 Westshore - Near Airport
4 Westshore - Jefferson High School Parking
5 Gateway
6 Downtown St. Petersburg
Figure 3-4
Feasibility Study Recommended Sites
N
N.T.S.
CLEARWATER
SAFETY HARBOR
MOBBLY BAY
PINELLAS COUNTY
HILLSBOROUGH COUNTY
COURTNEY CAMPBELL CAUSEWAY BRIDGE
OLD TAMPA BAY
HOWARD FRANKLAND BRIDGE
TPA
WESTSHORE
TAMPA
HILLSBOROUGH RIVER
VETERANS EXPWY.
DALE MABRY HWY.
KENNEDY BLVD.
FLETCHER AVE.
USF
FOWLER AVE.
BUSCH BLVD.
HILLSBOROUGH AVE.
MLK JR. BLVD.
LEE ROY SELMON EXPWY.
MCKAY BAY
PORT OF TAMPA
EAST BAY
BRANDON
HILLSBOROUGH BAY
MACDILL AIR FORCE BASE
E. BAY DR.
ULMERTON RD.
PIE
GATEWAY
GULF BLVD.
GANDY BRIDGE
4TH ST.
LAKE SEMINOLE
PARK BLVD.
GULF OF MEXICO
TAMPA BAY
ST. PETERSBURG
PINELLAS COUNTY
HILLSBOROUGH COUNTY
LEGEND
County Limits
Florida High Speed Rail
Tampa TECO Line Streetcar System (Phase 1)
Tampa TECO Line Streetcar System (Phase 2)
Tampa TECO Line Streetcar System (Phase 3)
Pinellas Mobility Initiative
Pinellas Mobility Initiative (Supplemental Monorail Phase)
Tampa Rail Project
Looper Downtown Trolley
PSTA Downtown Transit Circulator Rt.32
Future Pinellas Trail Extension
City of Tampa Greenways & Trails
Express Bus
Interstate Highway
Toll Road
County Road
State Road
U.S. Highway
Greyhound Terminal
PSTA Transit Terminals
1-Williams Park 2- Central Plaza
Looper Downtown Trolley Station
Marion Transit Center
HSR Station Location
TECO Station Location
Pinellas Station Location
Light Rail Station Location
Light Rail Station Location (Park and Ride)
Local Transit Center
Activity Center Boundary

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 Report for more details regarding the decisions, which led to the final identification of these six sites:

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

3.3.2 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. The TBIC project goals identify 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 meets 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. If the bay did not exist, the Westshore area would be a central point of convergence for the entire region. However, the bay serves as a major travel barrier with high density automobile traffic utilizing only

three bridge crossings and one land connection north of the bay via Hillsborough Avenue/Tampa Road. 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 center(s) will serve as convergence points for the respective counties and offer connections between the counties. FDOT labeled the remaining potential intermodal centers as area transit centers. Additional areas were also identified as minor activity centers or were classified for other transit uses and should be considered as viable sites for a satellite transit stations.

The success of the regional intermodal centers will depend heavily on the traffic that each site is designated to connect. Therefore, it was also important to recognize the outlying areas that will generate traffic that could be routed through the regional intermodal center(s). The interaction between regional intermodal centers and area transit centers is vital to achieving the purpose of this project, which 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. Figure 3-5 illustrates the regional intermodal centers within the system.

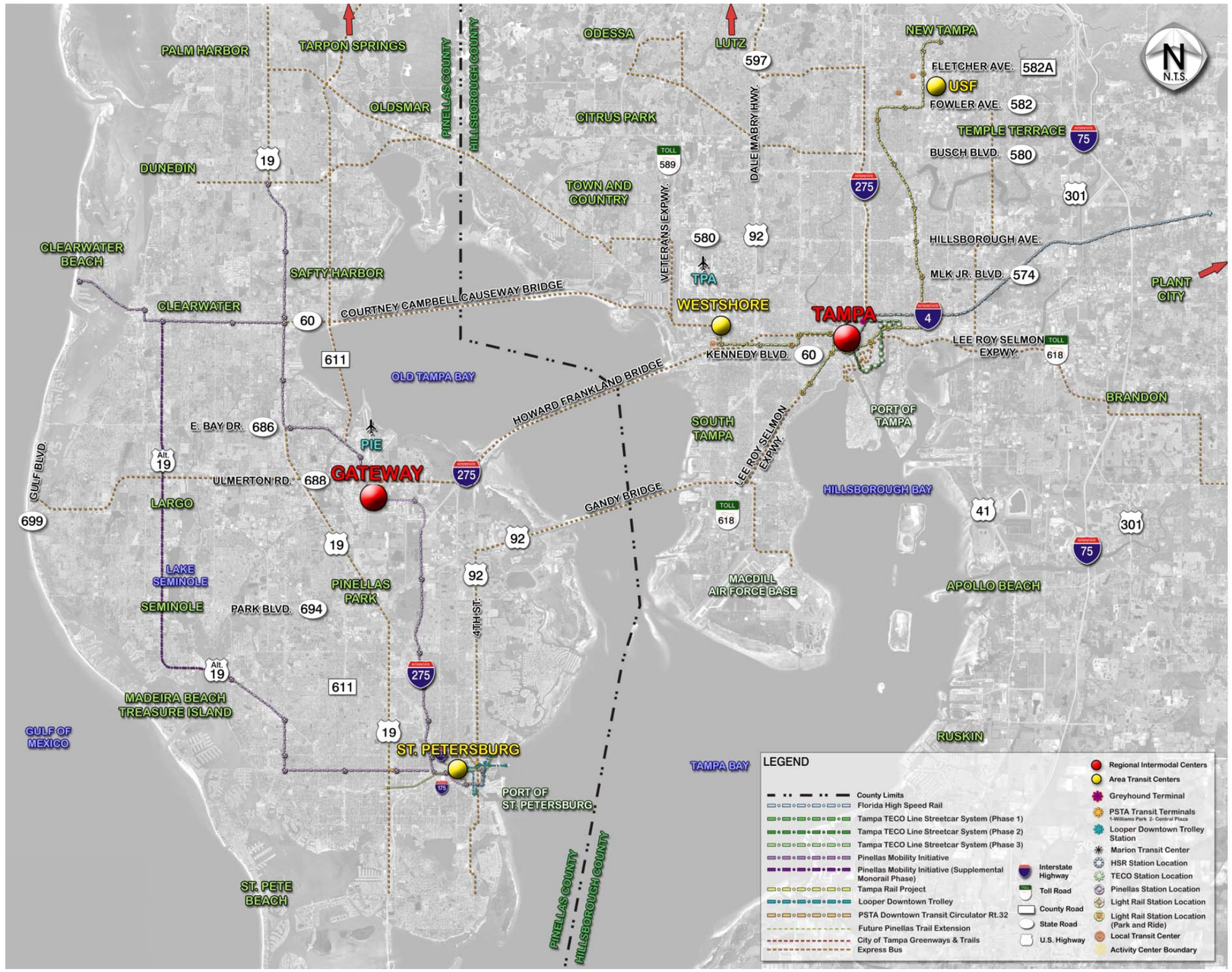
3.4 TRAVEL DEMAND ANALYSIS

The Tampa Bay Regional Planning Model[3] (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 study area has a 2000 population of about 2.5 million, and has grown at an annual rate of approximately two percent since 1995. More than 2.9 million vehicles, generating more than 14 million daily trips, are registered within the study area.

The project team identified the activity centers' Traffic Analysis Zones (TAZs) in the model and summarized the population and employment of the activity centers using the model's ZDATA files. The USF activity center ranked number one in terms of population primarily because of the high concentration of student population, followed by the Gateway and Downtown Tampa activity centers. In terms of employment, Downtown Tampa ranked number one, followed by Westshore and Gateway areas.

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/Tampa Road). 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.



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

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

District 7

Figure 3-5

Regional Connectivity

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 boardings 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.

In addition to the travel demand model analysis, an evaluation of potential FHSR trips was conducted using information from the FHSR Investment Grade Ridership Study[4]. Based on this data, it was assumed that transit trips to the intermodal center sites could increase by as much as 20 percent. More information and detail regarding the travel demand analysis can be found in Appendix B, which contains the Travel Demand Technical Memorandum.

3.5 NO-BUILD ALTERNATIVE

The No-Build Alternative consists of canceling the project or postponing the construction of any regional intermodal center(s). Selection of this alternative would offer some benefits. There would be no new construction costs and no 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.

3.6 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. Many of the issues are critical to the selection of a preferred alternative. Refer to Section 5.0 of the Feasibility Report for a brief summary of the site issues, such as safety, security, airspace restrictions, property ownership, and development plans.

The project team conducted further analysis on each of the sites in an attempt to resolve these outstanding issues. The project team coordinated with affected parties, conducted additional research, 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, the project team 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 Downtown Tampa site (former county jail). In Pinellas County, the top-ranking site is the Gateway site (former Sunshine Speedway). Refer to Figure 3-5 for the location 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.

3.6.1 EXISTING MODES

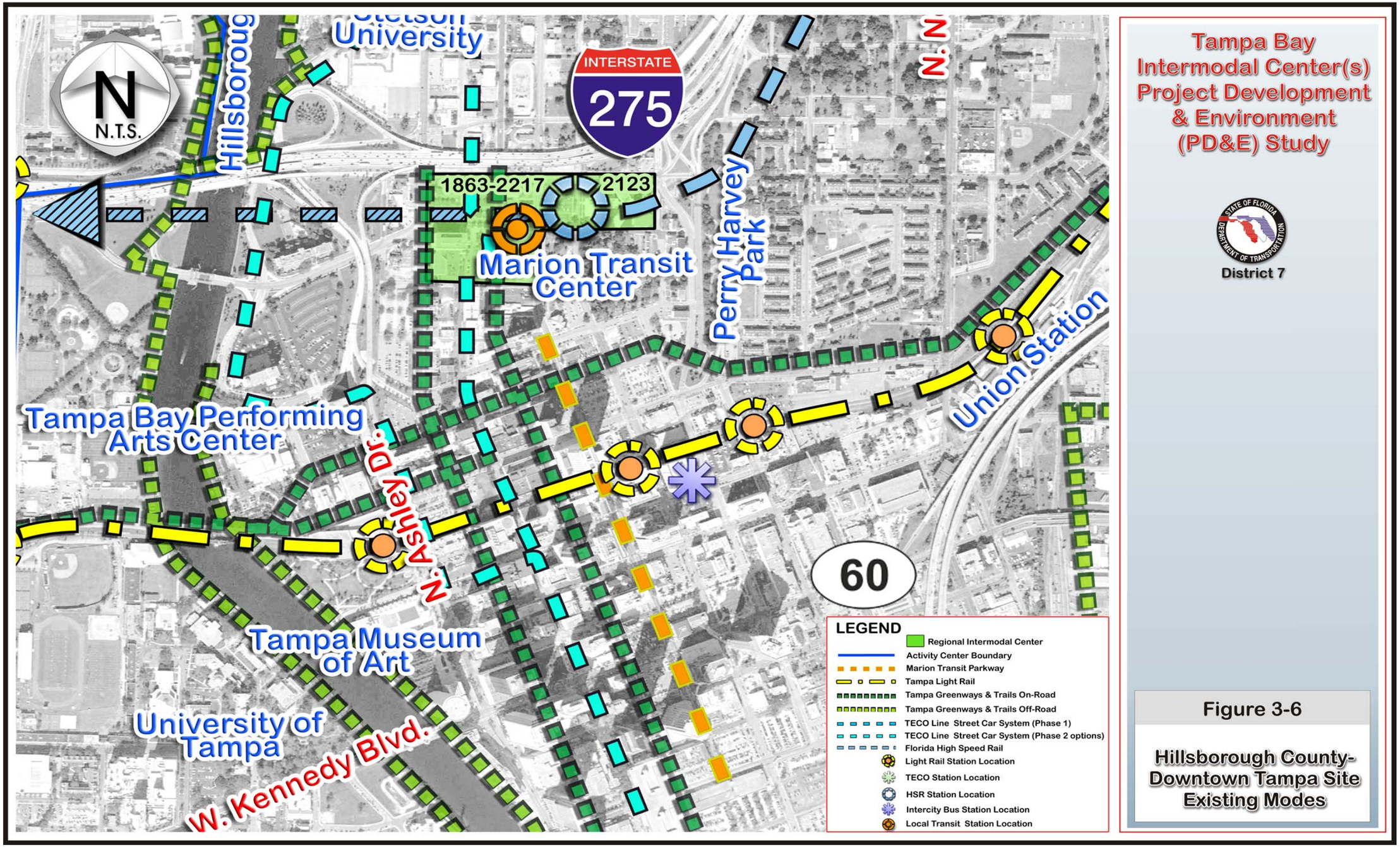
The following public transportation modes, as defined earlier in this section, currently serve both of the candidate intermodal sites: scheduled intercity bus or rail service, express bus, and local public transportation service. A detailed description of the existing modes operating within or close to each site follows.

Existing modes are shown for the Downtown Tampa site on Figure 3-6. Hillsborough County's regional transit service is provided by HARTLine, which operates 39 local bus routes, one local streetcar route, and eleven express bus routes. The intermodal site is adjacent to HARTLine's Marion Transit Center (MTC), where no fewer than 16 of its 39 *local bus* routes and all of its *express bus* routes converge.

Direct transit service is available from the MTC to most important destinations throughout the Tampa Bay Area. The MTC is about half of a mile from the center of downtown Tampa, and many of the express and local bus routes that serve continue to or from downtown via the Marion Street Transitway. Three trans-Bay express bus routes connect the MTC to Pinellas County: HARTLine's 200X route to the Eddie C. Moore park-and-ride in Clearwater, and PSTA's Route 100X to Gateway Mall and Equifax via the Gandy Bridge, and PSTA's Route 300X to the Ulmerton park-and-ride via the Howard Frankland Bridge.

Tampa is served by Greyhound Lines, Inc. *intercity bus* services to most major Florida urban destinations and beyond, with fourteen weekday departures (six westward via St. Petersburg, and eight eastward or southward). The terminal at 610 Polk Street is just over ¼ mile from the MTC. Amtrak also operates three daily highway coaches to and from Orlando, making connections with its 'Silver Service' *intercity trains* between Miami and New York City. One daily coach trip continues to and from Fort Myers. Amtrak's terminal at 601 Nebraska Avenue is just over half of a mile from the MTC.

Existing modes are shown for the Gateway site on Figure 3-7. One of PSTA's two *express bus* routes to and from downtown Tampa passes close to the Gateway intermodal site. Route 300X buses follow Ulmerton Road, and use the I-275 crossing of Tampa Bay. Fourteen weekday trips operate in each direction, mostly during peak commuter hours.



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

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District 7

Figure 3-6

Hillsborough County-Downtown Tampa Site Existing Modes

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

District 7

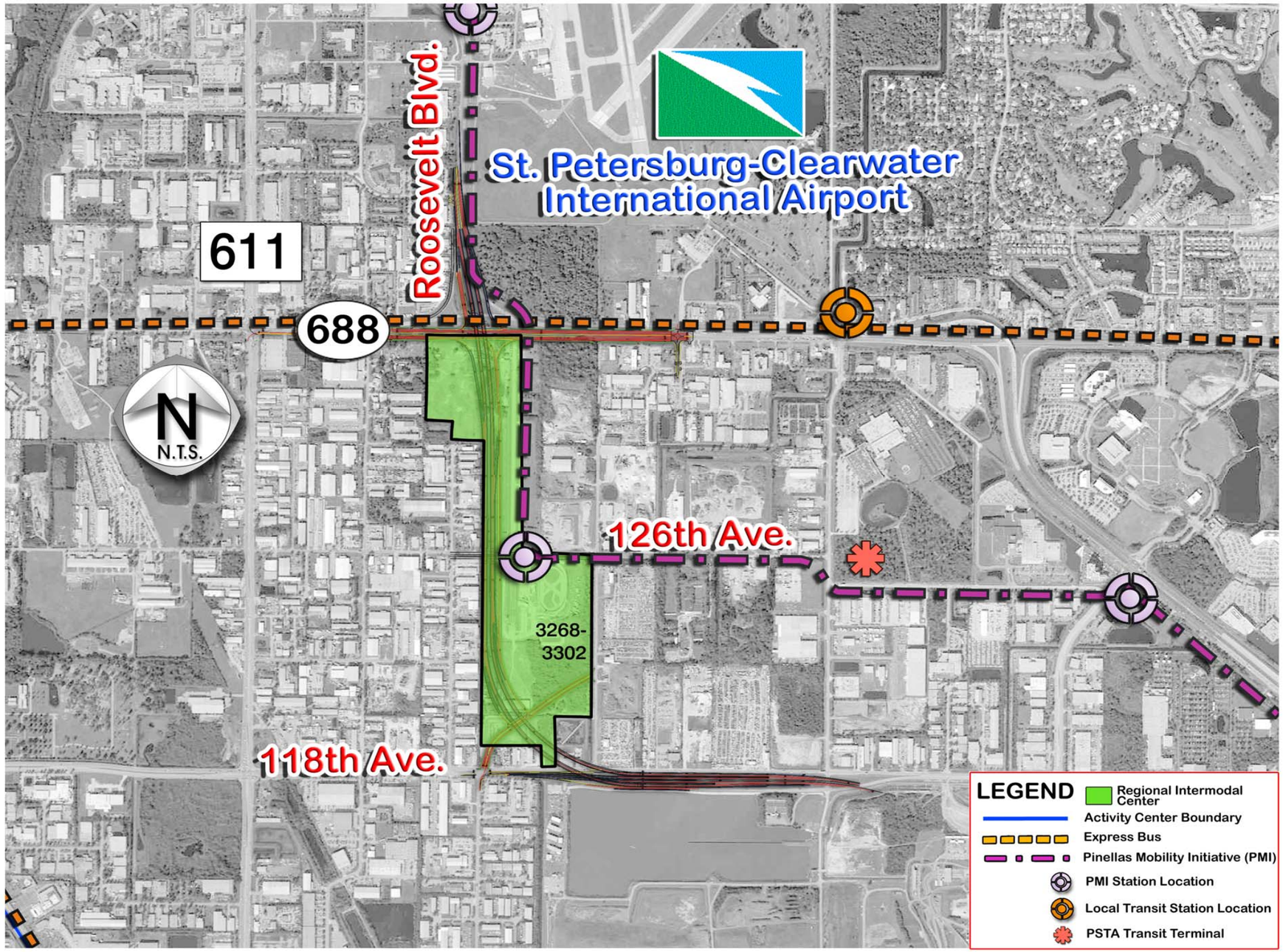


Figure 3-7

Pinellas County-Gateway Site Existing Modes

Travel time from the Stonybrook Drive (Clearwater) park-and-ride lot to Tampa's MTC is 40 minutes.

Five of PSTA's 42 *local bus* routes stop near the intermodal site, connecting it with Clearwater, Indian Rocks, and Central Plaza in St. Petersburg.

3.6.2 SURROUNDING AREA AND SITE CHARACTERISTICS

3.6.2.1 Downtown Tampa Site

The Downtown Tampa site is located in Hillsborough County in the Downtown Tampa Activity Center. The activity center boundaries (as designated during the Feasibility Study) were: Palm Avenue (north of Stetson University) to the north, 22nd Street to the east, Harbor Island/Davis Island to the south, and North Boulevard to the west. The Downtown Tampa Activity Center is characterized by heavy commercial office density with over 6.6 million square feet (sf) of office space. There is moderate hotel density, which is further supported by entertainment trip generators such as Ybor City, Channelside, Florida Aquarium, St. Pete Times Forum (Tampa Bay Lightning and Tampa Bay Storm), and the Tampa Convention Center. Other local attractors include Tampa General Hospital, Stetson University, and the University of Tampa. Also, one of the nation's fastest growing cruise homeports is located within the Port of Tampa serving over 800,000 passengers per year[5]. The Port of Tampa includes approximately 1,500 ac of industrial properties, handles approximately 50 million tons of cargo per year, and supports approximately 100,000 jobs in and around Hillsborough County. Residential concentrations exist in the Central Park Village, Tampa Heights, Harbor Island, Davis Island, and the Ybor City areas, with new developments occurring in the Channelside and downtown areas.

The Downtown Tampa site would offer connections to several existing and planned transit systems. The proposed Tampa LRT alignment enters the northeast portion of the activity center to the north of Ybor City and follows the existing CSX rail alignment to the western boundary of the activity center. The proposed FHSR alignment enters the northeast portion of the activity center following the I-4 alignment to I-275 and south along I-275 to the proposed station near Marion Street. Other transit considerations in this activity center include: Tampa Greenways and Trails, the Tampa Electric Company (TECO) Streetcar System, MTC and Parkway, Greyhound Intercity Bus Terminal, and the Port of Tampa cruise terminals. The only controlled access FIHS facility in the activity center is the Lee Roy Selmon Crosstown Expressway (S.R. 618), while the only limited access FIHS facility is I-275/I-4. Refer to Figure 1-2 Area Transit Systems or Figure 3-6 Hillsborough County-Downtown Tampa Site Existing Modes.

The boundaries for the Downtown Tampa site that would be required to meet the ultimate needs of a regional intermodal center are shown in Figure 3-8. Appendix C displays the site characteristics for the Downtown Tampa and Gateway sites, including folio number, size, zoning, land use, and site description.

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

District 7

Figure 3-8

Site Boundaries Downtown Tampa Site

Drainage

The project team conducted a drainage analysis and prepared a Drainage Technical Memorandum[6] (under separate cover). The Downtown Tampa site is located in a drainage basin that extends from the south, between Harrison Street and north to Kennedy Avenue and from Governor Street draining west to the Hillsborough River via storm sewer systems. Refer to the Drainage Technical Memorandum to review a copy of a drainage atlas.

This site is currently urban land that drains south to a 60 x 38 in elliptical storm sewer trunkline system that progressively increases up to a 6.5 ft x 8 ft concrete box culvert and outfalls west into the Hillsborough River. The site ranges in elevation from 19.5 to 22.9 draining from east to west as depicted on the Southwest Florida Water Management District (SWFWMD) contour aerial in the Drainage Technical Memorandum. The proposed 2.1-ac pond site is to be located on the former county jail parcel located west of Jefferson Street and South of I-275.

Due to the high water table and low elevation (19.5 ft) on the west side of the site, a pond liner is necessary to drawdown the control elevation for hydraulic feasibility while maintaining the surrounding groundwater table. An allowable high water of 18.5 was estimated based on providing a one ft freeboard from the low, assumed hydraulic losses and the assumption that the western portion of the intermodal site will be at-grade. Based on the allowable high water elevation of 18.5, a liner will be utilized to set the control elevation at approximately elevation 17. Conveyance of the Downtown Tampa site runoff will require a proposed storm drain extending from North Tampa Street to the pond site east of Morgan Street. The pond outfall will utilize the existing 60 x 38 in elliptical storm sewer system.

Geotechnical Analysis

Based on a review of the Hillsborough County Soil Survey[7], it appears that there is one soil-mapping unit noted within the project alignment. The general soil description is presented below, as described in the soil survey.

- Urban land (Unit 56)

  This mapping unit consists of miscellaneous areas that are covered by concrete, asphalt, buildings, or other impervious surfaces that obscure or alter the soils so that identification is not feasible.

The Downtown Tampa site is located in an area of Hillsborough County that has previously been developed. Once a final design for the site is completed, a more detailed description of the structural and geotechnical requirements will be provided. More information regarding this analysis is contained in the Geotechnical Memorandum in Appendix D.

Access Management

The objective of the Access Classification system is to protect the public safety, enhance the mobility of people and goods, and preserve the functional integrity of the State Highway System (SHS). The roadway network surrounding the Downtown Tampa site consists of Scott Street on the north, North Tampa Street on the west, Jefferson Street on the east, and Harrison Street on the south. Florida Avenue currently bisects the proposed site and is the only adjacent roadway on the SHS. The current access management classification for Florida Avenue is Access Class 7. This classification is distinguished by both restrictive and nonrestrictive median types and minimum distance between traffic signals and median openings. Access Class 7 is used in urbanized areas where existing land use is built out to the maximum feasible intensity and where significant land use or roadway widening is limited. The minimum standards for Access Class 7 are shown in Table 3-5.

TABLE 3-5

ACCESS CLASSIFICATION CRITERIA

Access Classification	Facility Design Features	Connection Spacing (Ft)*	Median Opening Spacing Directional (Ft)	Median Opening Spacing Full (Ft)	Signal Spacing (Ft)
Class 7	Both	125	330	660	1320

*Greater than 45 mph / Less than 45 mph.

The remaining roadways adjacent to the proposed sites are not included on the SHS. However, every effort should be made to conform to the minimum standards on these roadways so as not to compromise the public health, welfare, or safety.

Right-of-Way

It is estimated that approximately 10 ac of additional ROW would be necessary to accommodate a regional intermodal center at the Downtown Tampa site. The relocation impacts of this acquisition are discussed in Section 4.0 of this report. In addition, a Conceptual Stage Relocation Plan[8] was prepared under separate cover.

3.6.2.2 Gateway Site

The Gateway site is located near the central east coast of Pinellas County in the Gateway Activity Center. The Gateway Activity Center boundaries (as designated during the Feasibility Study) were: Old Tampa Bay to the north, Martin Luther King, Jr. Boulevard/9th Street to the east, Gandy Boulevard (U.S. 92) to the south, and the Cross Bayou Canal to U.S. 19 on the west. This activity center is characterized by intense employment due to heavy commercial and industrial development, especially in the Roosevelt Boulevard/Ulmerton Road/118th Street areas. The activity center is also emerging as a center for high-end residential land uses, in addition to existing hotel and

retail land uses. Another major trip attractor is the PIE, which services approximately one million passengers annually.

There are both existing and planned transit systems to consider within the Gateway Activity Center. The proposed PMI monorail crosses the southern boundary of the activity center following I-275 to Roosevelt Boulevard. The alignment then follows Roosevelt Boulevard before turning west on 126th Avenue. It then turns north on the Roosevelt Connector/Roosevelt Boulevard. The alignment crosses the northern boundary of the activity center following Roosevelt past PIE. Other transit considerations include: HART express bus routes, PSTA local routes and transit stations, and automobile access via several FIHS roadways. U.S. 19 is considered the controlled access FIHS facility, while I-275 is considered the limited access FIHS facility. Although there is no existing plan which designates a FHSR station location in this area, this report does not preclude that FHSR may be accommodated by this activity center. The Gateway Activity Center could also be a staging point for a future transit bay crossing. Refer to Figure 1-2 Area Transit Systems or Figure 3-7 Pinellas County-Gateway Site Existing Modes.

The boundaries for the Gateway site that would be required to meet the ultimate needs of a regional intermodal center are shown in Figure 3-9.

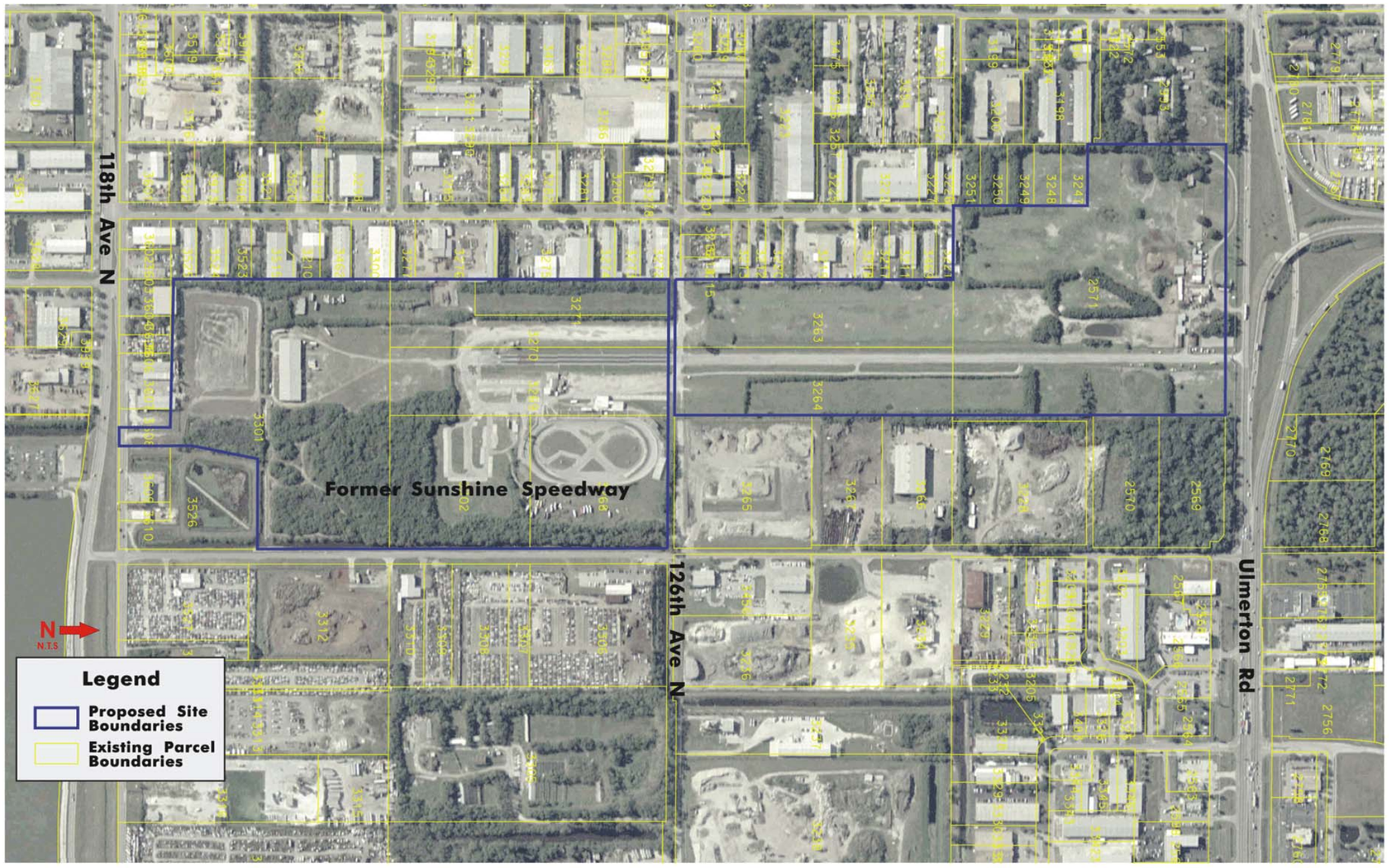
Drainage

The 112 ac Gateway site is the former Sunshine Speedway site in Pinellas County and is within the Roosevelt Creek Basin. The Roosevelt Creek Basin ultimately discharges easterly via ditches to the Tampa Bay. This site has been divided into two sub-basins at 126th Avenue. The sub-basins are referred to as Basin 1 and Basin 2. Basin 1 is located between the 118th Avenue and 126th Avenue, while Basin 2 is between 126th Avenue and Ulmerton Road. At this preliminary phase, it is assumed that approximately 34 ac of the 112 ac proposed site boundaries will be developed for the Gateway site. The 34 ac site is entirely within Basin 1 and is located east of the proposed C.R. 296 Connector and north of the proposed 43rd Street Extension. The C.R. 296 Connector improvements are to occur prior to the intermodal implementation. The proposed C.R. 296 Connector and 43rd Street Extension are depicted in the Gateway site layout in the Drainage Technical Memorandum.

Basin 1 has a ditch around the west, south and east perimeters of the site and discharges towards the east through a long series of ditches directly into Roosevelt Creek.

For the purpose of this report, a proposed pond size of 3.5 ac is necessary for the 34 ac Gateway site. The 34 ac site ranges in elevation from 25 ft to 2.8 ft draining from the east to the outfall ditch as depicted on the SWFWMD contour aerial in the Drainage Technical Memorandum. The elevations substantially vary due to embankment for the former speedway site and lower elevations adjacent to the outfall ditch. The pond area is at elevation 10.5. An allowable high water of 10.7 was assumed based on the design high water elevation of a pond (Pond 6) proposed near the Gateway site in the C.R. 296 Pond Siting Report.

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



District 7

Figure 3-9

Site Boundaries
Gateway Site

A conservative assumption is to assume the intermodal center will most likely be at grade with the C.R. 296 improvements. This would require that the surrounding elevations of the intermodal site be no lower than elevation 12.7, which incorporates hydraulic losses and clearance. Per the C.R. 296 Pond Siting Report, Pond 6 for that project is located adjacent to the Gateway site at the northeast quadrant of the proposed Connector and 43rd Street intersection. Expansion of Pond 6 should be considered for the project to make the most efficient use of the land available. However, as an alternative, there is flexibility in constructing a separate pond adjacent to Pond 6. A pond size of 3.5 ac conservatively assumes that a stand-alone pond is required. The outfall ditch is located on the eastern border of the parcel adjacent to the Gateway site and 40th Street.

Geotechnical Analysis

Based on a review of the Pinellas County Soil Survey[9], it appears that there are five soil-mapping units noted within the project alignment. The general soil description is presented below, as described in the soil survey.

- Made Land (Unit Ma)

  This soil consists of mixed sand, clay, hard rock, shells, and shell fragments that have been transported, reworked, and leveled by earth-moving equipment. Many areas consist of material that has been dredged from the bay and used to fill diked areas.

- Manatee Loamy Fine Sand (Unit Mn)

  This is a nearly level, very poorly drained soil that has loamy subsoil. It occurs in depressions and along broad drainageways. The water table commonly is at a depth of less than 10 in.

- Myakka Fine Sand (Unit My)

  This is a nearly level, poorly drained soil on broad flats between sloughs and swamps. In places it is gently sloping. The water table is normally at a depth of 10 to 30 in.

- Oldsmar Fine Sand (Unit Om)

  This a nearly level, poorly drained sandy soil on broad low ridges in the flatwoods. The water table is at a depth of less than 10 in for 1 or 2 months during wet periods and at 10 to 30 in for 2 to 6 months in most years. Most areas are periodically wet.

- Pompano Fine Sand (Unit Pp)

  This a nearly level, poorly drained soil near ponds and in low areas between sloughs in the flatwoods. The water table normally is at a depth of 10 to 40 in. It is within 10 in for 1 to 2 months during wet seasons and is below 40 in during dry periods.

The Gateway site is located within an area of Pinellas County known for high groundwater tables. The site will require fill to elevate structures and asphalt parking areas and access drives to maintain proper groundwater separation. Once a final design for the site is completed, a more detailed description of the structural and geotechnical requirements will be provided. More information regarding this analysis is contained in the Geotechnical Memorandum in Appendix D.

Access Management

The surrounding roadway network for the proposed Gateway site consists of 126th Avenue on the north, C.R. 296 Connector on the west and south, and 40th Street on the east. At the time of this study, Phase IV of the C.R. 296 Connector (FPN 256995-1 from Ulmerton Road to 40th Street) was in the design phase. This project is a segment of a larger Roosevelt Connector corridor providing a controlled access linkage from 49th Street to I-275. Access Classification for the C.R. 296 Connector is assumed to be Class 2. This classification is distinguished by restrictive median with service roads and maximum distance between traffic signals and median openings. Access Class 2 applies to roadways where existing land use and roadway sections have not completely built out to the maximum capacity, or where the probability of significant land use changes in the future is high. The minimum standards for Access Class 2 are provided in Table 3-6.

TABLE 3-6

ACCESS CLASSIFICATION CRITERIA

Access Classification	Facility Design Features	Connection Spacing (Ft)*	Median Opening Spacing Directional (Ft)	Median Opening Spacing Full (Ft)	Signal Spacing (Ft)
Class 2	Restrictive w/ Service Roads	1320/660	1320	2640	2640

*Greater than 45 mph / Less than 45 mph.

The remaining roadways adjacent to the proposed site are not included on the SHS. However, every effort should be made to conform to the minimum standards on these roadways so as not to compromise the public health, welfare, or safety.

Right-of-Way

All of the property located within the boundaries that would meet the ultimate needs of a regional intermodal center is currently owned by FDOT; therefore, no additional ROW will be required.

3.6.3 PROPOSED CONCEPT PLANS

To begin the analysis of the proposed sites, it was imperative to understand that although the need was evident, the plan(s) must be convenient, efficient, safe, and attractive in order to facilitate change. As in many other cities and regions across the country, there is a strong tie to the SOV, thus leading to congested highways and local streets and furthermore to the frustrated traveler. The TBIC will be a catalyst for social change across the Tampa Bay region. This change will be brought about by allowing public transportation modes to be highly accessible and convenient to the regions served. Based on the factors mentioned previously, two sites from the Feasibility Study were deemed as most viable for further investigation as regional intermodal centers: the Downtown Tampa site in Hillsborough County and the Gateway site in Pinellas County. The following section discusses the conceptual organization and issues associated with the development of each site. The conceptual plans (including the ultimate layout as well as each phase) are provided in Appendix E.

3.6.3.1 Downtown Tampa Site

The Downtown Tampa site is of size and shape to allow for a variety of functions, is easy to access, and offers phasing potential. The site is approximately 11 ac in size and consists of approximately 30 small parcels. Based on the Feasibility Study, the site was classified as Site Class 2, potentially accommodating HSR, intercity bus, express bus, and local transit. During this PD&E Study, it has been determined that the proposed Tampa LRT alignment could be modified to access this site, especially since no funding options have been identified to date for LRT. This would then change it to a Site Class 1. Phase I would allow for surface parking, intercity bus accommodations, and an extension of the HARTline services provided at the Marion Transit Center. Phase II would incorporate an LRT connection, limo and taxi areas, additional parking with mixed-use development, pedestrian circulation areas, and retention pond with urban green space. Phase III would allow for the addition of FHSR and additional parking, with mixed-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 LRT. Because of their proximity to I-275 and other local, busy streets, these two rail systems will be elevated to provide both unobstructed traffic flow and maintenance of traffic. This would also allow for potential future extension of the FHSR route. This design works well in 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 the ground level, 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.

A list of facilities is included and each of these features are described in the following sections:

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

Intercity Bus Facility

The Intercity Bus Station is at the ground level of the intermodal center, and is located in the parcel northwest of the MTC. This facility, which is proposed to be built in Phase I of the construction project, will be served by a provider such as Greyhound. It will allow for riders coming from other regions to connect to local destinations through the other modes present. In addition to the drop-off area there is also space set aside for small office, ticketing, information, and dispatch functions.

Express Bus Facility

The parcel located just north of the MTC will be used, starting in Phase I, as an extension of services already being provided by Tampa's HARTline Bus Service. This facility, also at ground level, will be similar in nature to the Intercity Bus Facility described above. Space has been allotted for office, dispatch, information, meeting rooms, and ticketing functions in Phase I or II. Here, as well as at the Intercity Bus Facility site, the loop drive does not connect to Marion Street in order to provide an area for pedestrian circulation while allowing unobstructed traffic. The Express Bus Facility concept works well independently, as well as in conjunction with vertical circulation for the future phases of the project.

Parking Garage

A crucial function of the intermodal center is parking. The concept for the parking garage is a multi-use facility with retail on a portion of the ground level, parking on lower levels, and potential future mixed use on the upper levels.

The purpose of the mixed-use concept is to create the opportunity for public/private joint venture development. These types of joint partnerships help spur economic growth and development in the area while also providing much desired living and working environments for people. These developments often appeal to a variety of diverse lifestyles.

FHSR

The FHSR proposed path comes from the east following I-4 and the I-275 Downtown Interchange into the site. This mode of transportation should be considered as one of the viable modes for connectivity from region to region. The FHSR offers competition to regional air travel. The addition of the FHSR mode is anticipated in Phase III of the project and is located on the third level of the intermodal center. FHSR provides opportunity for people to access Tampa's many attractions, conduct business, or connect to attractions outside the region.

The northern half of the State of Florida office building site is proposed for use if the FHSR is built in Phase IV of the project. It is anticipated that the FHSR will need space for a switch back area and emergency overrun space. Also located on the parcel, north of the FHSR switch back area is another proposed mixed-use parking garage, to meet anticipated need when the FHSR is built. This mixed-use development would further enhance the potential for joint partnership developments and economic growth.

Tampa LRT Connection

Although the Downtown Tampa site is not located along the proposed route in the Tampa Light Rail PD&E Study, there is still the opportunity for modification of the route or addition of an extension to this site. For the purposes of this PD&E Study, a northern spur off the proposed LRT path is shown traversing from the east into the site and is proposed to be on level two of the intermodal center. Proposed to be in Phase II of the project, it will provide mass transit opportunities for visitor and commuter uses.

Passenger and Para Transit Drop-Off/Pick-Up

Passenger and Para Transit drop-off and pick-up areas will be provided where turnoff areas located near the bus loops at the south end of the sites. During final design, further investigation may be necessary to establish additional need and locations. One determining factor will be the balance between pedestrian friendly access and proximity to the intermodal center.

Limo and Taxi Stands

Limo and Taxi Stands will also be provided where turnoff areas located near the bus loops at the south end of the sites. During final design, further investigation may be necessary to establish additional need and locations. A determining factor is the balance between pedestrian friendly access and proximity to the intermodal center.

Bicycle Storage Facilities

Bicycle storage could be placed in a number of locations on each of the developed parcels. Bicycle accommodations also allow individuals to connect with other modes.

Urban Green Space and Stormwater Retention

The design proposes stormwater retention and an urban green space co-located at the former county jail site. This location will complement the adjacent historic Oaklawn Cemetery and nearby (across Jefferson Street) residential area. In addition, the preliminary alignments of the FHSR and an LRT spur may traverse this site in such a way that could limit future use for larger buildings. Thus, the area could be defined as a buffer zone with a mix of possible functional amenities, such as seating areas for picnics or an additional tour bus and vehicle drop-off area. This area provides necessary stormwater retention that will incorporate aesthetic features (fountains, landscaping, etc.) as well as the functional elements. Canopies may be considered in some areas for shade and in case of inclement weather.

3.6.3.2 Gateway Site

The Gateway site size offers an opportunity for phased development, joint-use partnerships, efficient circulation, and intermodal connectivity. The site is approximately 30 ac in size and consists of three 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, express, and intercity bus services; limo and taxi areas; pedestrian circulation areas; and retention pond with urban green space. Phase II would allow for the addition of PMI monorail, car rental facilities, and additional parking with mixed-use development. Phase III would accommodate FHSR and additional parking with mixed-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 (Roosevelt Connector) currently under design. Proposed pond locations for C.R. 296 (Roosevelt Connector) and anticipated alignments of the FHSR and PMI monorail lines decrease the available site

area. A proposed extension of 126th Avenue (by other government entities) 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; therefore, the location of buildings is limited. 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.

A list of facilities is included and each of these features are described in the following sections:

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

PMI/Express Bus Facility

The PMI planning document identified a PSTA terminal along the PMI alignment. The alignment was originally situated on the north side of the proposed extension of 126th Avenue. Although this may work well for the two modes independently, connectivity of other modes and parking areas is less desirable. An alternate PMI alignment is proposed in the concept plans to allow for enhanced connectivity, while preserving area for the PSTA terminal. Bus circulation would occur at ground level and is provided in Phase I. The addition of an elevated pedestrian concourse and connection platform for the PMI monorail would occur in Phase II of the project.

Intercity Bus Facility

Similar to the Express Bus Terminal, the Intercity Bus Terminal would be located at the ground level. Organization and pedestrian circulation will occur in a common area with ticketing, information, and minor office functions also included. Vertical circulation elements would be added if the FHSR is constructed.

FHSR

Because this project does not preclude a HSR connection to Pinellas County, it is necessary to incorporate FHSR in the ultimate configuration of the proposed intermodal center. FHSR would enter the site from the south and a platform would be located on the second level. FHSR is a Phase III planned development.

Limo and Taxi Stand

An area for limousine and taxi pick-up/drop-off will be provided on the ground level next to the Intercity Bus Terminal. This area can be located near pedestrian circulation areas because of the minimal anticipated traffic volume. It is important for the limo/taxi stand to be located in close proximity to the other major modes of transportation.

Parking Garage

The design of the parking garage at the Gateway site is similar to parking garages described for the Downtown Tampa site. Pedestrian connection is accommodated through a multi-level pedestrian connector located at the northwest corner of the parking garage. Pedestrian bridges will connect passengers to second circulation concourses for the FHSR and PMI monorail terminals.

Surface Parking and Mixed–use Development Areas

These areas are similar in nature to the mixed-use areas described for the Downtown Tampa site; however, the overall areas for each here at the Gateway site are much larger and would have an aesthetic character specific to the context of the surrounding activity center.

Rental Car Facilities

The conceptual plan provides for on-site car rental services to supplement the offerings currently provided by the PIE and as a convenience for riders in need of those services. Additional area can be accommodated if the need arises.

Stormwater Retention and Pedestrian/Bicycle Amenities Areas

As stormwater retention is a necessary part of the development, it will be treated as an opportunity to provide pedestrian and bicycle trails or conservation green space development for eventual residents and patrons alike. These areas could also attract people from surrounding areas. Thus, the overall plan meets the context sensitive design goal.

3.7 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 3-7. 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 each estimated at 10 percent of the total construction costs.

ROW acquisition costs for improvements associated with this project are also summarized in Table 3-7. The ROW costs were generated using 2005 dollars. The estimates include land, building, and legal costs associated with the acquisition of each site.

TABLE 3-7

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**

3.8 REFERENCES

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

2. Draft Environmental Impact Statement, Florida High Speed Rail; Florida High Speed Rail Authority; Orlando, Florida; August 2004.

3. Tampa Bay Regional Planning Model; Florida Department of Transportation-District Seven; Tampa, Florida; 2001 (Revised 2005).

4. Investment Grade Ridership Study, Summary Report; Florida High Speed Rail Authority; Orlando, Florida; November 20, 2002.

5. Tampa Port Authority; "Cruise"; http://www.tampaport.com; September 1, 2004.

6. Drainage Technical Memorandum, Tampa Bay Intermodal Center(s) Project Development and Environment; Florida Department of Transportation-District Seven; Tampa, Florida; December 2005.

7. Soil Survey of Hillsborough County, Florida; United States Department of Agriculture, Soil Conservation Service; Washington, D.C.; 1958, Revised 1989.

8. Conceptual Stage Relocation Plan, Tampa Bay Intermodal Center(s) Project Development and Environment; Florida Department of Transportation-District Seven; Tampa, Florida; December 2005.

9. Soil Survey of Pinellas County, Florida; United States Department of Agriculture, Soil Conservation Service; Washington, D.C.; 1972

Section 4.0
IMPACTS

4.1 SOCIAL IMPACTS

Until recently, social issues within transportation project development were often regarded with lesser priority than other environmental issues. Despite many legal requirements and supporting regulations, little emphasis was placed on the effects that a transportation action has on a community and its quality of life. Proposed transit projects often produce social and economic externalities and may influence the character and nature of communities. Social impacts that may occur as the result of proposed improvements include impacts to future land use, community cohesion, community facilities and services, mobility, and safety. The social impacts of the two proposed intermodal centers are documented in this section.

4.1.1 LAND USE

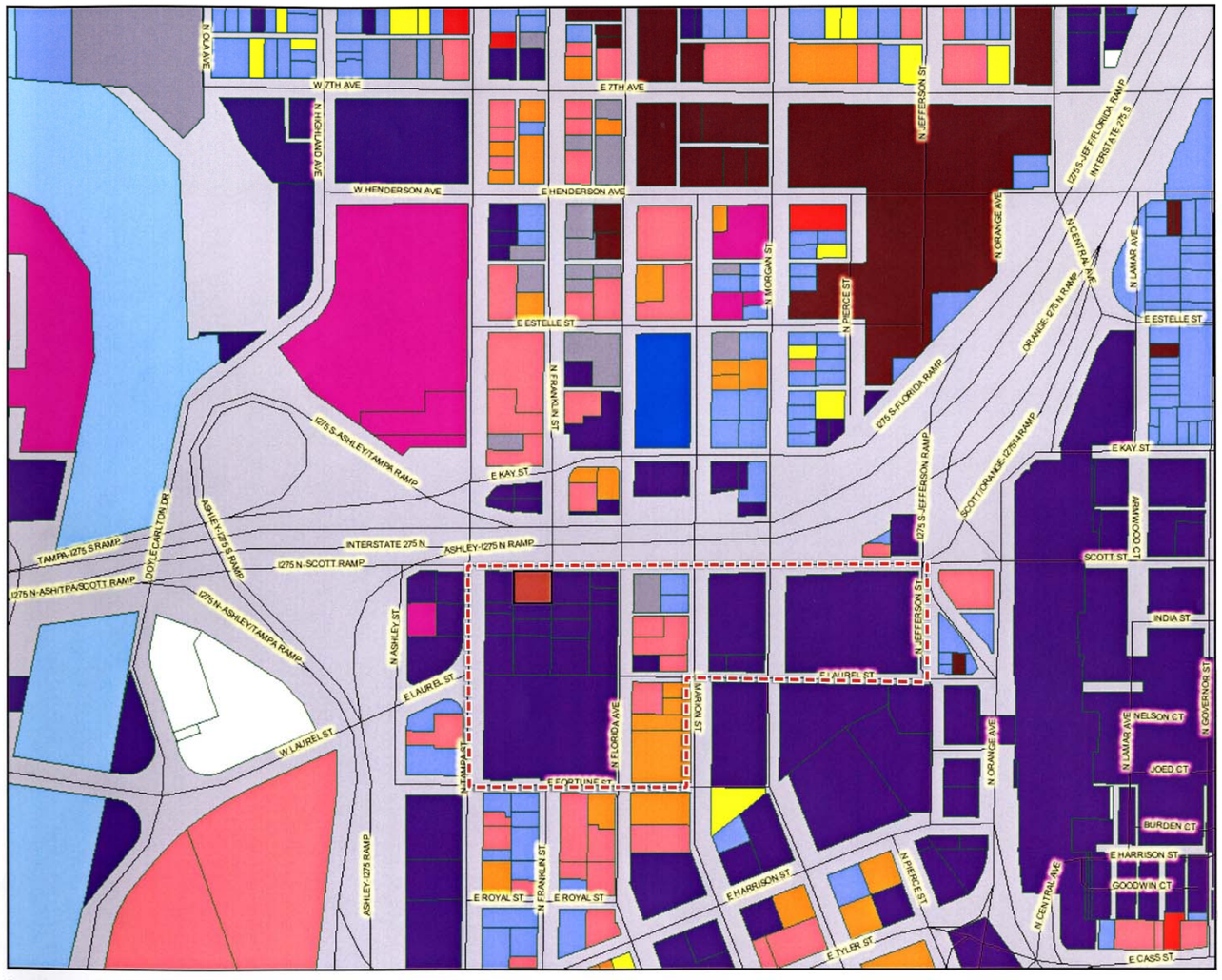
This section provides a description of the existing and planned future land use in the vicinity of the two proposed intermodal center locations. In addition, this section discusses the consistency of the proposed use with the planned future land use, secondary development and cumulative impacts, and opportunities for joint land use development.

4.1.1.1 Existing Land Use

Downtown Tampa Site

The proposed Downtown Tampa site is located just south of I-275 between North Tampa Street and North Jefferson Street in Hillsborough County. Figure 4-1 highlights the group of parcels required for the facility along with existing land use patterns in the vicinity. The Hillsborough County-City of Tampa Land Use Information System (LUIS) depicts the predominant land use in the surrounding area as public/quasi-public/institutional, light commercial, light industrial, educational, and multi-family. Located just north of the project area between Highlands Avenue and Orange Avenue is Stetson University and Mobley Park Apartments.

Current light commercial establishments, including Icon Financial LLC and Diversimark, Inc. are located just east of the proposed site location. There are two developments under construction in the project area. The Arlington, consisting of 13 residential and eight commercial units, is located south of the site on the corner of East Fortune Street and North Franklin Street. The Arts Lofts is located west of the site on Doyle Carlton Drive and West Laurel Street. The Franklin Street lofts, a planned development of 30 units, is also located south of the site at the intersection of North Franklin Street and East Harrison Street.



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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

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

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

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

District 7

Proposed Site Boundary

Figure 4-1

Hillsborough County Existing Land Use

Gateway Site

The proposed Gateway site is located on the southwest corner of 126th Avenue and 40th Street in Pinellas County. Figure 4-2 highlights the group of parcels required for the facility along with existing land use patterns in the vicinity. The predominant uses of land depicted in the surrounding area are: industrial general, industrial limited, and commercial general. The site is surrounded by Pinellas Groves, an industrial park owned by Pinellas County. The Carillon area, which is a new, mixed-use development, is approximately one mile to the east along Ulmerton Road, and the St. Petersburg-Clearwater International Airport (PIE) is a couple of miles (mi) north on Roosevelt Boulevard. C.R. 296 (Roosevelt Connector) is currently in the design phase and will traverse north-south through the extent of this site. Zoning data for Pinellas County parcels, updated January 2005, was obtained from the Board of County Commissioners Information Systems Group.

4.1.1.2 Future Land Use

Downtown Tampa Site

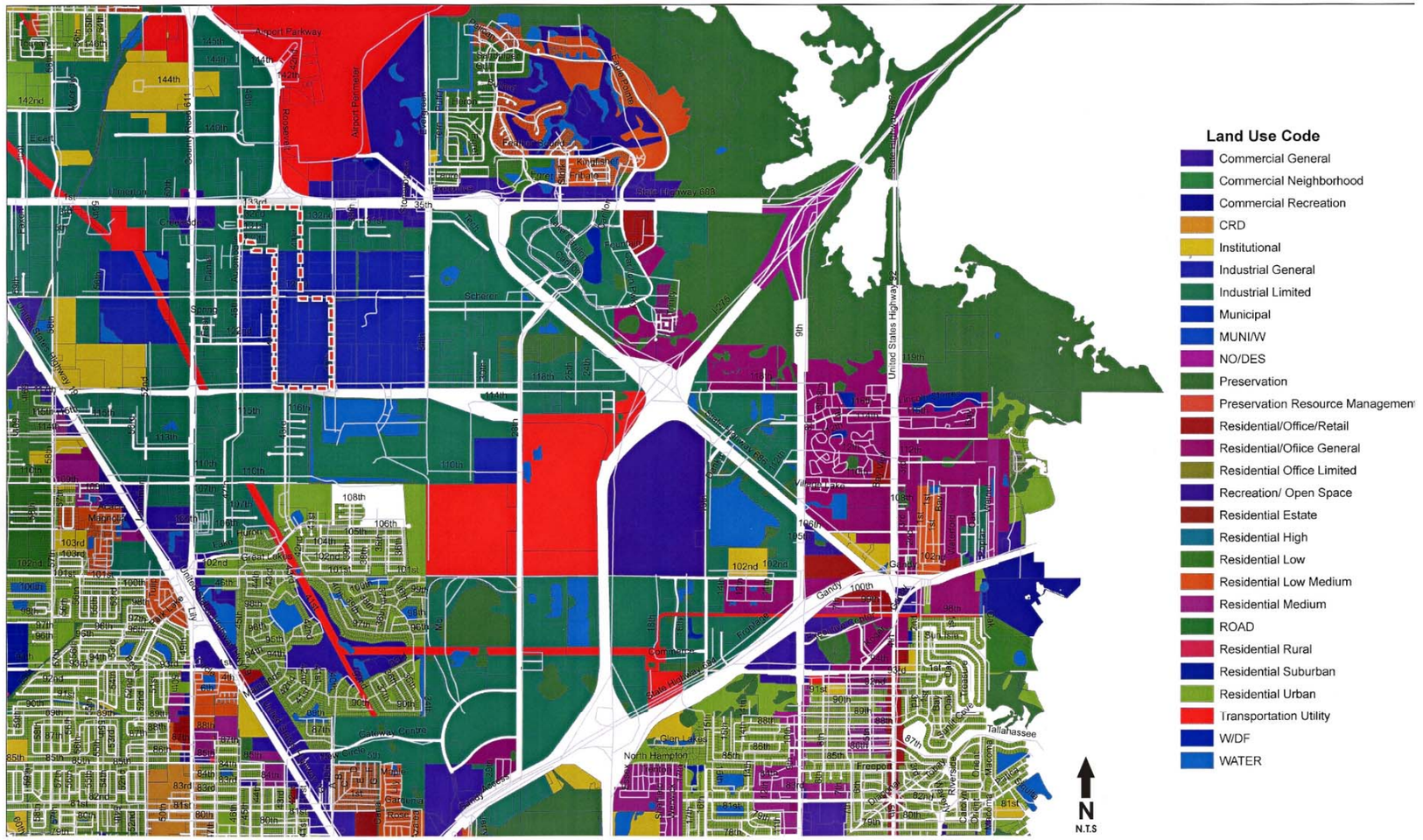
The 2020 Future LUIS developed by Hillsborough County and the City of Tampa indicates the future land use for downtown Tampa, which differs slightly from the existing land use. Light commercial will be replaced with heavy commercial west of Nebraska Avenue. North of the proposed site location, educational 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), this is shown in Figure 4-3. The change in land use is expected to support the advancement of downtown revitalization and facilitate efforts to enhance mass transit.

The proposed project is regionally significant and consistent with the adopted goals, objectives, and policies found in the city of Tampa's CBD element of the 2020 City of Tampa Comprehensive Plan. This site is also included within the approved master plan for other modes of transportation, including the Florida High Speed Rail (FHSR) Draft Environmental Impact Statement[1]. Therefore, transportation use is consistent with future land use and existing zoning regulations. The Hillsborough County City-County Planning Commission concurred with this finding in a letter dated June 9, 2005, as shown in Appendix F.

Gateway Site

As shown in Figure 4-4, the 2020 Future Land Use Element of the Pinellas County Comprehensive Plan maintains the land use surrounding the Gateway site as industrial general according to the Pinellas County Commissioners Information Systems. The site is located in Mid-Pinellas, a 40 square mile region including portions of the cities St. Petersburg and Largo.

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



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/Ofiice 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

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Pinellas County
Board of County Commissioners
Information Systems

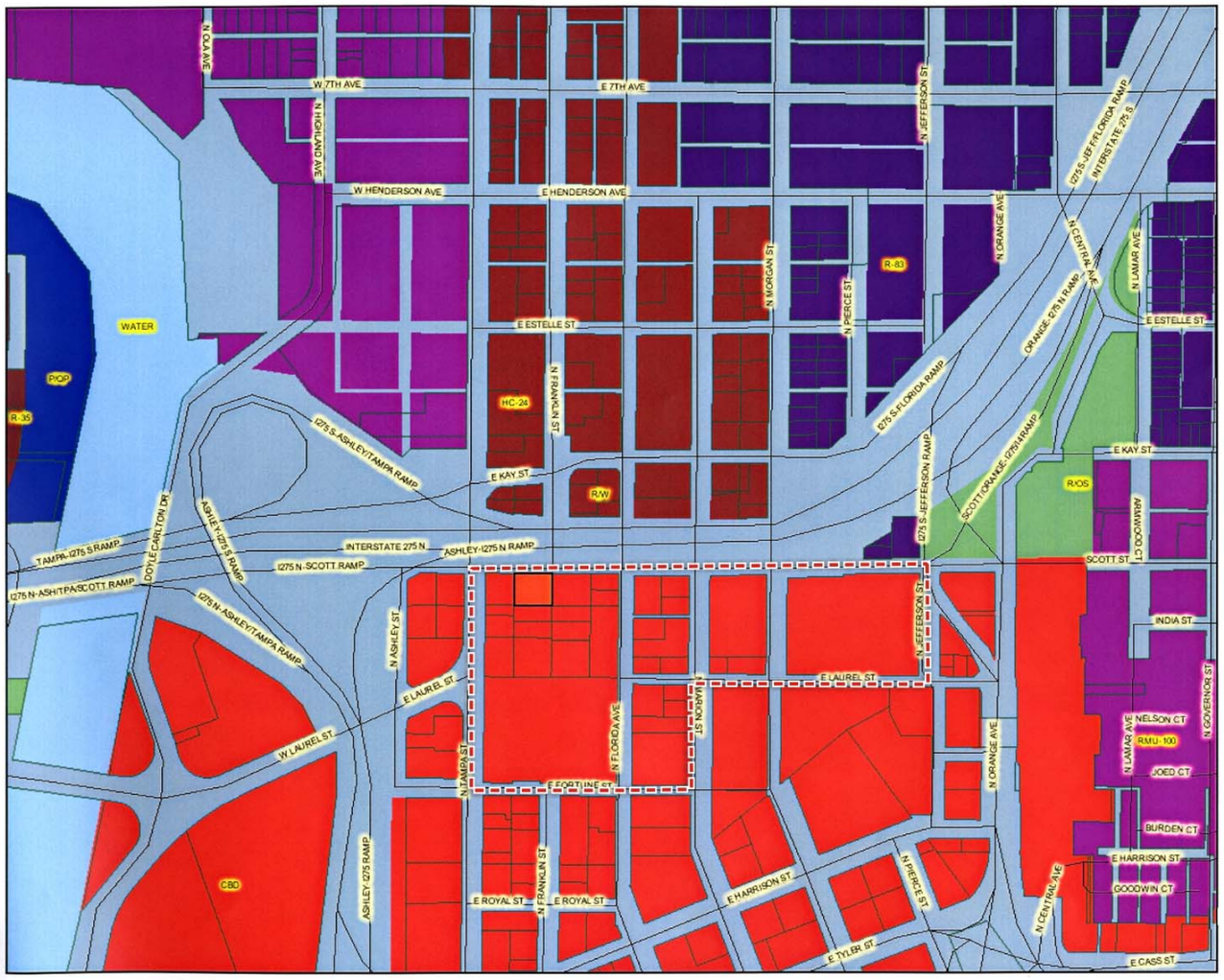
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
District 7

Proposed Site Boundary

Figure 4-2

Pinellas County Existing Land Use

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
- 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

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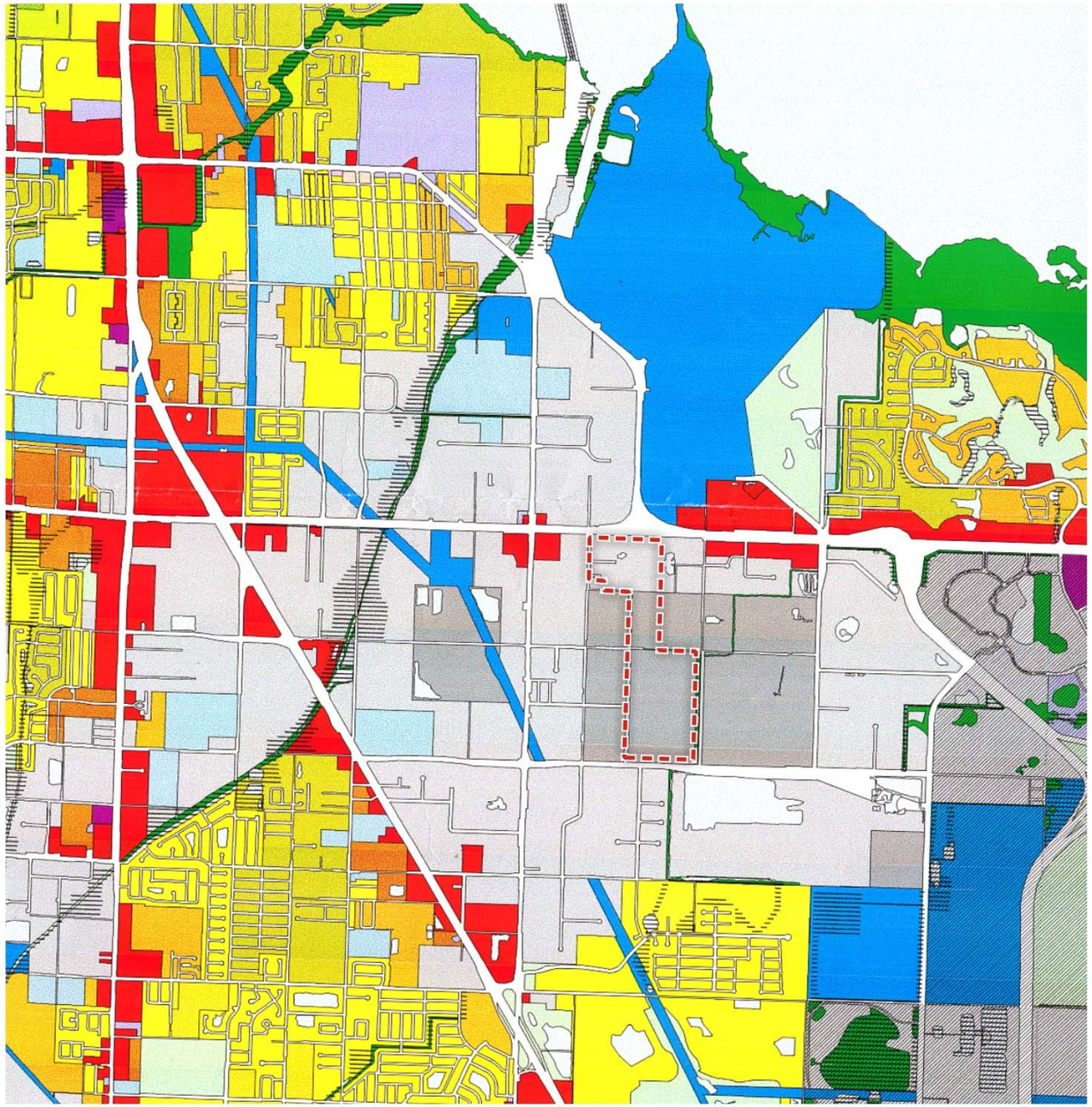
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
District 7

Proposed Site Boundary

Figure 4-3

Hillsborough County Future Land Use



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

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

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
District 7

Proposed Site Boundary

Figure 4-4

Pinellas County Future Land Use

The county comprehensive plan states:

> Pinellas County shall consider and coordinate the establishment of a transportation concurrency management area (TCMA) or a similar mechanism to develop transportation strategies that increase the mobility in mid-county and the viability of travel modes that provide an alternative to the single occupant vehicle.

The proposed project is regionally significant and consistent with the adopted goals, objectives, 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 PIE. Therefore, 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 Appendix F.

Long Range Transportation Plans and Local Government Transportation Plans

Florida Department of Transportation (FDOT) initiated coordination with the local metropolitan planning organizations through the Executive Transportation Team (ETT) process and small group meetings. Two local agencies are responsible for long-range transportation planning within the project area, the Hillsborough County Metropolitan Planning Organization (MPO) and the Pinellas County MPO. These agencies are authorized under federal and state statutes for multi-jurisdictional and multi-modal transportation planning. This project is consistent with the goals and objectives of the approved Hillsborough County MPO 2025 Long Range Transportation Plan (LRTP) and the Pinellas County MPO 2025 LRTP. At the end of the 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.

There are also five local government entities within the project area, which maintain comprehensive plans in compliance with *Florida Statutes, Chapter 163*. By rule, these plans contain multi-modal transportation elements, which must be consistent with the LRTPs of the local MPOs. This project is consistent with the goals and objectives of the local city comprehensive plans (City of St. Petersburg, City of Clearwater, and City of Tampa), as well as the local county comprehensive plans (Hillsborough and Pinellas counties). The proposed Tampa Bay Intermodal Center(s) (TBIC) 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.

Joint Land Use Development

FDOT emphasizes the need for joint land use development at the proposed regional intermodal centers. Each regional intermodal center will offer the opportunity for mixed-use development, including commercial, retail, office, restaurants, and even

residential uses, in addition to transportation uses. FDOT has involved the City of Tampa, Hillsborough County, Hillsborough Area Regional Transit (HART), Greyhound Lines, Inc., Amtrack, in the development of the conceptual plans for the Downtown Tampa site. FDOT has involved the City of St. Petersburg, City of Pinellas Park, City of Clearwater, Pinellas County, Pinellas-Suncoast Transit Authority (PSTA), Greyhound Lines, Inc., and the PIE in the development of conceptual plans for the Gateway site. It is anticipated that many of the service providers will coexist within the intermodal centers.

Secondary and Cumulative Effects

The overall goals and objectives of the proposed intermodal center(s) are consistent with the Strategic Intermodal System (SIS) Plan (*F.S. Section 339.61 through 339.64*), the adopted goals and objectives for the 2025 LRTPs of both Hillsborough and Pinellas MPOs and an extensive inventory of other local, regional, and statewide plans. Both of the sites for the proposed regional 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. In consideration of these factors, FDOT expects a degree of effect of minimal to none for secondary and cumulative effects.

4.1.2 COMMUNITY COHESION

This project is being developed in compliance with *Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (February 11, 1994), which requires FDOT to provide access to public information and opportunities for community input in the *National Environmental Policy Act of 1969* (NEPA) process, including identifying potential effects and mitigation measures in consultation with affected communities and improving the accessibility of meetings, documents, and notices.

Downtown Tampa Site

The proposed regional intermodal center 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 center 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.

Gateway Site

The proposed regional intermodal center 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 center 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.

4.1.3 RELOCATION POTENTIAL

Downtown Tampa Site

It is likely that the proposed Downtown Tampa site will require an additional ten acres (ac) of right-of-way (ROW); however, there are no residential relocations associated with the Downtown Tampa site. The acquisition is expected to displace seven businesses within the community. More information concerning the anticipated relocations is provided in the Conceptual Stage Relocation Plan[2] (CSRP). Therefore, in order to minimize the effects of ROW acquisition, 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*).

FDOT provides advance notification of impending ROW acquisition. 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 the 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 FDOT has offered the relocate 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 displaces 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; (4) moving owner-occupied housing to another location.

Financial assistance is available to the eligible relocate to:

1. Reimburse the relocate for the actual reasonable costs of moving from homes, business, and farm operations for a highway project.

2. Make up the difference, if any, between the amounts 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.

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 FDOT's relocation assistance program and ROW acquisition program, are "Your Relocation: Residential," "Your Relocation: Business, Farms, and Nonprofit Organizations," "Your Relocation: Signs," and "The Real Estate Acquisition Process." All of these brochures are distributed at the Public Hearing and are made available upon request to any interested persons.

Gateway Site

The Gateway site, as presently conceived, will not displace any residences or businesses within the community, because no additional ROW is necessary. Should this change over the course of the project, 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*). In addition, FDOT District Seven ROW Office would provide detailed data on any relocations, replacement property, and relocation assistance in a CSRP to comply with *23 CFR 771*, *Federal Highway Administration (FHWA) Technical Advisory T6640.8A*, and Chapter 9, Section 1 of FDOT Right of Way Manual[3]. The brochures, which describe in detail FDOT's relocation assistance program and ROW acquisition program, are "Your Relocation: Residential," "Your Relocation: Business, Farms, and Nonprofit Organizations," "Your Relocation: Signs," and "The Real Estate Acquisition Process." All of these brochures are distributed at the Public Hearing and are made available upon request to any interested persons.

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.

4.1.4 COMMUNITY SERVICES

Downtown Tampa Site

The following community facilities are located on or adjacent to the proposed Downtown Tampa site: Museum of African American Art, St. Paul African Methodist Episcopal (AME) Church, Oaklawn Cemetery, Marian Transit Center, City of Tampa Recreation Department, Tampa Bay Downtown Preschool and Day Care Center, and Harlem Academy. None of the community services will be acquired as a result of this project. This project would provide the facility user and the surrounding community with a facility that will be pleasing to the senses, assimilation of the visual qualities of the community's visual resources, and design of a facility that is compatibility with the community-at-large.

Gateway Site

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

4.1.5 ENVIRONMENTAL JUSTICE AND TITLES VI AND VIII CONSIDERATIONS

This project has been developed in accordance with the *Civil Rights Act of 1964*, as amended by the *Civil Rights Act of 1968*. *Title VI* of the *Civil Rights Act of 1964* provides that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. *Title VIII* of the *Civil Rights Act of 1968* addresses discrimination in regard to the sale or rental of a dwelling, or in the provision of services or facilities in connection with such dwelling on the basis of race, color, religion, sex, disability, familial status, or national origin. The *Civil Rights Restoration Act of 1987* clarified the intent of *Title VI* to include all program and activities of federal aid recipients, sub-recipients, and contractors whether those programs and activities are federally funded or not.

Executive Order 12898: Federal Actions to Address Environmental Justice Minority Populations and Low-Income Populations (February 11, 1994), re-emphasizes the intent of the Civil Rights Acts and expands protection to low-income populations. It also requires federal agencies to provide minority communities and low-income communities access to public information and opportunities for community input in the NEPA process, including identifying potential effects and mitigation measures in consultation with affected communities and improving the accessibility of meetings, documentation, and notices. In addition, *U.S. Department of Transportation* (USDOT) *Order 5610.2: Department of Transportation Actions to Address Environmental Justice in Minority*

Populations and Low-Income Populations (April 1997) and *USDOT Order 6640.23: FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (December 1998) establishes procedures for USDOT to comply with the Civil Rights Acts and *Executive Order 12898*.

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*. Neither of the proposed sites will result in any disproportionately high or adverse impacts to any distinct minority, ethnic, elderly, or handicapped groups, and/or low-income households. Should this change over the course of the project, FDOT would identify effects and mitigation measures in consultation with affected communities and improve the accessibility of meetings, documentation, and project decision makers. Title VI information was available at the Public Hearing.

4.1.6 CONTROVERSY POTENTIAL

At the project onset, FDOT initiated a comprehensive Public Involvement Program in compliance with FDOT Project Development and Environment (PD&E) Manual[4], *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. FDOT District Seven is committed to coordinating with federal, state, and local agencies and organizations, in addition to conducting a proactive public involvement program. The positive value of establishing a line of communication with government agencies and implementing effective public involvement techniques often results in valuable feedback, timely decision-making, efficient process, public awareness, and support for the project.

FDOT District Seven, through the Advance Notification (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 second AN was distributed on March 9, 2005. Due to the large project area (Hillsborough and Pinellas County), the majority of comments to the AN were requests for continued coordination; 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 either 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.

Both meetings incorporated an informal format with no formal presentation. As attendees checked-in at a registration table, they received a name tag and meeting handout package. Handouts included: project newsletter, travel demand information,

project location map, and comment form. FDOT District Seven organized the meeting room in six different stations. Each station incorporated a staff expert, back-up information, and display boards to explain the station topic.

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. FDOT also coordinated with the City of St. Petersburg to address the City's concerns regarding the recommended intermodal site in Pinellas County. This coordination effort is documented in Section 5.0 of this report.

As a result of the coordination with public and agencies to date, minimal controversy is expected for either of the proposed sites.

4.1.7 PEDESTRIAN/BICYCLE FACILITIES

Consideration of the pedestrian and bicycle component is an integral feature of any transportation project, especially in relation to intermodal or multi-modal accommodations. 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. In addition, these routes have been included in project graphics. The pedestrian aspect of connectivity is a priority consideration in the PD&E Study and will continue to be incorporated during the design phase. This project is consistent with *23 U.S.C. 109(n)*, 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.

4.1.8 VISUAL/AESTHETICS

The CEQ regulations identify aesthetics as one of the factors in the human environment which must be considered in determining the effects of a federal action. *Title 23 U.S.C. 109(h)* and *FHWA Technical Advisory T6640.8A* cites the aesthetic effects must be fully considered in the preparation of environmental documents. Aesthetics refer to the community perception of what constitutes a pleasing environment.

One of the goals of this project is to enhance environmental stewardship. In an effort to attain this goal, FDOT is dedicated to the incorporation of aesthetic design, art, and architecture into the two proposed regional intermodal facilities. FDOT adopted a policy to assure design solutions are compatible with the surrounding environment and community desires, while preserving natural vegetation and the human environment. The results of this design effort will provide the facility user and the surrounding community with a facility that will be pleasing to the senses, assimilation of the visual qualities of the community's visual resources, and design of a facility that is compatible with the community-at-large.

FDOT is aware of *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. 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. Furthermore, FDOT is committed to continuous coordination with the community; federal, regional, state, and local agencies; and private interest groups, to ensure full consideration is given to designing a facility which has the ability to enhance the aesthetic fabric of the community.

Downtown Tampa Site

The site for the proposed regional intermodal center in Downtown Tampa is a prime area for redevelopment. Many of the parcels in the area are vacant or host antiquated structures. Aesthetic areas of interest include the National Register of Historic Places (NRHP)-listed St. Paul AME Church and Parsonage, Oaklawn Cemetery, and the Marian Transit Center. FDOT will incorporate, when possible, the features of these facilities throughout the preliminary design of this site. In addition, FDOT is incorporating on-site drainage as an aesthetic feature to add to the desirability of the facility. FDOT has received many comments and ideas from local agencies in an effort to coordinate aesthetic features.

Gateway Site

The site for the proposed regional intermodal center in Pinellas County is currently an undeveloped area. Many of the surrounding parcels contain industrial land uses. Aesthetic areas of interest include the nearby Carillon development and coastal features. Introduction of the proposed regional intermodal center may well dictate the aesthetic character of future development in the area. FDOT is incorporating on-site drainage as

an aesthetic feature to add to the desirability of this facility, as well. FDOT has received many comments and ideas from local agencies in an effort to coordinate aesthetic features.

4.1.9 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 Appendix G. 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.

4.1.10 SOCIAL AND ECONOMIC IMPACTS

Downtown Tampa Site

Downtown Tampa is largely regarded as the primary CBD for the entire Tampa Bay area. In the year 2000, total employment in the activity center area was almost 71,000 and the residential population was estimated to be over 15,000. 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 ac and almost 40 employees per ac by 2025.

Within the vicinity of the proposed site, but not adjacent to the site, there are high density residential uses and a public housing facility with a large minority population. FDOT recognizes there is a large minority population and low-income households located in proximity to the proposed project area that potentially may be impacted by implementation of the intermodal center. This project will be developed in accordance with the *Civil Rights Act of 1964*, as amended by the *Civil Rights Act of 1968*. Along with *Title VI of the Civil Rights Act*, *Executive Order 12898 (Environmental Justice)* ensures that minority and/or low-income households are neither disproportionately adversely impacted by major transportation projects, nor denied reasonable access to them by excessive costs or physical barriers (U.S. Environmental Protection Agency [EPA], 1994). Due to the percentage of minority populations, FDOT will examine the need for special public involvement/public outreach requirements during the project development phase.

Also within the vicinity of the proposed site, there are bus transit routes, community service facilities, cultural resources, and developments of regional impact (DRI). FDOT will consider design alternatives that are consistent with the desires of the communities, *Executive Order 12898*, and the overall development plan for the county in developing the proposed project.

The proposed intermodal center is 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 intermodal center. 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.

Gateway Site

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 ac for population and 6.1 persons per ac for employment.

Within the vicinity of the proposed site, there is primarily industrial land uses with a small amount of residential land use. There is a minority population of 67 percent. FDOT recognizes there is a large minority population in proximity to the proposed project area that potentially may be impacted by implementation of the intermodal center. This project will be developed in accordance with the *Civil Rights Act of 1964*, as amended by the *Civil Rights Act of 1968*. Along with *Title VI of the Civil Rights Act, Executive Order 12898 (Environmental Justice)* ensures that minority and/or low-income households are neither disproportionately adversely impacted by major transportation projects, nor denied reasonable access to them by excessive costs or physical barriers (EPA, 1994).

FDOT will consider design alternatives that are consistent with the desires of the communities, *Executive Order 12898*, and the overall development plan for the county in developing the proposed project. Due to the percentage of minority populations, FDOT will examine the need for special public involvement/public outreach.

The proposed intermodal center is 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 intermodal center. 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.

4.1.11 SAFETY AND SECURITY

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. Therefore, 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. Security will be a foremost consideration throughout the development of this project, including the design phase.

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.

4.2 CULTURAL IMPACTS

Cultural resources include archaeological and historical resources, in addition to recreation areas and facilities. The cultural resources associated with the proposed sites and any potential involvement with Section 106 (*National Historic Preservation Act of 1966*) or Section 4(f) (*Department of Transportation Act of 1966*) facilities are addressed in the following subsections.

4.2.1 HISTORICAL AND ARCHAEOLOGICAL RESOURCES

In accordance with the procedures contained in *36 CFR, Part 80*0, 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 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 NRHP.

A Draft CRAS Technical Memorandum[5] (April 2005) was prepared under separate cover to document any potential impacts to cultural resources and sent to SHPO on April 14, 2005 for review. The SHPO responded with a letter dated April 29, 2005 requesting additional information for 802 East Laurel Street. A revised Final CRAS Technical Memorandum[6] (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. See Appendix H for all SHPO correspondence.

Downtown Tampa Site

Background research and previous field survey of the Downtown Tampa site 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. The one archaeological site (8HI6760) is presumed destroyed. The historic resources include one historic cemetery (8HI5595), one National Register Historic District (8HI8536) containing nine contributing resources (8HI768, -770, -773, -774, -775, -886, -3063, -7757, and -7758), one resource group (8HI5322), and 12 historic standing structures within the project area of potential effect APE. Six of these resources, the Oaklawn Cemetery at 606 East Harrison Street (8HI5595), the North Franklin Street Historic District (8HI8536), the St. Paul AME Church at 506 East Harrison Street (8HI155), the Greater Bethel Baptist Church at 1206 North Jefferson Street (8HI3282), the Tom Henderson Memorial Chapel of the First United Methodist Church at 1001 North Florida Avenue (8HI8744), and the St. Paul AME Church Parsonage at 1103 North Marion Street (8HI6757) are listed, determined eligible, or considered potentially NRHP-eligible. None of which are located within the ultimate concept plan boundary.

This project has also been submitted to FDOT's Efficient Transportation Decision Making (ETDM) program and reviewed by the Environmental Technical Advisory Team (ETAT), which issued a moderate degree of project specific effect for the Downtown Tampa Site (FDOT 2004b). Accordingly, the potential effects of the proposed intermodal center, including secondary and cumulative effects, will be evaluated during project development, and all attempts will be made to avoid or minimize the adverse effects to these resources.

Based on field survey, it was discovered that two of the previously recorded historic structures (8HI622 and 8HI887) have been demolished. In addition, a Florida Master Site File (FMSF) form (8HI662) was previously prepared for 802 Laurel Place as part of the (TIS) Tampa Interstate Study[7] CRAS in 1990 but was never entered in the FMSF. The number was subsequently reassigned to another house on Davis Island. Therefore, a new FMSF form has been prepared for 802 East Laurel Street (8HI9977) as part of the Tampa Bay Intermodal Center(s) PD&E Study and is included in the revised CRAS

(May 2005). This resource, originally constructed circa 1906 as a residence for upper class African-Americans and later converted into a boarding house, is considered potentially NRHP-eligible under Criterion A in the areas of Community Planning and Development and African-American History. In a letter dated June 17, 2005, the SHPO concurred with the findings of the CRAS.

Two of the significant historic properties, 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 East 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 North Florida Avenue is approximately 350 ft south of the ultimate concept plan boundaries.

As part of the FHSR Project, the potential effects of the proposed project, including the proposed Tampa Station, were assessed (ACI and Janus Research 2003b). The proposed station is located within the ultimate concept plan footprint for the current TBIC Study. As a result of the FHSR effects assessment, it was concluded that the proposed action would have no effect on the St. Paul AME Church and the Greater Bethel Baptist Church, and a conditional no adverse effect on the North Franklin Street Historic District, the St. Paul AME Church Parsonage, and the Oaklawn Cemetery (ACI and Janus Research 2003b:25-26). 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 East Laurel Street. One general condition is that 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 Transit (LRT) 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.

- 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 also have no effect or no adverse effect on any 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 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 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

Downtown Tampa Site

There are no recreation areas located within the vicinity of the proposed site in Downtown Tampa. Therefore, this project will have no effect on recreation areas.

Gateway Site

There are no recreation areas located within the vicinity of the proposed Gateway site. 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 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 proposed sites were evaluated for the presence of any wetlands and potential impacts associated with the proposed sites were identified. Appendix I contains the Wetlands and Threatened and Endangered Species Technical Memorandum.

Downtown Tampa Site

FDOT previously reviewed the proposed Downtown Tampa site for the purposes of other past projects. This site was evaluated in the TIS and the FHSR Draft Environmental Impact Statement. Evaluations conducted for the Florida High Speed Rail PD&E Study are consistent with this finding.

The Downtown Tampa site is a highly urbanized location that 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.

Gateway Site

FDOT previously reviewed the proposed Gateway site for the purposes of other past projects. This site was evaluated in the C.R. 296 (Roosevelt Connector) Type II Categorical Exclusion[8]. The current uses of the Gateway site include the operation of a car racing facility known as the Sunshine Speedway and an active horse pasture. Current land cover includes maintained improved pasture, maintained fields not used as pasture, numerous buildings and other structures, and disturbed wetland and upland areas. Several wetland areas and other surface waters (i.e., excavated ditches and horse ponds) occur within the property. All wetland areas are highly disturbed due to the historically intensive use of the property.

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).

Two wetland areas with freshwater marsh characteristics are found in the northern half of the property. One is primarily an open water system with a distinct littoral zone dominated by water hyssop (*Bacopa caroliniana*) and rattlebox (*Sesbania punicea*), with some cover by hairy buttercup (*Ranunculus sardous*). The open water portion of this system is likely a historic excavation and is highly disturbed due to its use as a watering

hole by the resident horses. The other wetland area located east of the Speedway drag strip is a ditch system that runs north/south (with two east/west segments) along the eastern property line. Areas of the ditch widen substantially, and, in those areas the ditch supports typical freshwater marsh species such as water primrose (*Ludwigia octovalvis*), arrowhead (*Sagittaria lancifolia*), pickerelweed (*Pontederia cordata*), smartweed (*Polygonum punctatum*), and cattail (*Typha* sp.). Sections that are narrower primarily support Brazilian pepper (*Schinus terebinthifolius*) and Carolina willow (*Salix caroliniana*).

Two shrub wetlands occur in the southern half of the site. These areas are dominated by Brazilian pepper and Carolina willow. A very small shrub wetland occurs approximately 400 ft southwest of the southern end of the drag strip. A second, larger wetland is located in the site's southeastern corner. This area supports a dense thicket of Brazilian pepper and Carolina willow. Historically, the area received significant earthwork activity as evidenced by deeply incised ditches, areas of low elevation (excavated) supporting wetland vegetation, and upland areas created through spoil cast and introduced fill. Due to the substantially complex nature of the undulating terrain, clear jurisdictional areas are difficult to delimit without significant effort. Much of this area supports jurisdictional wetland areas and surface waters.

Total wetland and other surface water area for the entire site is approximately 19.2 ac; however, the proposed site will only impact a total of 0.15 ac of wetlands and other surface waters. Evaluations conducted for the C.R. 296 (Roosevelt Connector) PD&E Study are consistent with this finding.

Other Surface Waters

An extensive ditch system, which is not considered wetland area, occurs throughout most of the property except the northwest area (west of the drag strip and north of the east/west road) where the active horse pasture occurs. Immediately south of the east/west road is a ditch that runs eastward a short distance from the property line, then southward for approximately 1,000 ft and eastward again around the southern end of the drag strip, ending approximately 300 ft east of the drag strip. Another east/west ditch occurs further south and extends across the width of the site, connecting to an extremely large, deeply incised ditch running north/south. The large ditch (approximately 40 ft wide) extends from 118th Avenue North to 126th Avenue North along the site's east boundary. Plant species typically noted in all the ditches include wild taro (*Colocasia esculenta*), cattail and alligatorweed (*Alternanther*a *philoxeroides*), but vegetative cover is low in all the ditches.

One open water area occurs in the north end of the site, immediately west of the drag strip. This small (0.20 ac) excavated pond is maintained free of vegetation to allow access for horses. It represents the only exclusively open water area on the site.

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 (WMD) where the impacts occur. Each WMO will develop a regional wetland mitigation plan on an annual basis to be approved by the Florida State Legislature which addresses the estimated mitigation needs of FDOT. The WMO will then provide wetland mitigation for specific FDOT project impacts through a corresponding mitigation project within the overall approved regional mitigation plan. FDOT will provide funding to the WMO for implementation of such mitigation projects.

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

Gateway Site

The proposed Gateway 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 at this site. 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 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

Therefore, 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 Downtown Tampa site 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 nine 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 AN package, the FDEP determined that this project is consistent with the Florida Coastal Zone Management Plan (FCMP) and issued a letter dated May 6, 2005, as shown in Appendix J. 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. Results of this evaluation are included in the Wetlands and Threatened and Endangered Species Technical Memorandum (Appendix I).

Downtown Tampa Site

The Downtown Tampa site was previously evaluated during the Florida High Speed Rail PD&E Study (2003), which revealed no impacts to wetlands. 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 (see Appendix K), the 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.

However, the Florida Fish and Wildlife Conservation Commission (FFWCC) manages the protected species databases. These databases were used to verify whether some species might utilize the site on occasion. In particular, the federal and state protected southern bald eagle (*Haliaeetus leucocephalus*) and wood stork (*Mycteria americana*) databases were evaluated to determine the nearest nesting locations.

Bald eagles typically nest in mature pine trees and several active nests are known to occur in Pinellas County. The USFWS protects eagle nest trees by implementing two protection zones around the tree. Each zone defines the type of human activity allowed within 750 ft (primary protection zone) and 750-1,500 ft (secondary protection zone) of the nest tree. Evaluation of the database determined that the closest nest tree is more than two mi from the Gateway site. Therefore, future development of the site will have "no effect" on the bald eagle. Since nests can change over time, FDOT will resurvey the project area during any future design/permitting of this site.

Wood storks nest in colonies within large shrubs or trees associated with wetland systems or open water. Recent changes to wood stork protection protocols by the USFWS require that wetland areas occurring within 18.6 mi 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 mi 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. 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 affects to these species. Therefore, the proposed project will have no effect 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 (see Appendix K), USFWS concurred with the determinations of "may affect, not likely to adversely affect" for the wood stork and "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, the 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. The Air Quality Technical Memorandum is located in Appendix L.

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. Screening distances for these facility types are provided in Table 4-1.

TABLE 4-1

SCREENING DISTANCES FOR NOISE ASSESSMENTS

Facility Type	Screening Distances[1]	
	Unobstructed	Intervening Buildings
Commuter Rail Station	450’	225’
Parking	150’	75’
Bus Transit Center	300’	150’

[1] *Measured from center of noise generating activity for stationary sources.*
Source: Transit Noise and Vibration Assessment (Federal Transit Administration, 1995)

Noise-sensitive sites are classified by land use category. Table 4-2 summarizes land uses identified in the FTA’s assessment methodology as noise-sensitive. The area around each intermodal project site was reviewed to identify and categorize noise-sensitive sites.

TABLE 4-2

LAND USE CATEGORIES AND METRICS FOR TRAIN NOISE IMPACT CRITERIA

Land Use Category	Noise Metric (dBA)	Description of Land Use Category
1	Outdoor Leq (h)[1]	Tracts of land where quiet is an essential element in their intended purpose. This category includes lands set aside for serenity and quiet, and such land uses as outdoor amphitheaters and concert pavilions, as well as National Historic Landmarks with significant outdoor use.
2	Outdoor Ldn	Residences and buildings where people normally sleep. This category includes homes, hospitals and hotels where a nighttime sensitivity to noise is assumed to be of utmost importance.
3	Outdoor Leq(h) [1]	Institutional land uses with primarily daytime and evening use. This category includes schools, libraries and churches where it is important to avoid interference with such activities as speech, meditation and concentration on reading material. Buildings with interior spaces where quiet is important, such as medical offices, conference rooms, recording studios and concert halls fall into this category. Places for meditation or study associated with cemeteries, monuments, museums, certain historical sites, parks and recreational facilities are also included.

[1] *Leq for the noisiest hour of train-related activity during hours of noise sensitivity*
Source: Transit Noise and Vibration Assessment (Federal Transit Administration, 1995)

Downtown Tampa Site

The majority of land uses around the proposed intermodal center site in Hillsborough County are commercial, office, existing parking lots, and transportation facilities (e.g., roads, sidewalks). Land uses listed under the category descriptions provided in Table 4-2 and 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 Report[9].

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 (MTC) 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 provided in Table 4-1.

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.

Downtown Preschool – The preschool is located just east of the on-ramp from Ashley Drive to northbound I-275. There are intervening buildings between the preschool and the proposed facilities associated with the intermodal center.

The distance between the center of a proposed facility and the preschool is about 750 ft for the commuter rail station, about 400 ft for the nearest parking garage and about 900 ft for the MTC. The measured distances are greater than the applicable screening distances of 225 ft for the commuter rail station, 75 ft for the parking garage, and 150 ft for the transit center. Therefore, no further analysis is required for the preschool.

Two residences and Greater Bethel Baptist Church – These noise-sensitive sites are located along Jefferson Street southeast of the eastern boundary for the proposed intermodal center. The path between the noise-sensitive sites and the proposed facilities associated with the intermodal center is unobstructed.

The distance between the center of a proposed facility and the closest of these noise-sensitive sites is about 750 ft for the commuter rail station, about 800 ft for the nearest parking garage and about 600 ft for the MTC Expansion. The measured distances are greater than the applicable screening distances of 450 ft for the commuter rail station, 150 ft for the parking garage and 300 ft for the transit center. Therefore, no further analysis is required for these noise-sensitive sites.

St. Paul A.M.E. Church and a 14-story Multifamily Residential Building – These noise-sensitive sites are located along Harrison Street south of the southern boundary of the proposed intermodal center. Because of the elevated floors in the residential building, it was assumed that the path between the noise-sensitive sites and the intermodal center facilities would be unobstructed.

The distance between the center of a proposed facility and the closest of these noise-sensitive sites is about 650 ft for the commuter rail station, about 400 ft for the nearest parking garage and about 700 ft for the MTC Expansion. The measured distances are greater than the applicable screening distances of 450 ft for the commuter rail station, 150 ft for the parking garage and 300 ft for the transit center. Therefore, no further analysis is required for these noise-sensitive sites.

Gateway Site

The proposed intermodal center in Pinellas County 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 screening distances provided in Table 4-1. Therefore, no further noise assessment will be necessary for an intermodal center at this site.

The Noise Technical Memorandum is shown in Appendix M.

4.4.3 CONTAMINATION

The purpose of the Contamination Screening Evaluation Report (CSER)[10] is to determine if reasonable suspicions of conditions exist that may have adverse environmental impacts, and thus create environmental liability within the project study area. The CSER is prepared in general accordance with to the 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 requirements are also consistent with American Society for Testing and Materials (ASTM) E-1527 Phase I Environmental Site Assessment Investigation guidelines. Additional detail regarding the methodology of this evaluation can be found in the CSER 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 on-site 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) on-site. 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 1.0 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 following sections.

Downtown Tampa Site

The proposed Downtown Tampa intermodal center site will be anchored by the existing MTC, recently constructed by 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 Appendix N.

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 Appendix N.

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 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 PIE, 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 Appendix N.

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 Gateway site is provided in Appendix N.

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. Air pollution associated with the creation of airborne particles will be effectively controlled through the use of watering or the application of other controlled materials in accordance with FDOT's Standard Specifications for Road and Bridge Construction[11] as directed by FDOT Project Manager.

Noise and vibration effects will be from the heavy equipment movement and construction activities such as pile driving and vibratory compaction of embankments. Noise control measures will include those contained in FDOT's Standard Specifications for Road and Bridge Construction. Adherence to local construction noise and/or construction vibration ordinances by the contractor will also be required.

Water quality effects resulting from erosion and sedimentation will be controlled in accordance with FDOT's Standard Specifications for Road and Bridge Construction and through the use of Best Management Practices.

Maintenance of traffic and sequence of construction will be planned and scheduled so as to minimize traffic delays throughout the project. Signs will be used as appropriate to provide notice of road closures and other pertinent information to the traveling public. The local news media will be notified in advance of road closings and other construction-related activities which could excessively inconvenience the community so that motorists, residents, and business persons can plan travel routes in advance.

A sign providing the name, address, and telephone of FDOT contact person will be displayed on-site to assist the public in obtaining immediate answers to questions and logging complaints about project activity.

Access to all businesses and residences will be maintained to the extent practical through controlled construction scheduling. Traffic delays will be controlled to the extent possible where many construction operations are in progress at the same time.

Materials storage may be visually displeasing; however, this is a temporary condition and should pose no substantial problem in the short term.

Construction of the intermodal facilities may require excavation of unsuitable material (muck), placement of embankments, and use of materials, such as limerock, asphalitic concrete, and portland cement concrete. Demucking is anticipated at most of the wetland sites and will be controlled by Section 120 of FDOT's Standard Specifications for Road and Bridge Construction. Disposal will be on-site in detention areas or off-site. The removal of structures and debris will be in accordance with local and state regulation agencies permitting this operation. The contractor is responsible for his/her methods of controlling pollution on haul roads, in borrow pits, other materials pits, and areas used for disposal of waste materials from the project. Temporary erosion control features, as specified in FDOT's Standard Specifications for Road and Bridge Construction, Section 104, will consist of temporary grassing, sodding, mulching, sandbagging, slope drains, sediment basins, sediment checks, artificial coverings, and berms.

4.5 SUMMARY

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

TABLE 4-4

IMPACTS OF THE PROPOSED SITES

	Proposed Sites	
	Downtown Tampa	**Gateway**
NATURAL ENVIRONMENT		
Total Wetland Impacts (acres)	**0.15**	**0**
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 Sites	**0**	**0**

TABLE 4-4 (Cont.)

Impacts of the Proposed Sites

	Proposed Sites	
	Downtown Tampa	**Gateway**
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. Draft Environmental Impact Statement, Florida High Speed Rail; Florida High Speed Rail Authority; Orlando, Florida; 2003.

2. Conceptual Stage Relocation Plan; Florida Department of Transportation-District Seven; Tampa, Florida; December 2005.

3. Right-of-Way Manual; Florida Department of Transportation; Tallahassee, Florida.

4. Project Development and Environment Manual; Florida Department of Transportation; Tallahassee, Florida.

5. Draft Cultural Resource Assessment Survey Technical Memorandum; Florida Department of Transportation-District Seven; Tampa, Florida; April 2005.

6. Final Cultural Resource Assessment Survey Technical Memorandum; Florida Department of Transportation-District Seven; Tampa, Florida; May 2005.

7. Tampa Interstate Study, Florida Department of Transportation-District Seven; Tampa, Florida (1992-1996).

8. C.R. 296 (Roosevelt Connector) Type II CE (WPI 7116952); Florida Department of Transportation-District Seven; Tampa, Florida; September 21, 1993.

9. Cultural Resources Assessment Section 106 Consultation Case Report, Florida High Speed Rail; Florida High Speed Rail Authority; Orlando, Florida; December 22, 2003.

10. Contamination Screening Evaluation Report; Florida Department of Transportation-District Seven; Tampa, Florida; December 2005.

11. Standard Specifications for Road and Bridge Construction; Florida Department of Transportation; Tallahassee, Florida.

Section 5.0
LIST OF AGENCIES AND PERSONS CONTACTED

5.1 INTRODUCTION

The success of any transportation improvement is dependent upon a comprehensive outreach effort. As such, Florida Department of Transportation (FDOT) created a Public Involvement Program committed to coordinating with federal, state, and local agencies and organizations, in addition to conducting a proactive public involvement program. The positive value of establishing a line of communication with government agencies and implementing effective public involvement techniques results in valuable feedback, timely decision-making, public awareness, and support for the project. The purpose of this section is to document the efforts of the project team in the realms of agency coordination and public involvement.

5.2 ADVANCE NOTIFICATION

FDOT, through the Advance Notification (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 Tampa Bay Intermodal Center(s) (TBIC) Feasibility Report[1] (Feasibility Report). A second AN was distributed on March 9, 2005, and is included in Appendix O.

5.2.1 AGENCIES ON MAILING LIST

The following agencies received individual AN Packages. An asterisk (*) indicates those agencies that responded to the package either directly to FDOT 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 Tribes

- 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

5.2.2 SUMMARY OF AGENCY COMMENTS

Comments and responses to the first AN (January 30, 2004) were documented in the Feasibility Report. The following section provides a summary of the comments submitted by federal, state, or local agencies in response to the second AN Package (March 9, 2005). A response to each comment is also provided. The comment letters are included in Appendix P.

Florida Department of Environmental Protection (FDEP)

Comment: [FDEP] has determined that the allocation of federal funds for the proposed project is consistent with the Florida Coastal Management Program (FCMP). However, FDOT must address the issues identified by the Tampa Bay Regional Planning Council and the Florida Fish and Wildlife Conservation Commission (FFWCC) prior to project implementation. The state's continued concurrence with the project will be based, in part, on the adequate resolution of any issues identified during subsequent reviews. The state's final concurrence of the project's consistency with the FCMP will be determined during the environmental permitting stage.

Response: Comment noted. To ensure consistency with the FCMP, FDOT will coordinate with the Florida Department of Environmental Protection through the remainder of the Project Development and Environment (PD&E) Study, particularly during the environmental permitting stage.

Tampa Bay Regional Planning Council

Comment: Currently, designated regional evacuation routes traverse all five of the identified activity centers. In addition, the *Strategic Regional Policy Plan (SRPP)* identifies Regional Activity Centers (RACs). [They are City of Tampa Central Business District, City of Tampa Westshore Area, City of Pinellas Park, St. Petersburg Gateway Centre, and City of Clearwater Central Business District.]

At this stage, the six alternative sites appear in concert with the SRPP. Tampa Bay Regional Planning Council will provide specific review comments on the project when details have been submitted, at the permitting stage.

Response: Comment noted. To ensure consistency with the SRPP, FDOT will coordinate with the Tampa Bay Regional Planning Council through the remainder of the PD&E Study, particularly during the environmental permitting stage.

Comment: The Former Dairy Farm site in the Westshore Area and the [University of South Florida] site are the only sites that appear to potentially have an impact on regionally-significant natural resources.

Response: The Recommended Alternative for this project includes the proposed Downtown Tampa and Gateway sites. Therefore, no impacts to regionally-significant natural resources are anticipated.

Florida Fish and Wildlife Conservation Commission

Comment: We support project alternatives that have minimal to no impacts to state fish and wildlife resources. The project team screening process has worked well to eliminate alternatives with a high potential for environmental impacts. We continue to support this method of alternative evaluation and screening, and look forward to cooperating with the applicant and other relevant agencies to resolve the fish and wildlife issues that will be identified in the proposed PD&E Study in order to ensure consistency with the Coastal Zone Management Act/Florida Coastal Management Program and to ensure that this project proceeds in a fashion that minimizes impacts to fish and wildlife resources.

Response: Comment noted. FDOT prepared a Wetlands and Threatened and Endangered Species Technical Memorandum, which resulted in a finding of "no effect" on the bald eagle and "may affect, but is not likely to affect" the wood stork. FDOT submitted the memorandum to U.S. Fish and Wildlife Service (USFWS) and the FFWCC. In a letter dated, May 26, 2005, the USFWS concurred with the findings of the memorandum and requested additional coordination during the environmental permitting phase. No additional response was received from FFWCC. More information regarding the Wetlands and Threatened and Endangered Species Technical Memorandum and coordination with these agencies, refer to Section 4.0 of this report.

Miccosukee Tribe of Indians of Florida

Comment: Tribe is not aware of any cultural, religious, or traditional sites in the project area, but suggests that a cultural resources survey be conducted of the project area. Tribe also requests further coordination concerning this project, including a review of the cultural resources survey.

Response: Comment noted. A Cultural Resource Assessment Survey (CRAS) was conducted as part of the Tampa Bay Intermodal Center(s) PD&E Study and was provided to the Miccosukee Tribe for review.

Muscogee (Creek) Nation of Oklahoma

Comment: Cultural and Historic Preservation Office does not foresee any impact in association with this project, but expects to be notified in case of inadvertent discoveries within the project sites that are pertinent to the Muscogee (Creek) Nation, as required by the Cultural and Historic Preservation Laws that are applicable.

Response: Comment noted. FDOT does not anticipate any impacts to cultural resources associated with the Muscogee (Creek) Nation of Oklahoma. However, FDOT will notify the Cultural and Historic Preservation Office of inadvertent discoveries within the project sites that are pertinent to the Muscogee (Creek) Nation, as required by the Cultural and Historic Preservation Laws that are applicable. A CRAS was conducted as part of the Tampa Bay Intermodal Center(s) PD&E Study and was provided to the Muscogee (Creek) Nation of Oklahoma for review.

5.3 ELECTED OFFICIALS KICK-OFF NOTIFICATION

On April 5, 2005, FDOT 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 Tampa Bay Intermodal Center(s) 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

5.4 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; however, FDOT will continue to coordinate with these agencies in future phases of project development.

5.4.1 FEDERAL TRANSIT ADMINISTRATION-LEAD FEDERAL AGENCY

FDOT began coordination efforts with the Federal Transit Administration (FTA) late in the TBIC Feasibility Study and continued to coordinate throughout the duration of the Tampa Bay Intermodal Center(s) 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 Environmental Assessment (EA). FDOT also initiated several informal meetings with members of FTA staff for direction regarding the project approach. In November 2004, FDOT continued to coordinate with the FTA's Atlanta office regarding project environmental issues by phone and through the ETDM system. In March 2005, FDOT coordinated with Washington, D.C. regarding travel demand and modeling methodology for issues specific to the state of Florida and have incorporated these comments into the TBIC PD&E Study. Correspondence with FTA's Atlanta office continued throughout the project's duration in the form of teleconference, electronic mail, and letters.

5.4.2 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 ETT reviewed goals from previous studies to assist in the establishment of

TBIC Feasibility Study goals and in the development of a program to locate intermodal center(s) for optimum connectivity of transportation modes within Hillsborough and Pinellas counties. The ETT provided insight throughout the project from the identification of activity centers to the recommendation of viable sites to be further analyzed in the TBIC PD&E Study. The original ETT members received a letter, dated December 23, 2003, from FDOT Secretary, requesting their participation in the TBIC Feasibility Study. 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
- Pinellas County
- Pinellas County Metropolitan Planning Organization
- Pinellas Suncoast Transit Authority
- St. Petersburg – Clearwater International Airport
- City of St. Petersburg

Some Members of the Executive Transportation Team

Establishing the ETT was a unique way to gain early consensus on the study process from the governmental organizations in the region. Aerial photography, concept site plans, conceptual engineering layouts, and draft documents were available during these meetings. Each meeting afforded the opportunity for the ETT to provide comments concerning the study process, status, and direction. The location of meetings rotated as various ETT members volunteered to host. A listing of the ETT meetings and a summary of the agenda items from the meetings are shown in Table 5-1.

Upon the completion of the TBIC Feasibility Study, the ETT was disolved; however, all ETT members were added to the project mailing list, iniated meetings to provide project updates, and sent documents for technical review.

Table 5-1

ETT MEETINGS AND AGENDAS

ETT Meeting	Date	Location	Meeting Agenda
1	January 8, 2004	FDOT – Executive Conference Room	Project Kick-Off/Introduction; Identify &Verify Mode Studies
2	January 30, 2004	City of St. Petersburg - Parking Management Conference Room	Prior Studies' Goals, Activity Centers, Set Priorities
3	February 20, 2004	Tampa International Airport - Board Conference Room	Travel Demand Approach, Site Design Criteria, Combined Goals and Priorities
4	March 26, 2004	Hillsborough Area Regional Transit – Board Room	Site Final Project Goals Identification, and Site Hierarchy
5	May 14, 2004	PBS&J – 3rd Floor Main Conference Room	Alternatives Development
6	July 23, 2004	FDOT – Main Conference Room	Travel Desire Lines, Site Evaluation Process, and Fatal Flaw Analysis
7	September 24, 2004	FDOT – Production Conference Room	Selection of Feasible Alternatives for PD&E Study

5.4.3 LOCAL AGENCY MEETINGS

In addition to the ETT meetings, the project team provided project updates to miscellaneous county, city, and Metropolitan Planning Organizations (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. As a result of the Public Hearing process, the City of St. Petersburg requested additional coordination with FDOT. This coordination is documented in Section 5.6, Public Hearing. A list of local agency meetings, including additional meetings with the City of St. Petersburg, is provided in Table 5-2.

TABLE 5-2

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
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
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 (PIE)
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
4/27/2005	Pinellas County-MPO-Technical Committee
4/29/2005	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

5.4.4 ENVIRONMENTAL TECHNICAL ADVISORY TEAM

In an attempt to streamline procedures for planning transportation projects, conducting environmental reviews, and developing and permitting projects, FDOT Central Environmental Management Office has recently established the ETDM process. This streamlining was in response to the provisions contained within the *Transportation Equity Act for the 21st Century (TEA-21),* which the U.S. Congress passed in July 1999. Additional information regarding the ETDM System or project-related ETDM comments is available on the ETDM website at: *http://etdmpub.fla-etat.org/*. The premises for ETDM include:

- Early and continuous agency involvement
- Good data upon which to base decisions
- Better transportation decisions

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 of 1969 (NEPA).* ETAT is responsible for interacting with FDOT and MPOs throughout the ETDM process. Early in a project's process, the ETAT reviewed the purpose and need, reviewed direct impacts, recommended avoidance, minimization, suggested mitigation strategies, provided secondary, and cumulative effects commentary, assessed degree of effect, and coordinated to reduce conflicts. FDOT 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

The TBIC project was submitted to the ETAT via the programming screen of the ETDM process on August 4, 2004. The comment period lasted for a total of 60 days ending on October 2, 2004 (45-day period, plus a 15-day extension). From the close of the comment period, FDOT had 60 days to submit a response to each comment. The response period closed on December 2, 2004. A detailed summary of the ETAT comments and responses is provided in the Feasibility Report. Please note that ETDM-Alternatives 2, 3, 4, 5, 6, 8, 9, and 10 were screened in later analyses, as described in Section 3.0 of this report, and will no longer be considered for a regional intermodal center, but are still viable for other transit options.

5.5 COMMUNITY INFORMATION MEETINGS

Two community information meetings were held in the Tampa Bay project study area during the Feasibility Study. 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.

Both meetings incorporated an informal format with no formal presentation. As attendees checked-in at a registration table, they received a name tag and meeting handout package. Handouts included: project newsletter, travel demand information, project location map, and comment form. FDOT organized the meeting room in six

different stations. Each station incorporated a staff expert, back-up information, and display boards to explain the station topic. Copies of the handout materials and display boards, as well as a more detailed description of the meetings, were included in TBIC Feasibility Report.

5.5.1 PUBLIC NOTIFICATION

The study team prepared individual flyers for Hillsborough and Pinellas counties to notify property owners and local businesses within half of a 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 quarter of a page, black and white, legal newspaper advertisement in the *Tampa Tribune* – Metro section, 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 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 also sent an email notification to elected officials on October 6, 2004.

5.5.2 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 and 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.

5.6 PUBLIC HEARING

FTA approved the draft environmental documents for public availability on July 18, 2005. As a result, 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 this EA Technical Report and other supporting documentation. The first Public Hearing (August 30, 2005) was held at Blake High School, 1701 North Boulevard in Tampa, Florida (Hillsborough County), while the second Public Hearing (August 31, 2005) was held at the Holiday Inn Select, 3535 Ulmerton Road in Clearwater, Florida (Pinellas County).

5.6.1 PUBLIC NOTIFICATION

FDOT utilized various media resources to distribute invitations providing notification of the Public Hearings. The District Secretary (through the District Public Information Officer) 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 posted on the project website and in project brochures that were distributed to Hillsborough Area Regional Transit (HART), Pinellas-Suncoast Transit Authority (PSTA), Greyhound Lines, Inc., and Amtrak for posting in their transit centers and vehicles.

5.6.2 DOCUMENT AVAILABILTY

In addition to posting project documentation on the project website and at the District 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 in Tampa, Florida and the Pinellas Park Public Library, 7770 52nd Street, Pinellas Park, Florida.

5.6.3 PUBLIC HEARING PROCEEDINGS

The Public Hearings were scheduled from 5-7 p.m. both evenings. 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[2], which was prepared under separate cover. During the informal portion of the Public Hearings (5-6 p.m.), participants were encouraged to watch the video presentation, which was shown continuously. In addition, FDOT set up informational stations containing numerous project displays. The stations included: introduction, alternatives analysis, conceptual design plans, environmental documentation, an evaluation matrix, project schedule, and comments. FDOT representatives were available to answer questions and discuss the project informally. Also, representatives from related projects were also available to address any relevant issues.

FDOT offered a number of vehicles to generate public participation during the Public Hearing proceedings. During the informal portion of the Public Hearing, individuals could submit written comments in the comment boxes or speak to the court reporter in a one-on-one setting. The formal portion of the Public Hearings (6-7 p.m.) featured a brief presentation and opportunity for oral testimony. Written comments could also be mailed directly to the project manager or posted on the project website. 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* (ADA).

5.6.4 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 facility 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 (Westshore Activity Center), which was not a part of the recommended alternative.

For more information regarding the Public Hearing materials, displays, or public comment, refer to the Public Hearing Scrapbook or the *Official Public Hearing Transcripts*[3].

5.6.5 COORDINATION WITH THE CITY OF ST. PETERSBURG

The City of St. Petersburg opposed the recommended site presented at the Public Hearings and requested additional information regarding the recommendation of a regional intermodal center to be located at the Gateway site (former Sunshine Speedway parcel). The City preferred the Downtown St. Petersburg site (Joint-use of Tropicana Field) in Pinellas County. FDOT representatives met with the City of St. Petersburg Mayor and staff on September 20, 2005, to hear more about their concerns. In response, FDOT addressed the City's concerns by enlarging the boundaries and reevaluating the travel demand analysis for the Downtown St. Petersburg Activity

Center. FDOT presented the findings of the re-evaluation to City staff in a formal presentation on February 14, 2006. The additional research continued to confirm FDOT recommendation for the Gateway site as the regional intermodal center in Pinellas County. The presentation is included as Appendix Q. The reevaluation incorporated the following steps:

- Enlarge activity center boundaries for the Downtown St. Petersburg Activity Center (through coordination with City staff).

- Review the accuracy of specific elements within the *Tampa Bay Regional Planning Model (TBRPM)*[4] (i.e., population, attractions – businesses, hotels and bed and breakfasts, events, education, tourist venues).

- Re-run travel demand desire lines based on the adjusted activity center boundaries.

- Evaluate through-trips associated with the Downtown St. Petersburg and Gateway Activity Centers.

At the request of the City of St. Petersburg, FDOT considered a larger geographic area for the Downtown St. Petersburg Activity Center, similar in size to the Gateway Activity Center. FDOT coordinated with the City to identify adjustments to the activity center boundaries. FDOT further refined the geographic area for this scenario to be consistent with the traffic analysis zone (TAZ) structure of the 2025 TBRPM. Upon concurrence with the City, the proposed boundaries for the revised Downtown St. Petersburg Activity Center are:

- North – 38th/40th Avenue North

- West – 49th Street

- South – 26th Avenue South/Lake Maggiore

- East –Tampa Bay

The area within the revised boundaries (13,021 acres) is significantly larger than the original area (2,617 acres) defined by the ETT for the Downtown St. Petersburg Activity Center. While changing the boundaries for this activity center makes it more comparable to the physical size of the Gateway Activity Center, it then becomes much larger than Downtown Tampa, which is another urban center.

The City also requested that FDOT validate certain elements with the TBRPM. Therefore, additional information regarding trip attractions, such as hotels and schools, was summarized. This information is consistent with the information that the City provided in their presentation to FDOT on September 20, 2005. Therefore, FDOT noted that the model is reporting this information accurately. It should be noted that the travel demand model forecasts average daily traffic, and does not take into account special events. As such, festivals, baseball games, concerts, etc. are not included in the model.

FDOT re-evaluated the amount and type of travel occurring within the activity centers for the revised Downtown St. Petersburg scenario. Downtown St. Petersburg has significantly more residential dwelling units and population than the Gateway Activity Center; however, employment is greater in Gateway. While the revised scenario does indicate an increase in many of the Downtown St. Petersburg Activity Center's socioeconomic elements, the increases do not alter the overall projected regional travel patterns and the developments are included in the long range 2025 projections. As illustrated previously, the Downtown St. Petersburg Activity Center functions as an origin (productions) and destination (attractions) area, and is inherently more of an endpoint than a central transfer location. The Gateway Activity Center, however, due to its location in central Pinellas County and proximity to the Howard Frankland Bridge, exhibits the regional traffic characteristics of a central transfer location that allows for better collection and distribution of travelers utilizing various modes of transportation.

The regional significance issue is further demonstrated in the results of the through-trip analysis. Through-trips are trips that pass through the activity center area, but either one or both trip-ends occur outside of the activity center. Through-trips are indicative of the potential for connectivity and transfer of traffic from outlying areas, including inter and intra-county traffic. FDOT evaluated the through-trips of the revised Downtown St. Petersburg and Gateway Activity Centers by conducting a select link analysis of all adjacent trips to the proposed intermodal sites. In addition, FDOT analyzed the number of trips to/from Hillsborough County adjacent to the proposed intermodal sites. Results of this analysis indicate that a much greater number of through-trips pass through the Gateway Activity Center than the Downtown St. Petersburg Activity Center. Furthermore, a greater majority of the Downtown St. Petersburg trips are local trips (within the activity center). In addition, many of the Pinellas, Hillsborough, and Pasco trips to/from the Downtown St. Petersburg Activity Center also pass through the Gateway Activity Center.

While the existing and planned transit value of the Downtown St. Petersburg area cannot be ignored, the travel demand re-evaluation further supports the recommendation of a regional intermodal center in the Gateway area. However, in order to maximize the effectiveness of the Gateway intermodal center, connections to other local transit and activity centers should be made. These include, but are not limited to, the Downtown St. Petersburg and Clearwater areas in Pinellas County. These centers are critical components, serving as both local transit hubs and spokes, of the regional intermodal system. 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 localized area transit center issues, further define their appropriate transit roles within the Tampa Bay region, and provide recommended area transit center site locations.

FDOT agreed to convene a regional meeting with representatives from Pinellas County and city staff from several other cities in the county to discuss the potential for additional intermodal centers throughout Pinellas and Hillsborough Counties that would serve as spurs or destination points from the more centrally located regional intermodal centers

(hubs). These additional centers, described as area transit centers in this report, could encourage development in the central city areas.

5.7 LOCAL CIVIC ORGANIZATION MEETINGS

In addition to local agency coordination, the project team also established contact with several local civic organizations throughout the project. The project team provided concept site plans, conceptual engineering layouts, and draft documents during these meetings. 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 5-3.

TABLE 5-3

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

5.8 OTHER PUBLIC OUTREACH ACTIVITIES

5.8.1 WEBSITE

Due to the regional nature of the project, a 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 will be updated throughout the study. The website provides the project background, frequently asked questions, newsletters, community involvement, and contact information. The website address is: *http://www.tampabayintermodal.com*.

5.8.2 DISTRIBUTION OF PROJECT BROCHURES

In an effort to provide project information to transit users within the Tampa Bay area, FDOT prepared a brochure for distribution at the local transit centers, including: Marion Transit Center (HART), Central Plaza Transit Center (PSTA), PIE, Tampa International Airport (TPA), Albert Whitted Municipal Airport, Peter O. Knight Airport, Union

Station, and other miscellaneous transit venues. In addition, a flyer was posted on many of the HART and PSTA express bus routes.

5.8.3 MISCELLANEOUS COORDINATION

FDOT has initiated coordination efforts with numerous entities via telephone or electronic mail including: University of South Florida (USF), Jefferson High School, and the School District of Hillsborough County. In addition, FDOT has participated in a few miscellaneous meetings to extend the outreach program. Table 5-4 depicts these efforts.

TABLE 5-4

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

5.9 REFERENCES

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

2. Public Hearing Scrapbook Tampa Bay Intermodal Center(s) Project Development and Environment Study; Florida Department of Transportation-District Seven; Tampa, Florida; December 2005.

3. Tampa Bay Intermodal Center(s) Project Development and Environment Study Official Public Hearing Transcripts; Scolaro Reporting Services, Inc; Brandon, Florida; September 2005.

4. Tampa Bay Regional Planning Model; Florida Department of Transportation-District Seven; Tampa, Florida; 2001 (Revised 2005).

Section 6.0
RECOMMENDATIONS AND COMMITMENTS

6.1 RECOMMENDATIONS

The Florida Department of Transportation (FDOT) envisions the Tampa Bay Intermodal Center(s) (TBIC) project as the first step in assessing transit needs and achieving connectivity of the entire region. Because local governments are inclined to focus their planning efforts primarily on facilities within their immediate jurisdiction, it is important for FDOT to take a regional approach to this study by considering the transportation needs of the many jurisdictions within the project 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. FDOT analyzed each site's ability to exhibit the characteristics defined in the regional goals of mobility, accessibility, and plan conformity.

The success of the regional intermodal centers will depend heavily on the traffic that each site is designated to connect. Therefore, FDOT conducted a detailed travel demand analysis to identify the relationships between the outlying areas that will generate traffic through the regional intermodal center(s). In addition, Tampa Bay serves as a major travel barrier with high density automobile traffic utilizing only three bridge crossings and one land connection, with the Howard Frankland Bridge (I-275) as the busiest crossing. 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 center(s) will serve as convergence points for the respective counties and offer better transit linkages between Hillsborough and Pinellas counties, thereby maximizing the potential effectiveness of systems in each county and eventually the surrounding counties.

The concept of regional significance has become a deciding factor in the screening process of the Project Development and Environment (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 meets regional goals and objectives. This requires a comprehensive analysis of the region as a system, and development of a phasing procedure based on a hierarchy of sites, which will likely be taken into consideration in the Strategic Intermodal System (SIS) [FDOT Central Office], Strategic Regional Transit Needs Assessment (FDOT), 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.

Through an evaluation of regional goals and objectives, travel demand, and regional significance, in addition to the environmental analysis and proactive public participation, FDOT recommends the construction of these 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). The two recommended sites are:

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

FDOT recognizes that the existence of and connections with a strong satellite system is vital to the success of the regional intermodal centers. Therefore, it is necessary to identify areas with the potential to generate local and regional transit ridership to support the regional intermodal system. FDOT further recommends that the remaining activity centers, in addition to possibly other areas, be considered as area transit centers. These are:

- Downtown St. Petersburg (Pinellas)
- Westshore (Hillsborough)
- University of South Florida (Hillsborough)

Area transit centers should be located in areas of high population and/or employment concentrations, and should serve to collect and distribute passengers as a vital link in the hub-and-spoke local and regional transit systems. 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 localized area transit issues, further define their appropriate transit roles within the Tampa Bay region and provide recommended area transit center site locations.

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 (FHSR) Draft Environmental Impact Statement[1], 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 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 Construction[2] and Best Management Practices (BMP), as directed by FDOT Project Manager.

- Because many of the modes of transportation are in the planning stages, including FHSR, Tampa Light Rail, 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.

- FDOT will convene a regional meeting with representatives from Pinellas County and city staff from several other cities in the county to discuss the potential for additional intermodal centers throughout Pinellas and Hillsborough Counties that would be spurs or destination points from the more centrally located regional intermodal centers (hubs). These additional centers, described as area transit centers in this report, could encourage development in the central city areas.

6.3 REFERENCES

1. Draft Environmental Impact Statement, Florida High Speed Rail; Florida High Speed Rail Authority; Orlando, Florida; 2003.

2. Standard Specifications for Road and Bridge Construction; Florida Department of Transportation; Tallahassee, Florida.

APPENDICES

Tampa Bay Intermodal Center(s) Feasibility Study
List of Project Terminology and Definitions

Note: These definitions are specific to the Tampa Bay Intermodal Center(s) project. Terms in *italics* are separately defined.

Activity Center – One of five sections of the *Tampa Bay area* (Westshore/TPA, Downtown Tampa, Gateway/PIE, Downtown St. Petersburg, and USF) designated by the ETT as potentially suitable for an *intermodal center* by virtue of their intense mixture of land uses.

Access Mode – A transportation *mode* used by passengers of *intercity* or *intracity* modes other than private motor vehicle between their ultimate origin or destination and the *intercity* or *intracity* mode. Examples are: walking, bicycle, auto, taxi, and limo.

Area Transit Center – A satellite *intermodal center*, typically located in outlying areas, that allows passengers to transfer and feed into the regional *intermodal centers*.

Commercial air service – A commercial transportation *mode* using aircraft to provide scheduled *intercity* passenger service. In the *Tampa Bay area*, commercial air service operates out of Tampa International Airport and St. Petersburg-Clearwater International Airport.

Context Sensitivity – A balanced approach to planning and design that embodies a consideration of the total social and physical context.

Controlled Access Facility – A transportation facility to which access is regulated through the use of a permitting process by the government entity having jurisdiction over it. Owners or occupants of abutting lands and other persons have a right of access to and from such facility at such points only and in such a manner as may be determined by the permitting authorities.

Desire Line – A representation of a trip pattern from one district (area) to another by a rectangle with width proportional to the number of trips, extending between the centers of each district.

Environment – The surroundings of a location or site, including both their natural and artificial features, and the social characteristics of any communities that are present.

Express bus – A *mode* of *intracity* passenger transportation that connects significant trip generators or attractors with reasonably frequent service and with travel times competitive with highway travel under congested conditions. Intermediate stops, if any, are limited in comparison with *local public transportation service*. HARTline and Pinellas-Suncoast Transit Authority (PSTA) buses in this type of service include an 'X' in their route designation.

Fatally Flawed Site – A site that has been eliminated from further consideration due to one or more of the following issues: impact to park or recreation area, impact to airport clear zone, impact to historic structure, severe contamination, site is already a part of an approved/permitted development, or site does not meet minimum size or shape requirements.

Intercity – From one city or metropolitan area to another.

Intercity high-speed rail – A scheduled mode of rail passenger transportation that offers city-to-city times competitive with *commercial air service* for *intercity* trips. An example is the proposed Florida High Speed Rail (FHSR).

Intermodal Center – A facility that allows passenger transfers between two or more *modes* of passenger transportation.

Intermodal Center Class – One of a hierarchy of *intermodal center* types that differ by the number or type of transportation *modes* that they connect.

Intracity – Within a single city or metropolitan area.

Light Rail Transit - A form of *intracity* passenger transportation using rail technology evolved from electric streetcars; abbreviated as LRT. Distinguishing features are its ability to operate in mixed traffic on city streets where required, and to operate in trains of two or more cars under the control of a single operator. Depending on station spacing and maximum operating speed, LRT may function as either a *local public transportation* mode or as a *rapid transit* mode.

Limited Access Facility – A street or highway especially designed for through traffic and over, from, or to which owners or occupants of abutting land or other persons have no right or easement of access, light, air, or view by reason of the fact that their property abuts such limited access facility or for any other reason. The right of access may have been donated by the property owner or purchased by the Department.

Local public transportation service – An *intracity* mode of passenger transportation that provides public transportation access to local areas, generally on the urban street system. Examples in the *Tampa Bay area* include HARTline and PSTA local bus services and the TECO streetcar.

Local private transportation service – An *intracity* passenger transportation *mode* that provides private service on demand or by pre-arrangement, generally on the urban street system. Examples are autos, taxis, and limo services.

Mode – A type or form of transportation distinguished by its form of propulsion or guidance (*e.g.* highway, rail, or air) and often by its function (*e.g. intercity* or *intracity*, passenger or freight). Passenger modes considered in this study include: *commercial air*

service, cruise ships, *intercity high-speed rail*, *scheduled intercity rail service*, *scheduled intercity bus service*, *express bus*, *rapid transit*, *local public transportation service*, and *local private transportation service*.

Multi-modal – Involving two or more *modes* of transportation; intermodal.

Person-trips – An amount of transportation demand or service represented by one person making one trip from an origin to a destination, regardless of the distance traveled.

Person-miles – An amount of transportation demand or service represented by one person traveling one mile.

Rapid transit – A *mode* of *intracity* passenger transportation that connects trip generators and attractors in the urbanized areas with frequent service at average speeds competitive with congested urban highways. This mode includes all forms of grade-separated rapid transit regardless of technology (*e.g.* duorail, rubber-tired, or monorail), and is usually considered to include the faster (20 mph average speed or higher) *light rail transit* systems that are grade-separated (usually elevated) at an *intermodal center*. Examples include the Bus Rapid Transit, proposed Pinellas Mobility or proposed Tampa Light Rail Transit.

Regional Intermodal Center – *Intermodal center* of *regional significance.*

Regional Significance – 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 number of trip productions/attractions, exhibits an intense mixture of land uses, and executes regional goals and objectives.

Residents – Inhabitants of, and persons employed within, the *Tampa Bay area*.

Safety – A passenger's state of having a low risk of being harmed while making intermodal connections.

Scheduled intercity bus service - An *intercity mode* providing passenger service on a public timetable, via motorbus on public highways. Greyhound is the principal provider of such service in the *Tampa Bay area*.

Scheduled intercity rail service – An *intercity mode* providing passenger service on a public timetable, via railroads. Amtrak provides all such service in Florida.

Screened Site – A site that could still be considered a *viable* alternative for development, but did not rank as highly as other sites in reference to general site characteristics, access/mobility, environmental stewardship, plan conformity, and site size.

Security – An *intermodal center's* state of having a low risk of intentional loss or damage.

Site – A specific location under consideration in this study as a potential *intermodal center*.

Site Component – An element of a *site* essential for it to function successfully as an *intermodal center* in a specific *class*.

Site Criterion – A factor used to compare sites with respect to a specific goal or objective.

State Highway System – The network of limited access and controlled access highways that have been functionally classified and which are under the jurisdiction of the State of Florida, as defined in *Section 334.03, F.S.*

Tampa Bay area – The area consisting of Hillsborough and Pinellas Counties.

Transit share – The fraction of a specific set of *person-trips* that utilize public transportation. .

Viable Site – A site that ranked as one of the top two alternatives for an activity center based on general site characteristics, access/mobility, environmental stewardship, plan conformity, and site size.

Visitors – Persons traveling to the *Tampa Bay area* from points outside it, for purposes other than their daily trip to work.

TRAVEL DEMAND TECHNICAL MEMORANDUM

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
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April 2005

Section 1.0
INTRODUCTION

The Tampa Bay Regional Planning Model (TBRPM) covers the jurisdiction of Florida Department of Transportation (FDOT) District Seven, which includes Hillsborough, Pinellas, Pasco, Hernando, and Citrus Counties. The model boundaries also have been expanded into Manatee County to include Port Manatee to account for the heavy trip interchange between this area and Tampa Bay region. The study area has a 2000 population of about 2.5 million, and has grown at an annual rate of approximately 2.0 percent since 1995. More than 2.9 million vehicles, generating more than 14 million daily trips, are registered within the study area.

FDOT-District Seven has recently released TBRPM Version 5.0, a CUBE-based model that runs using TRANPLAN scripts. Cambridge Systematics downloaded the 2000 Base Year model (2000Base), the 2025 Cost Affordable (2025CA) model, and 2025 Needs (2025ND) model from the Tampa Bay Regional Transportation Analysis web site, http://www.tbrta.com. We then installed the three models on a desktop computer and ran them without making any changes. This was done to ensure that the models replicated the results.

The TBRPM model's highway network, transit routes, and traffic analysis zone (TAZ) boundaries are shown in Figure 1-1. There are a total of 2,098 internal TAZs and 34 External Stations in the model. TAZ numbers and their distributions by county are as follows:

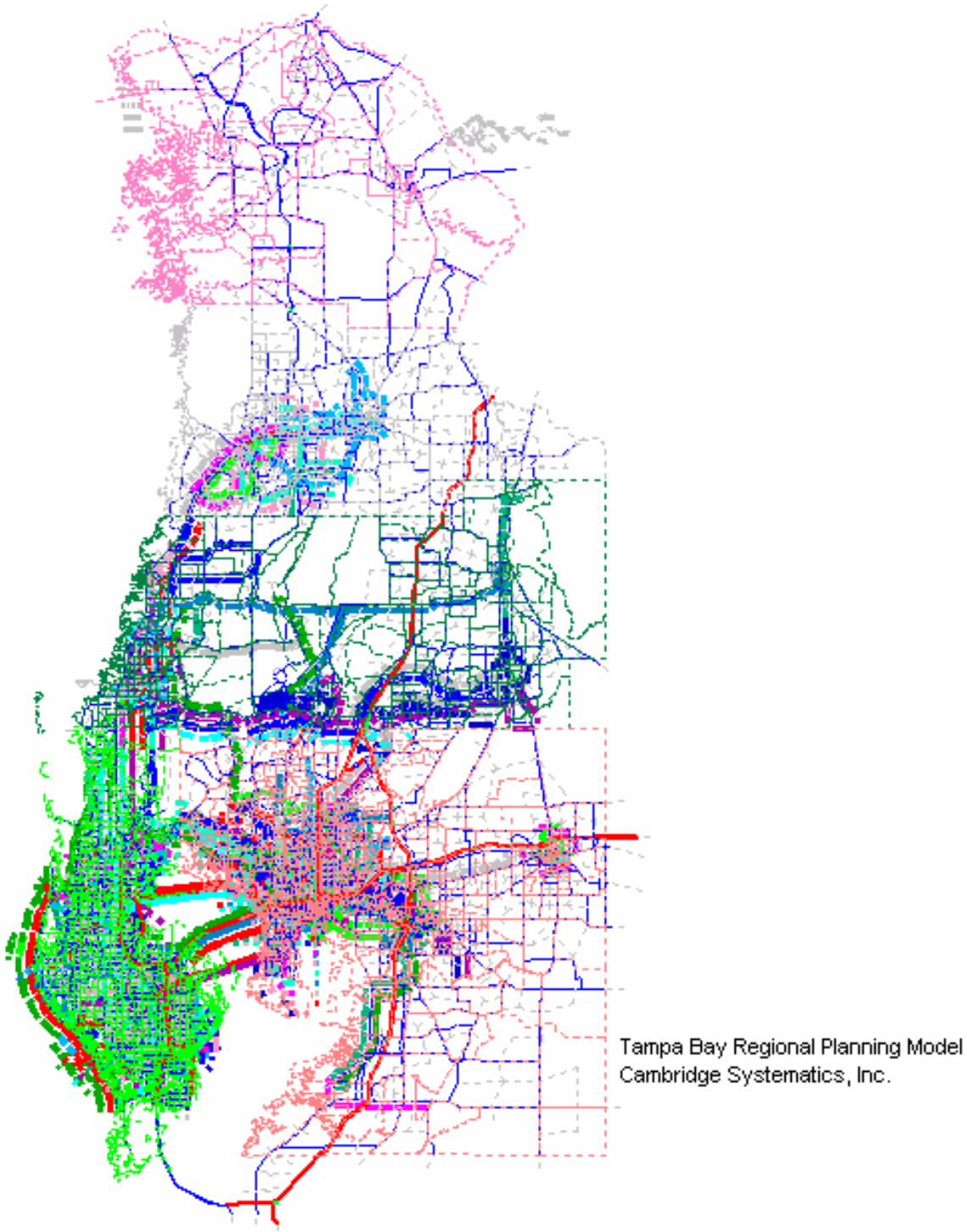
- Hillsborough – 741 TAZs (1 to 741);
- Pinellas – 741 TAZs (1,001 to 1,741);
- Pasco – 332 TAZs (1,801 to 2,132);
- Hernando – 192 TAZs (2,201 to 2,392);
- Citrus – 92 TAZs (2,401 to 2,492); and
- Externals including Port Manatee – 34 External TAZs (2,590 to 2,623).

1.1 EXISTING MODES

The following public transportation modes, as defined in Appendix A of the Environmental Assessment, serve one or more of the five candidate intermodal sites:

- Scheduled intercity bus or rail service
- Express bus
- Local public transportation service

Figure 1-1
Five-County Tampa Bay Regional Planning Model Area



The subsections of this section describe the modes presently operating within or close to each site.

Hillsborough County

Downtown Tampa

Hillsborough County's regional transit service is provided by HARTLine, which operates 39 local bus routes, one local streetcar route, and eleven express bus routes. The intermodal site is adjacent to HARTLines' Marion Transit Center (MTC), where no fewer than 16 of its 39 *local bus* routes and all of its *express bus* routes converge. Direct transit service is available from the MTC to most important destinations throughout the Tampa Bay Area. The MTC is about 1/2 mile from the center of downtown Tampa, and many of the express and local bus routes they serve continue to or from downtown via the Marion Street transitway. Three trans-Bay express bus routes connect the MTC to Pinellas County: HARTLine's 200X route to the Eddie C. Moore park-and-ride in Clearwater, and Pinellas Suncoast Transit Authorities (PSTA's) Route 100X to Gateway Mall and Equifax via the Gandy Bridge, and PSTA's Route 300X to the Ulmerton park-and-ride via the Howard Frankland Bridge.

Tampa is served by Greyhound Lines, Inc. *intercity bus* services to most major Florida urban destinations and beyond, with fourteen weekday departures (six westward via St. Petersburg, and eight eastward or southward. The terminal at 610 Polk Street is just over ¼ mile from the MTC. Amtrak also operates three daily highway coaches to and from Orlando, making connections with its 'Silver Service' *intercity trains* between Miami and New York City. One daily coach trip continues to and from Fort Myers. Amtrak's terminal at 601 Nebraska Avenue is just over ½ mile from the MTC.

USF

Two of HARTLine's 39 *local bus* routes stop near the USF intermodal site. Route 5 connects it with the MTC via 40th Street; Route 18 travels to MTC via 30th Street. Both routes converge about ½ mile north and ½ mile west, at the University Area Transit Center, where connections are available with ten other local routes.

None of HARTLine's eleven *express bus* routes have stops within a reasonable distance of the site: two pass by to the west on I-275, and one (23X) terminates at a park-and-ride lot just west of 56th Street, south of Fowler Avenue.

Westshore

The Westshore intermodal site is adjacent to two HARTLine *local bus* services. Route 89 is a circulator route connecting the Britton Plaza and Westshore Plaza transfer centers, where connections to both express and local services are available. Route 30 directly connects many Westshore destinations and the Tampa International Airport to the MTC.

Pinellas County

Gateway

One of Pinellas Suncoast Transit Authority's (PSTA) two *express bus* routes to and from downtown Tampa passes close to the Gateway intermodal site. Route 300X buses follow Ulmerton Road, and use the I-275 crossing of Tampa Bay. Fourteen weekday trips operate in each direction, mostly during peak commuter hours. Travel time from the Stonybrook Drive park-an-ride lot to Tampa's Marion Transit Center is 40 minutes.

Five of PSTA's 42 *local bus* routes stop near the intermodal site, connecting it with Clearwater, Indian Rocks, and Central Plaza in St. Petersburg.

Downtown St. Petersburg

Greyhound Lines, Inc. provides ten daily *intercity bus* departures per weekday from its St. Petersburg terminal at 180 Ninth Street North, roughly ¼ mile from the intermodal site. Five daily departures are destined for Bradenton and points south, and make no other stops in the Tampa Bay area. The other five operate with a stop in Clearwater (on Route 60 between U.S. 19 and Route 611), then continue to points east or south via Tampa. There are a corresponding number of daily arrivals in St. Petersburg.

Twelve of PSTA's 42 *local bus* routes have stops within a reasonable walking distance of the intermodal terminal site, providing connections to a wide range of Pinellas County destinations. Many of these operate east-west along First Avenue South (eastbound) and First Avenue North (westbound). Many other local routes serve the Williams Park and Central Plaza bus terminals, which are both more than ½ mile from the site.

The Port of St. Petersburg is also home to a modest level of *cruise ship* activity, but it is far enough east of the proposed intermodal site as to require transfer services, especially for passengers with baggage.

Section 2.0
HOUSEHOLD AND EMPLOYMENT DATA IN THE MODEL

The 2000 Base Year model was developed using 2000 socioeconomic data developed by the U.S. Census and Florida Department of Transportation, and the future year model was developed using the predicted 2025 data. Population, housing, and employment data used in the model are summarized in Table 2-1.

Table 2-1
Population, Housing, and Employment Data Used in the TBRPM Modeling

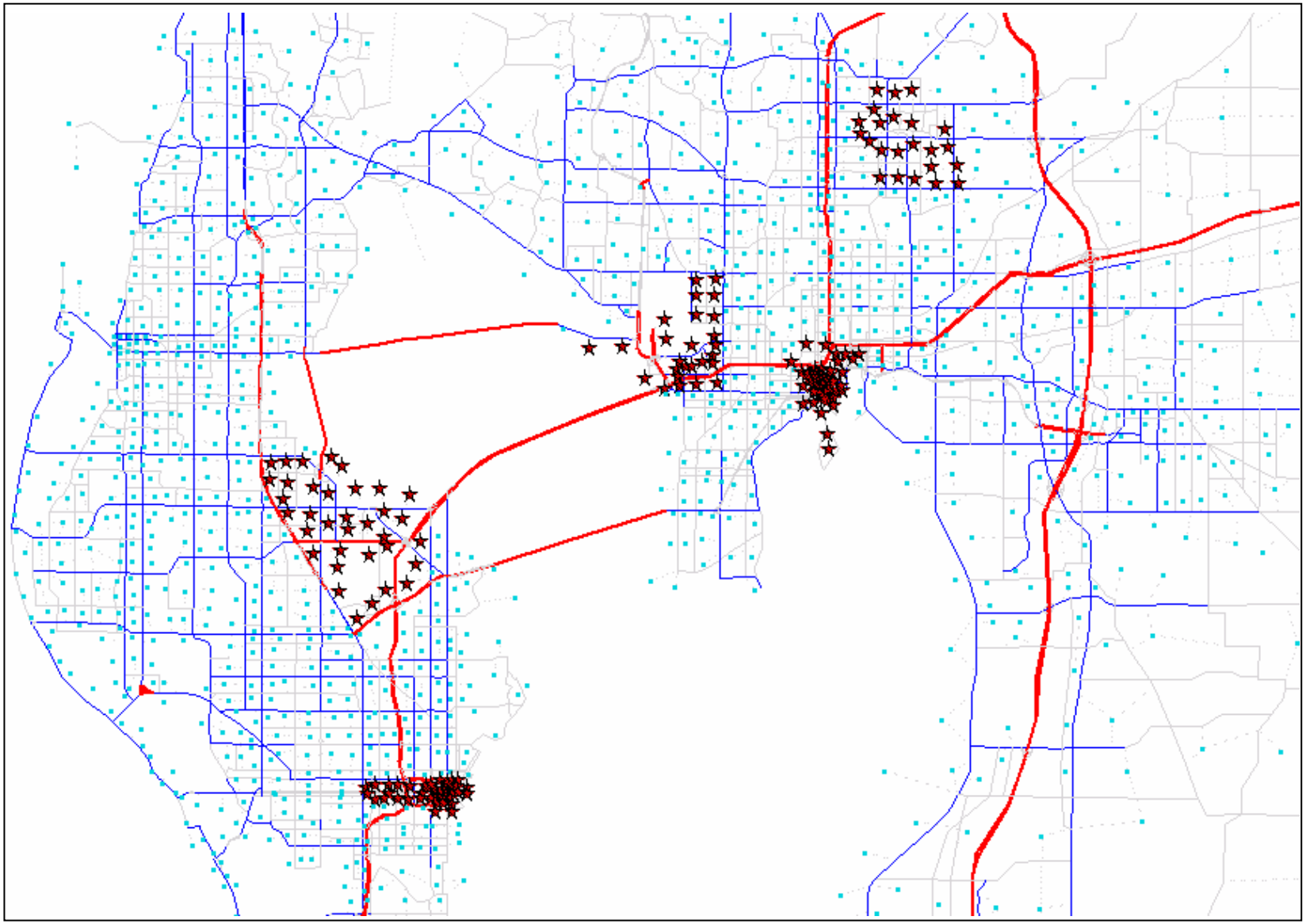
	Population			Dwelling Units			Employments		
County Name	**2000**	**2025**	**% Increase**	**2000**	**2025**	**% Increase**	**2000**	**2025**	**% Increase**
Hillsborough	981,521	1,433,878	46	425,962	624,046	47	672,386	1,120,399	67
Pinellas	904,438	955,073	6	484,709	514,646	6	527,499	603,746	14
Pasco	339,303	624,600	84	173,671	296,205	71	95,277	213,620	124
Hernando	128,694	276,826	115	62,727	130,068	107	42,684	85,603	101
Citrus	115,924	192,591	66	62,206	102,632	65	39,093	60,407	55
Externals	1,878	15,855	744	1,424	5,575	292	1,772	2,571	45
Total	2,471,758	3,498,823	42	1,210,699	1,673,172	38	1,378,710	2,086,346	51

The project team selected five activity centers and defined their boundaries:

- Downtown Tampa
- Westshore
- University of South Florida
- Gateway
- Downtown St. Petersburg

We identified the activity centers' TAZs in the model, which are shown in Figure 2-1.

Figure 2-1
Traffic Analysis Zones within the Intermodal Centers' Boundaries



Next, we summarized the population and employment at these centers using the model's ZDATA files. As shown in Table 2-2, the University of South Florida activity center ranked number one in terms of population primarily because of the high concentration of student population, followed by the Gateway and Downtown Tampa centers. In terms of employment, Downtown Tampa ranked number one, followed by Westshore and Gateway Area.

Table 2-2
Population and Employment Data of the Activity Center Areas

Activity Centers	Population		Employment	
	2000	2025	2000	2025
Gateway Area	17,717	25,295	75,575	91,678
Downtown Tampa	15,167	24,834	70,872	120,430
University of South Florida	36,575	52,999	46,970	71,882
Downtown St. Petersburg	13,704	15,180	40,748	49,717
Westshore	8,308	8,462	71,824	98,318

Section 3.0
TRAVEL DEMAND FORECASTS

No changes were made to the 2000 Base Year model, downloading and running it directly from the Tampa Bay Regional Transportation Analysis web site. However, the future year model was developed based on the 2025CA and 2025ND models. Because the recently updated 2025CA model does not include the proposed Tampa Bay Light Rail Transit (LRT), we added the LRT lines from the 2025ND. In addition, we updated several local and express bus routes around the LRT line and added a bus rapid transit (BRT) line from downtown Tampa to the Gateway proposed intermodal centers.

3.1 ACTIVITY CENTER TRAFFIC

After running the model, the project team summarized the transit and auto trip ends at five activity centers. As shown in Table 3-1, the highest number of both transit and auto trip ends in Hillsborough County occurs in the Downtown Tampa activity center, followed by USF and Westshore. In Pinellas County, the second highest number of transit trip ends occurs in Downtown St. Petersburg, while auto trips and total trips is Gateway.

We also developed Geographic Information Systems (GIS) desire-line maps using the trip ends at the activity centers. We divided the entire TBRPM model into 36 districts and presented the total trips (productions and attractions) at each activity center in graphical form. The GIS maps for both 2000 and 2025 trip ends at all five activity centers are shown on Figures 3-1 through 3-10.

Table 3-1
Auto and Transit Trip End Summary at the Five Activity Centers

	Transit		Auto		Total Trips	
	2000	**2025**	**2000**	**2025**	**2000**	**2025**
Gateway	1,206	2,146	164,881	209,134	166,087	211,280
Downtown Tampa	7,122	18,403	153,025	303,883	160,147	322,286
University of South Florida	1,573	3,463	184,736	270,164	186,308	273,626
Downtown St. Petersburg	2,157	3,847	100,057	121,227	102,214	125,073
Westshore	922	2,240	178,411	235,010	179,333	237,249

3.2 PROPOSED INTERMODAL CENTER TRANSIT TRIPS

The project team also summarized transit boardings within ½ mile of the six proposed intermodal center sites. As shown in Table 3-2, the highest number of boardings in

Hillsborough County occurs at the Downtown Tampa site. In Pinellas County, the highest number of boardings occurs at the Gateway site. These figures assume direct, nonstop BRT service from Downtown Tampa to Gateway with 15-minute headways in both peak and off-peak periods.

Table 3-2
Year 2025 Transit Boardings at Proposed Intermodal Centers

Station Name	Peak Period		Off-Peak Period		Average Boardings[1]
	ON	OFF	ON	OFF	
Downtown Tampa	2,464	4,591	2,384	3,589	6,515
University of South Florida	1,773	222	1,950	894	2,420
Westshore	397	504	1,013	461	1,188
Gateway	567	890	890	868	1,608
Downtown St. Petersburg	440	494	584	655	1,087

[1] Average Boardings are a sum of the average of on and off trips for peak and off-peak periods

These figures assume direct, nonstop BRT service from Downtown Tampa to Gateway with 15-minute headways in both peak and off-peak periods.

3.3 Travel Demand across Tampa Bay

In addition to evaluating potential travel demand at the various intermodal sites, the project team also looked at all trips between Hillsborough and Pinellas counties. In order to estimate the bay crossing trips using the activity centers, the project team ran a select link analysis and evaluated both the base and future year models. We did not include high-speed rail or monorail across the bay, but did include several express buses and the new BRT. Because there is no BRT mode in the model, we used Express Bus mode to represent BRT service.

We ran a select link analysis module of the TBRPM model on the following four roadways that serve cross-county traffic:

- Gandy Boulevard Bridge
- Howard Frankland Bridge
- Courtney Campbell Causeway
- Hillsborough Avenue

All of the crossing data is shown in Appendix A, while total crossings are shown in Tables 6 and 7. In 2000, a total of 310,000 vehicle trips were made over the four roadways. In 2025, this number is projected to increase to about 434,000 trips. It is important to note that no major capacity improvements are programmed for these roadways.

Figure 3-1
Downtown Tampa Activity Center – Travel Demand 2000

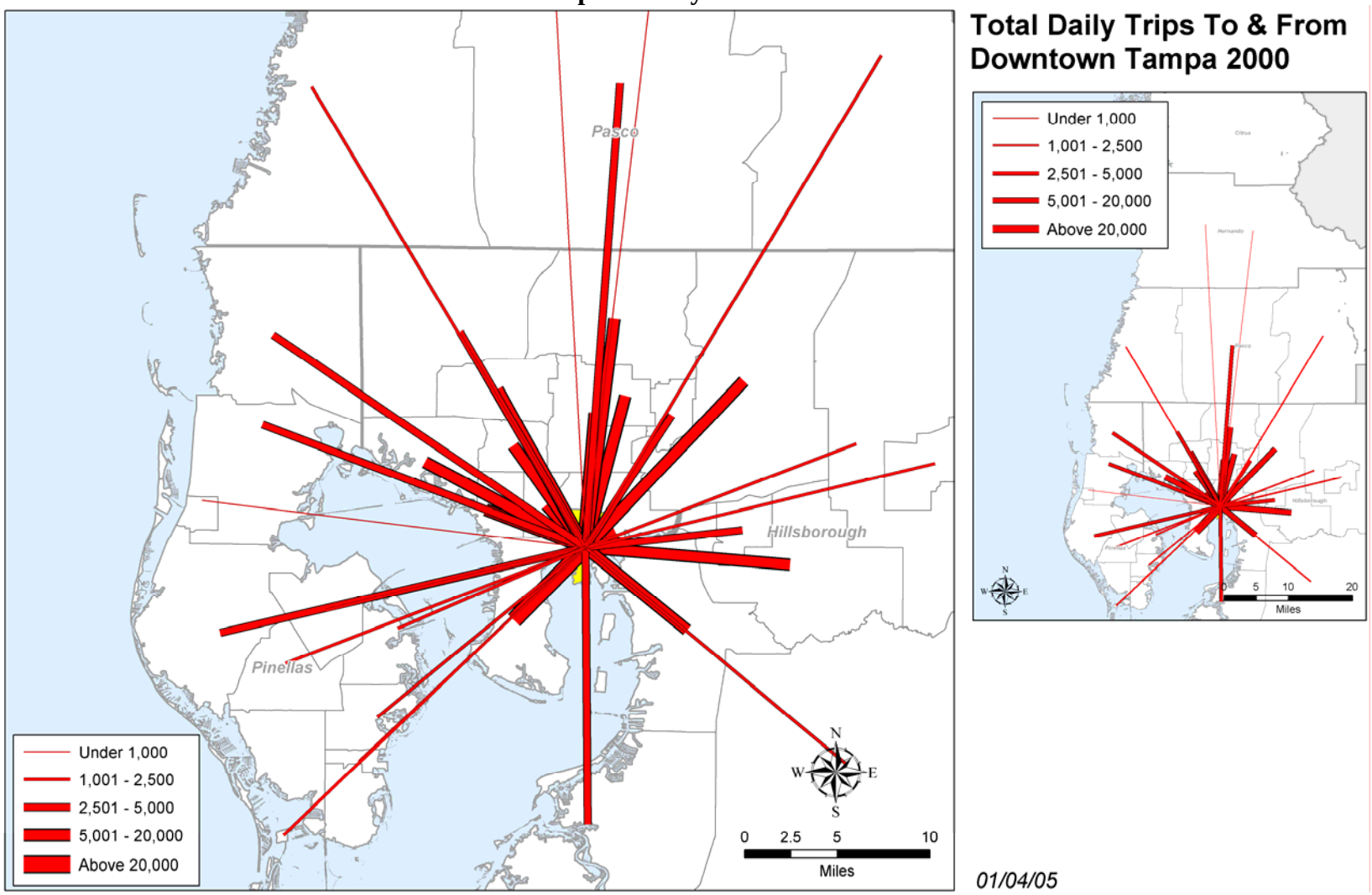


Figure 3-2
Downtown Tampa Activity Center – Travel Demand 2025

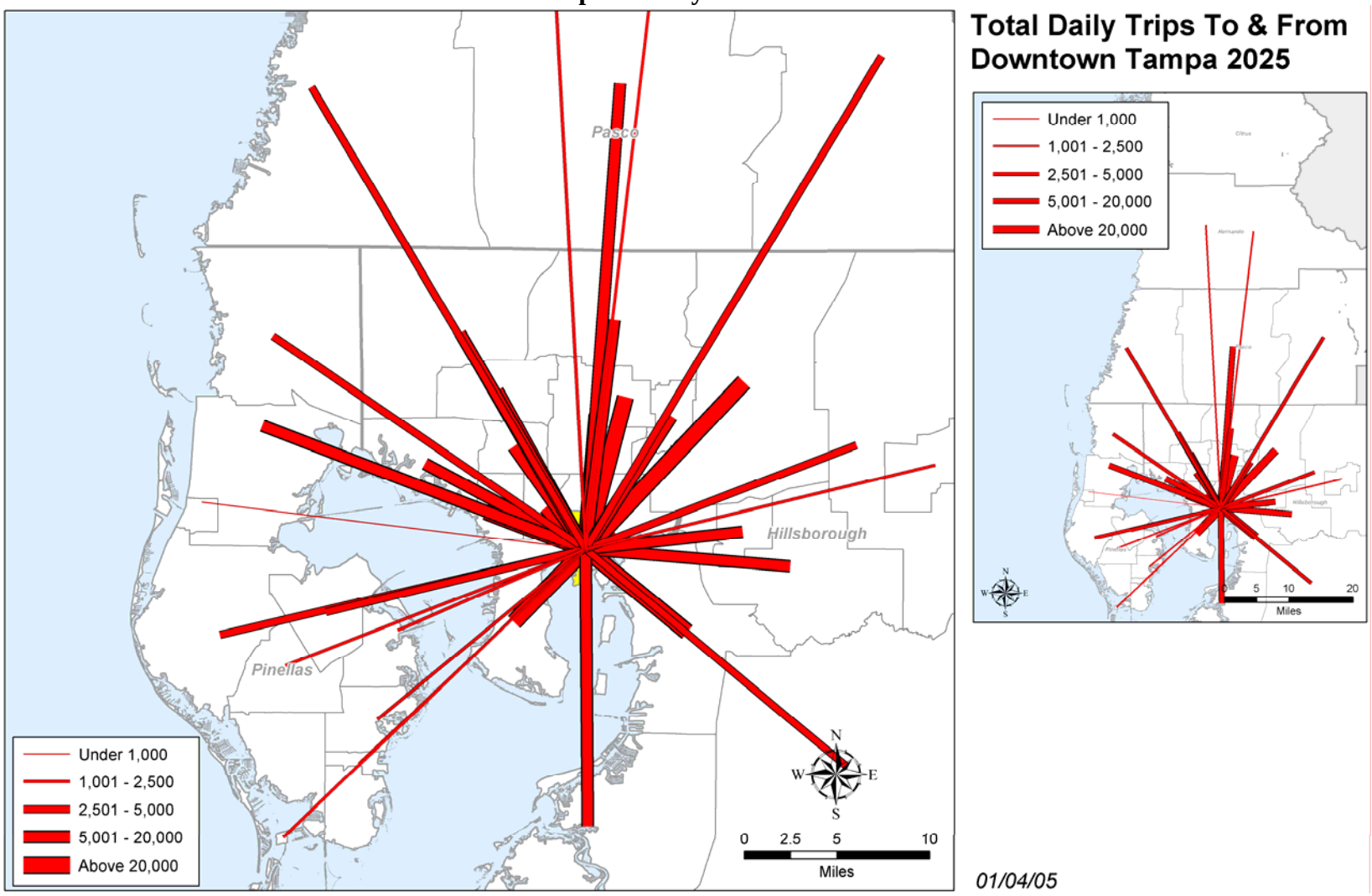


Figure 3-3
West Shore Activity Center – Travel Demand 2000

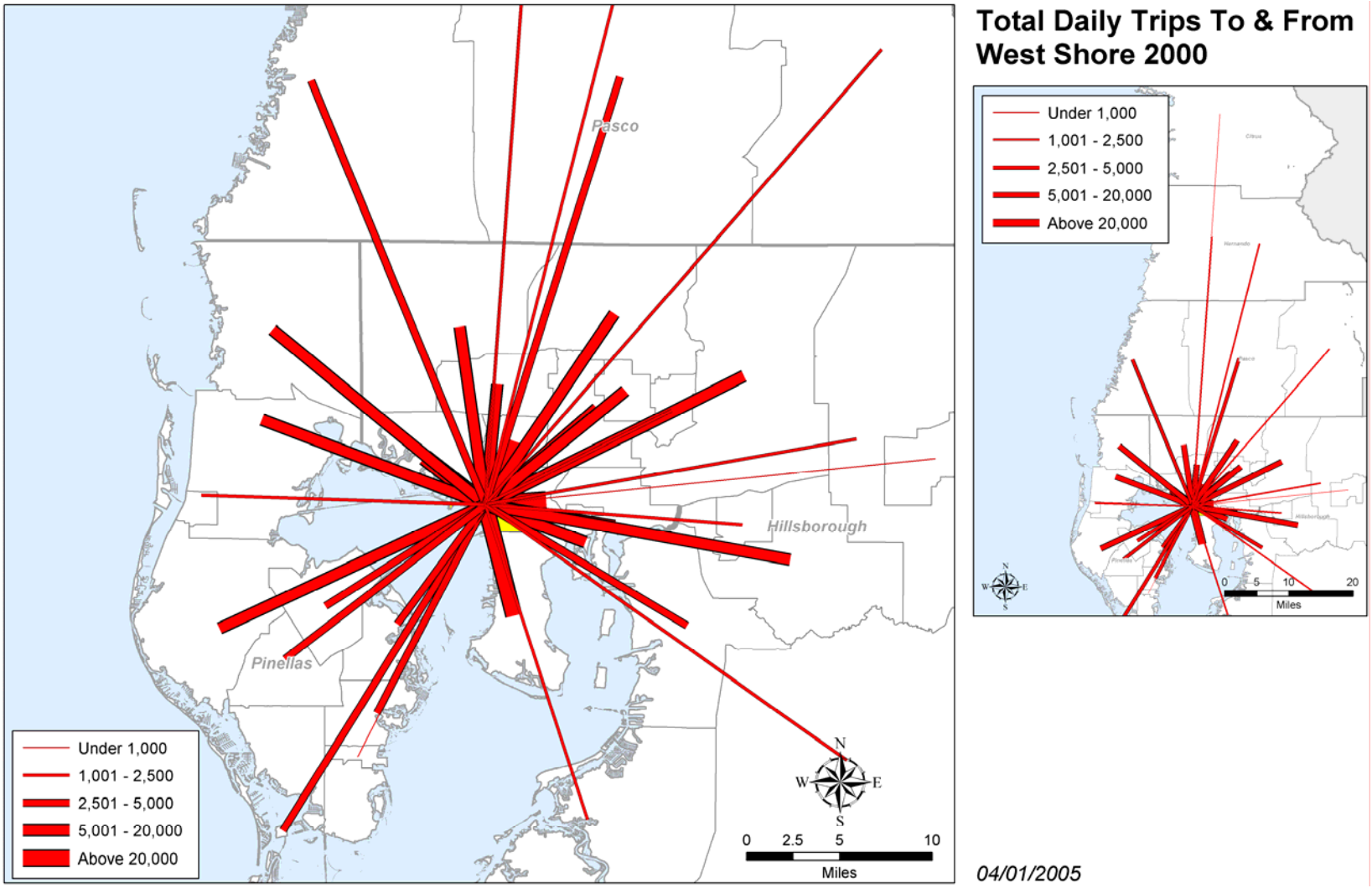


Figure 3-4.
West Shore Activity Center – Travel Demand 2025

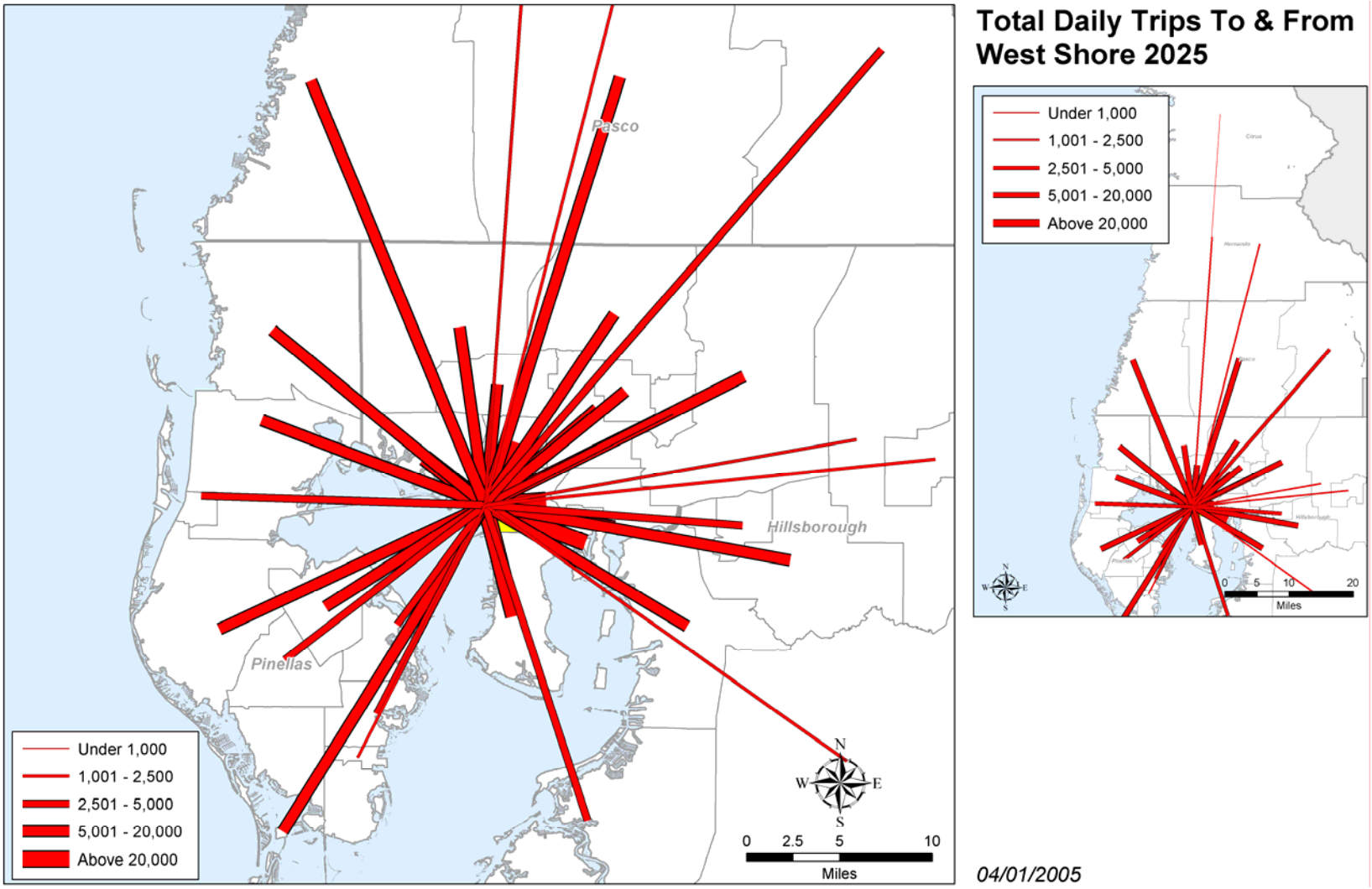


Figure 3-5
University of South Florida Activity Center – Travel Demand 2000

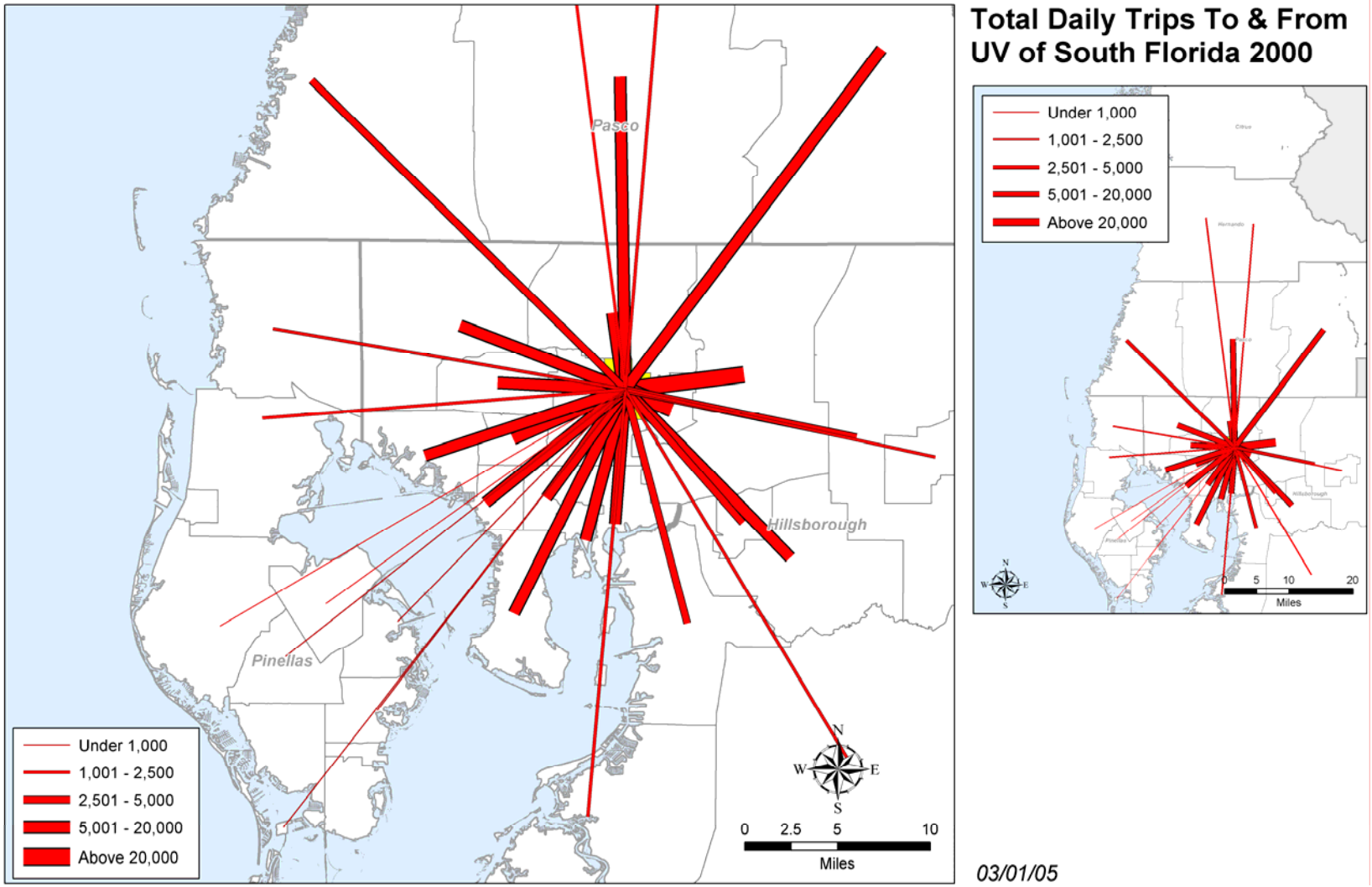


Figure 3-6
University of South Florida Activity Center – Travel Demand 2025

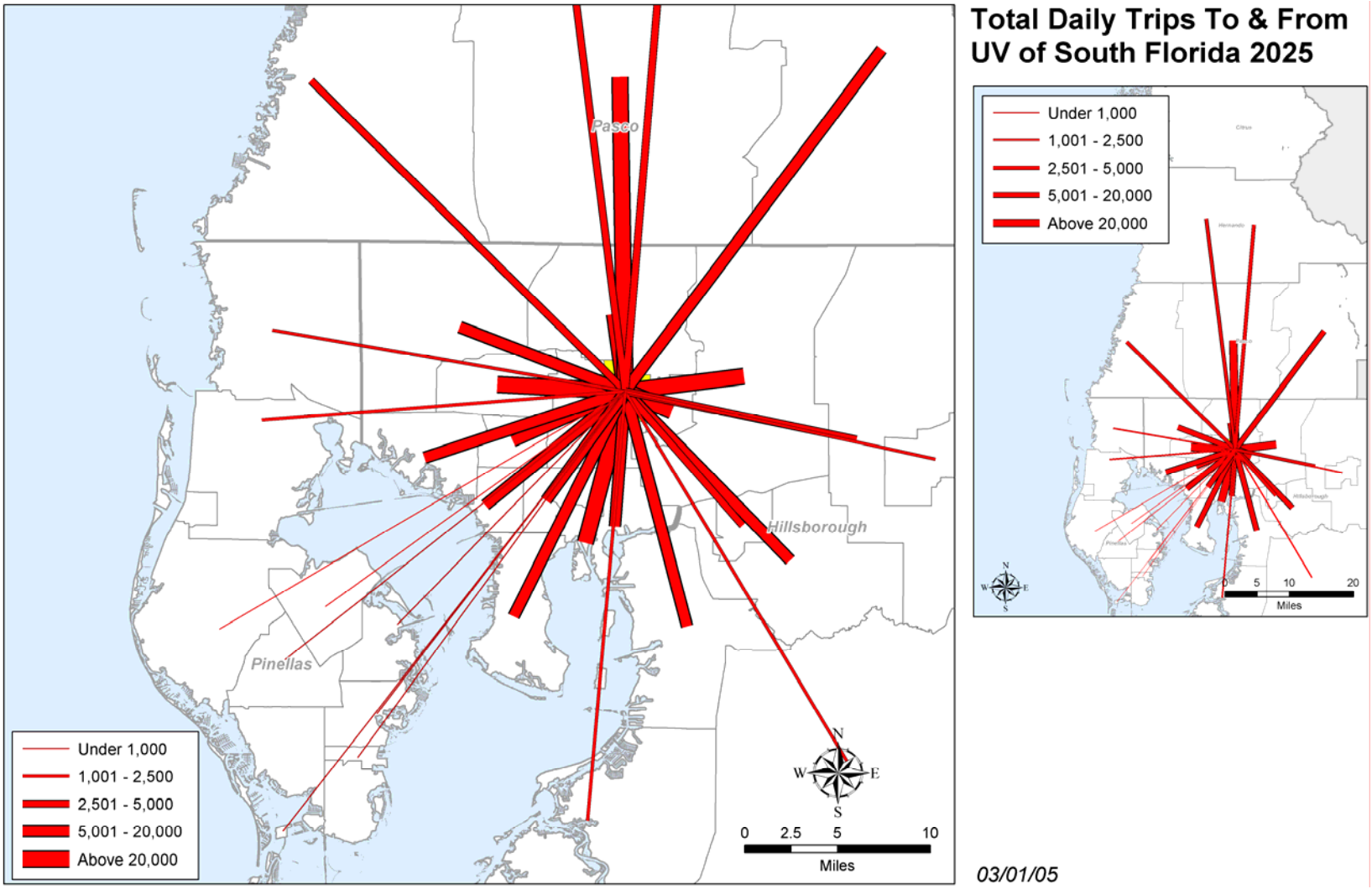


Figure 3-7
Gateway Activity Center – Travel Demand 2000

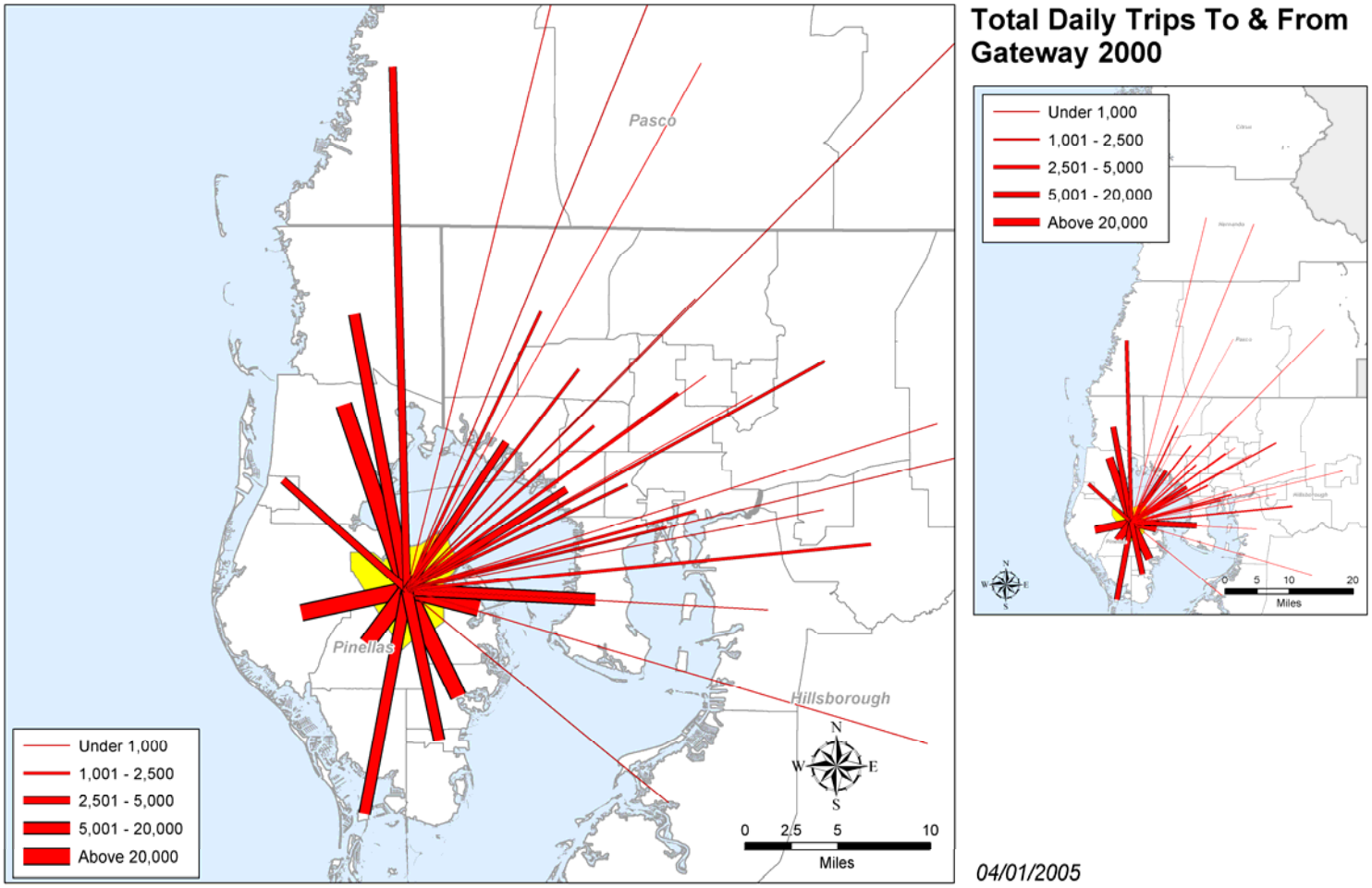


Figure 3-8
Gateway Activity Center – Travel Demand 2025

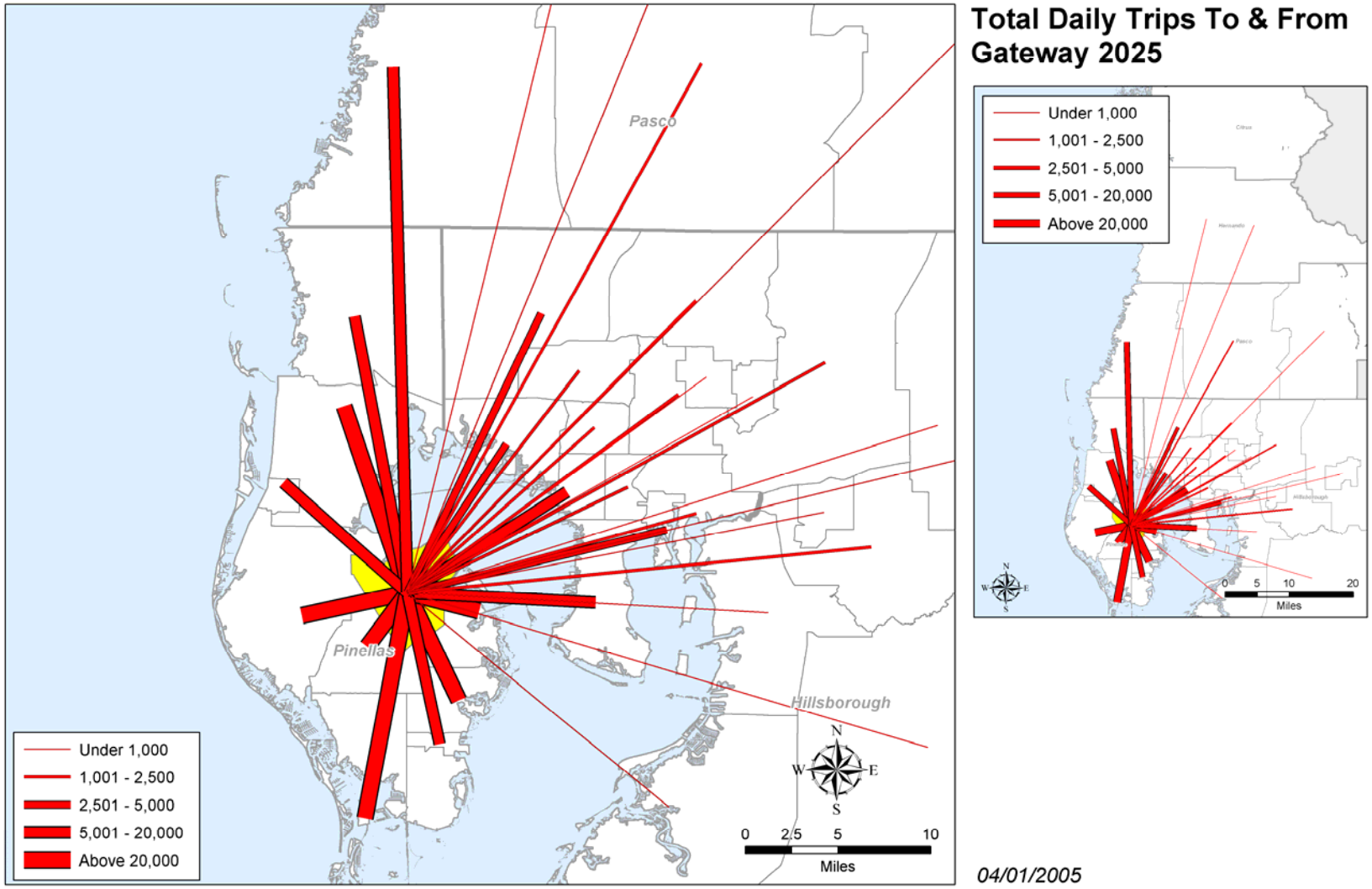


Figure 3-9
St. Petersburg Activity Center – Travel Demand 2000

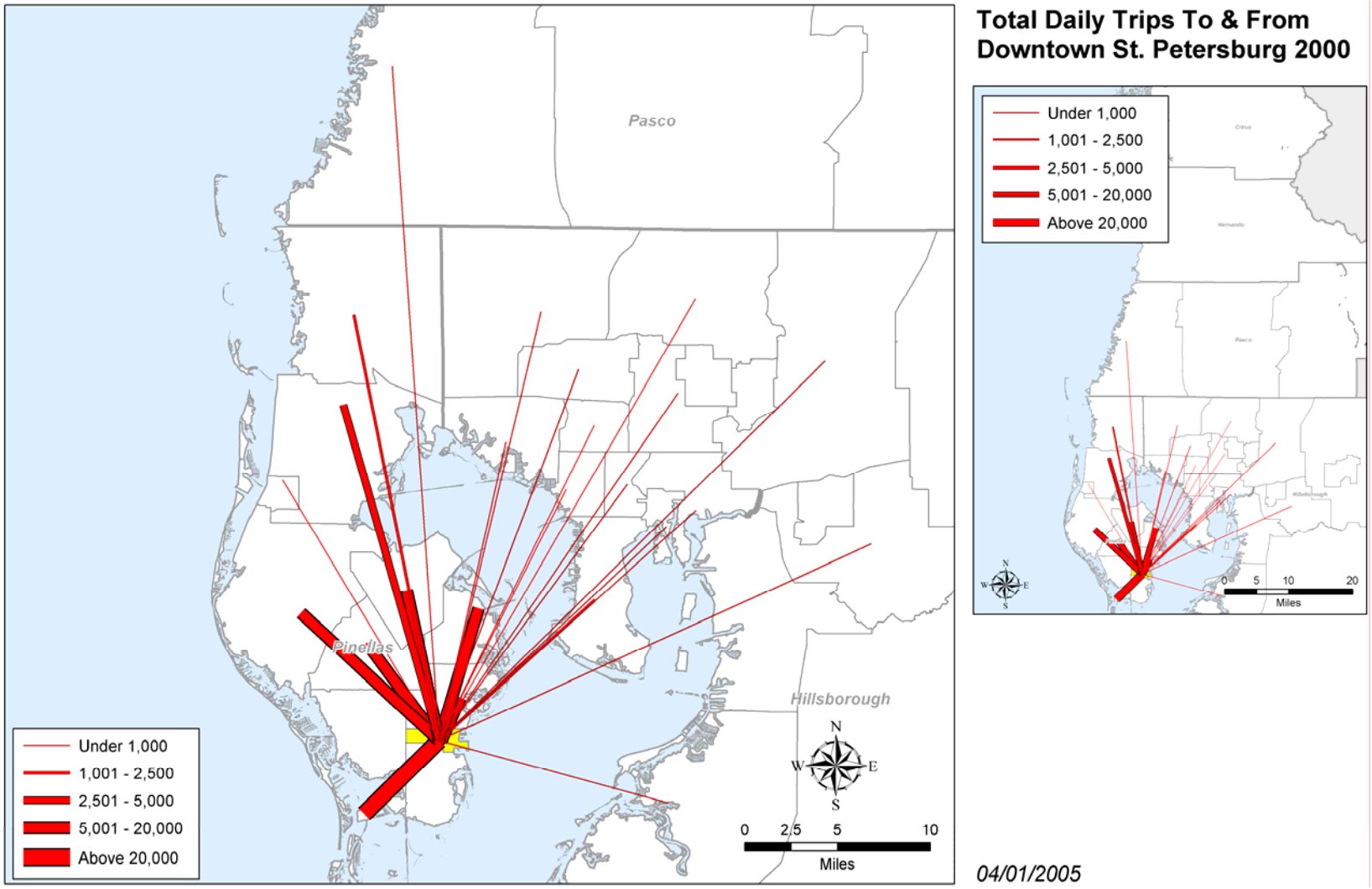
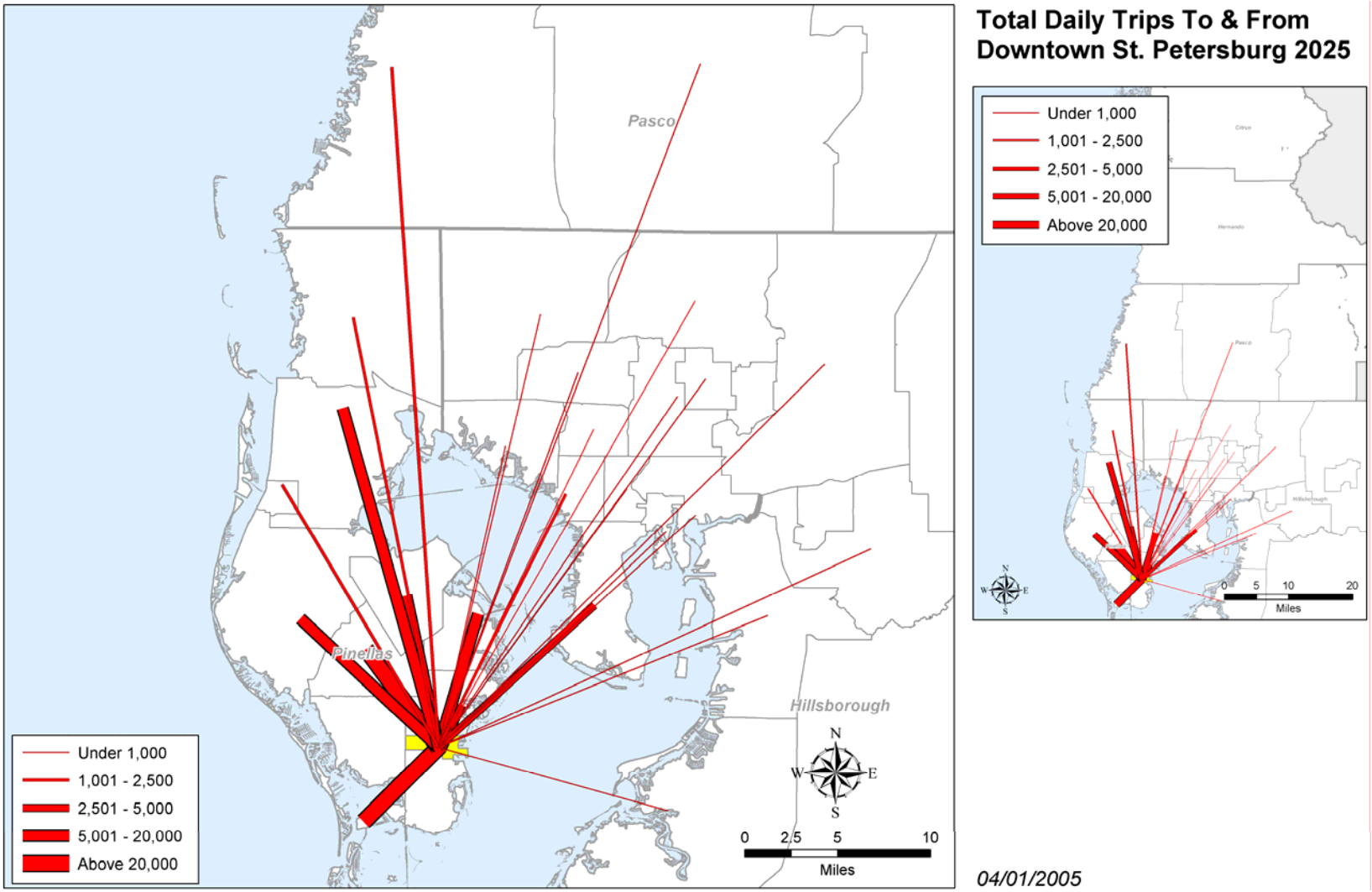


Figure 3-10
St. Petersburg Activity Center – Travel Demand 2025



Section 4.0
PASSENGER ACTIVITY

4.1 PASSENGER ACTIVITY

Projected levels of passenger activity at each candidate intermodal center provide one indication of their relative suitability for intermodal purposes. The travel demand analysis conducted to date makes it possible to consider three classes of traveler:

- *Peak period passengers*. These are predominantly travelers to or from work, who are seeking the fastest or most convenient route. They are the least likely to spend time or money in an intermodal center, and their numbers reflect primarily the center's geographic importance in the regional transit system. Intermodal connections by these passengers are principally among the regional transit modes: local bus, express bus, and rapid transit.

- *Off-peak passengers*. These are predominantly personal business and shopping trips, with a higher propensity to spend time and money in an intermodal center. Off-peak travelers have longer waiting times, and will benefit more from the passenger amenities offered. Similar to peak passengers, however, intermodal connections by these passengers are principally among the regional transit modes.

- *Intercity passengers*. These passengers are the most likely to spend time and money in an intermodal center, and to benefit from its amenities. Intermodal connections by these passengers are primarily between intercity modes (intercity bus and, as applicable, high speed rail (HSR)) and private auto, regional transit modes, taxi, and pedestrian.

Table 4-1 shows the estimated weekday regional transit boardings for both peak and off-peak periods within ½ mile of each candidate intermodal center for the year 2025, assuming a basic regional transit network with the planned Pinellas Mobility Initiative (PMI) and the planned LRT and BRT services in Hillsborough County, but not including the proposed Florida HSR system. It also includes an estimate of HSR ridership for each center under three scenarios: HSR terminates in Tampa; HSR terminates at a Gateway station somewhat east of the location being considered by this study, with a stop at Westshore; and HSR terminates in St. Petersburg with stops at Westshore and the more easterly Gateway station. These estimates were based on the Florida High Speed Rail project's 2025 forecasts, an average of independent forecasts by the consulting firms AECOM Consulting and Wilbur Smith Associates[1].

Table 4-1
Year 2025 Passenger Activity Summary

	Downtown Tampa	USF	Westshore	Gateway*	St. Petersburg
Peak Regional Transit Boardings	3,528	998	451	729	467
Off-peak Regional Transit Boardings	2,987	1,422	737	879	620
HSR Boardings** (terminates at Tampa)	1,294	0	0	0	0
HSR Boardings** (terminates at Gateway)	977	0	268	489	0
HSR Boardings** (terminates at St. Petersburg)	1,020	0	287	404	327
HSR Boardings*** (express to Gateway)	843	0	0	909	0
HSR Boardings*** (express to St. Petersburg)	1,238	0	0	0	395
Range of Potential Off-Peak plus HSR Boardings	3,830-4,281	1,422	1,005-1,024	1,283-1,788	620-1,015

* Values for configurations with a 'Westshore' station assume a Gateway stop located to the east of the location under consideration.

** Station loads interpolated by the project team from Florida HSR estimates

*** Ridership extrapolated by the project team from Florida HSR estimates. No 'commuter fares' would be offered, and no such ridership is included.

The project team used a spreadsheet-based model to interpolate the shifts of forecast ridership among HSR stations, and to extrapolate likely results for scenarios which were not studied by the Florida HSR Authority. To account for the various HSR sites, ultimate passenger origins and destinations in Pinellas County were assumed to be proportional to the number of planned Pinellas Mobility Initiative (PMI) stations, with an upward adjustment for Clearwater to the number of Trans-Bay trip ends identified by the travel demand model to and from Clearwater. This method resulted in a higher concentration of trip ends in urban St. Petersburg than the travel model might suggest, and a somewhat lower concentration in portions of Pinellas County that would not be served by the PMI. This is consistent with HSR riders being more likely to be transit users or from an urban center than otherwise.

The sketch-level spreadsheet was used to estimate the HSR share of trip ends, according to a logit utility function borrowed from a previous study[2], with the mode bias constant

adjusted to result in the number of trips forecast by the HSR *Investment Grade Ridership Study*.

USF Site

The project team did not consider the possibility of HSR service at the USF site The primary reason was that St. Petersburg has been designated as a corridor terminal for the statewide HSR system, and a westward extension from Tampa that did not cross Tampa Bay would not reasonably qualify as a 'St. Petersburg' terminus. By contrast, the Gateway site could be represented as 'St. Petersburg', similar to the present St. Petersburg-Clearwater International Airport. Furthermore, the USF site is clearly incompatible with a Tampa-St. Petersburg link, by virtue of its location far north of any reasonable alignment between these points.

Westshore Site

The HSR *Investment Grade Ridership Study* considered two configurations for a westward extension of the HSR, both with a Westshore station. One would terminate at Gateway, the other would extend further to central St. Petersburg, with a total of three stops west of Tampa. In both scenarios, the Westshore station would likely have the lowest total daily boardings.

Overall HSR system cost-effectiveness strongly suggests that only a single HSR station be provided west of Tampa. The factors that lead to this are:

- The costs of building and maintaining an HSR station are significant; even a relatively modest full-service HSR station is likely to cost at least $15 million to build, and to incur several hundred thousand dollars of annual operating expense. At low passenger volumes, the annualized cost per boarding can become quite high.

- Much of the ridership added by the Westshore station (and by the second Pinellas County station) would consist of urban travelers at the lower 'commuter' fares proposed in the *Investment Grade Ridership Study*.

- The times required to make the Westshore stop (and the second Pinellas County stop) would add several minutes to the total travel time to the Pinellas terminal from Tampa and points east. This would decrease the intercity ridership willing to pay full fares for longer trips.

To provide a better sense of how these factors may apply, the project team used the spreadsheet model to extrapolate ridership for the westward extension with only a single Pinellas terminal (Gateway or St. Petersburg). These results are shown in Table 4-1. For the configurations terminating at this study's Gateway site (with and without a Westshore stop), the total estimated HSR system boardings are almost equal; the overall

system would therefore have both higher revenues and lower annual costs without the Westshore HSR station.

The conclusion that Westshore is not the most suitable intermodal center from a passenger activity standpoint does *not* mean, however, that is unimportant in the regional transportation system, or even that if a new HSR crossing of Tampa Bay is made, that regional trains could not, or should not, share it. However, with its planned LRT and/or BRT linkages to Tampa, Westshore's additional connections offered by the relatively infrequent HSR service (between 14 and 22 departures per day per direction) would not necessarily represent a major increase in accessibility. The predominance of urban travelers on regional (or 'commuter') trains also means that these services do not require all the services and amenities of an intermodal center. Most HSR services have average distances of 40 miles or more between full-service stations.

Pinellas County

Within Pinellas County, the Gateway site appears to be preferable in terms of total non-commuter passenger activity. Gateway, being more central to the county as a whole, would naturally serve more regional transfer activity. Perhaps more important are the observations with respect to intercity HSR activity, assuming a single Pinellas terminal and no intermediate Westshore station:

- In conjunction with a Tampa HSR station, the St. Petersburg site would likely attract higher total HSR ridership. This is because central and northern Pinellas locations are reasonably well served by the Tampa station, and the additional six miles or so of HSR route into Tampa (relative to the Gateway site) would provide time savings to St. Petersburg, boosting ridership in the southern part of the county.

- The Gateway site would actually attract more Pinellas passengers to cross Tampa Bay on the HSR, removing them from the highway crossings. With a St. Petersburg terminal, many Pinellas passengers would board or alight at Tampa.

- In terms of HSR cost-effectiveness, Gateway would be superior to the St. Petersburg site. Gateway would add about 5,300 system passenger-miles per additional route-mile per day over the Tampa-terminating HSR, versus only about 3,000 for St. Petersburg.

4.2 SUMMARY

Looking solely at non-commuter activity (i.e. the off-peak regional boardings and HSR boardings combined), it is clear that the downtown Tampa site would have the highest level of passenger activity under any scenario, clearly dominating either of the other two Hillsborough County locations. The USF and Westshore sites appear to have merits as regional transit centers, but are less appropriate for intercity service. Of the two sites in Pinellas County, the Gateway site is more attractive from this perspective.

4.3 REFERENCES

1. Florida High Speed Rail Authority, *Investment Grade Ridership Study Summary Report*, November 20, 2002

2. De Leuw, Cather & Company, *Screening Report*, Interstate Route 95 – New Haven Harbor Crossing, Connecticut Department of Transportation, April 1997

Appendix C
Site Characteristics Database

Activity Center	Parcel ID	FOLIO Number	Parcel Area (Acres)	Site Area for Intermodal Center (Acres)	Site Rectangle (FT x FT)	Zoning	Land Use	Future Land Use	Property Value	Ownership	Property Address	Location	Description
Downtown Tampa	1863	192405.0000	0.27	**12.75**	**900 x 650**	CBD-1	PI	CBD	$ 177,000.00	TIITF/Department of Management Services	1411 N Tampa St	I-275 on north, Tampa Street on west. North end of Downtown Tampa.	High Speed Rail site identified in EIS. Cemetery and Sheriff's office on east side. Easy access to interstate. Does not nclude historic St. Paul AME church property, which is an individual locally landmarked site or the Marion Transit Center.
	1864	192406.0000	0.20			CBD-1	PI	CBD	$ 129,000.00	TIITF/Department of General Services	1415 N Tampa St		
	1865	192407.0000	0.06			CBD-1	PI	CBD	$ 38,700.00	TIITF/Department of Management Services	1409 N Tampa St		
	1866	192408.0000	0.14			CBD-1	PI	CBD	$ 90,300.00	TIITF/Department of Management Services	1407 N Tampa St		
	1867	192409.0000	0.13			CBD-1	PI	CBD	$ 88,500.00	TIITF/Department of Management Services	1424 N Franklin St		
	1868	192410.0000	0.14			CBD-1	PI	CBD	$ 88,500.00	TIITF/Department of Management Services	1415 Franklin St		
	1869	192411.0000	0.33			CBD-1	PI	CBD	$ 212,400.00	TIITF/Department of Management Services	1401 N Tampa St		
	1870	192412.0000	0.25			CBD-1	PI	CBD	$ 154,800.00	TIITF/Department of Management Services	1401 N Tampa St		
	1871	192413.0000	0.10			CBD-1	PI	CBD	$ 64,500.00	TIITF/Department of Management Services	1322 Florida Ave		
	1872	192414.0000	0.10			CBD-1	PI	CBD	$ 64,500.00	TIITF/Department of Management Services	1316 Florida Ave		
	1873	192415.0000	0.27			CBD-1	PI	CBD	$ 177,000.00	TIITF/Department of General Services	1439 N Franklin St OR 301 Scott St		
	1874	192416.0000	0.13			CBD-1	PI	CBD	$ 88,500.00	TIITF/Department of Management Services	301 Scott St		
	1875	192417.0000	0.16			CBD-1	PI	CBD	$ 93,810.00	TIITF/Department of Management Services			
	1876	192418.0000	0.44			CBD-1	PI	CBD	$ 283,800.00	TIITF/Department of General Services	1314 Florida Ave OR 1302 N Florida Ave		
	1877	192419.0000	0.31			CBD-1	PI	CBD	$ 207,090.00	TIITF/Department of Management Services	1401 Franklin St OR 1302 N Florida Ave		
	1893	192517.0000	3.09			CBD-1	PI	CBD	$ 15,268,439.00	TIITF/Department of General Services	1313 N Tampa St		
	2117	193010.0000	0.13			CBD-1	VAC*	CBD	$ 55,470.00	National Advertising Company	1338 N Marion		
	2118	193011.0000	0.11			CBD-1	VAC? (the whole street network was selected in GIS when I selected this parcel)	CBD	$ 55,470.00	National Advertising Company	1336 N Marion		
	2119	193012.0000	0.23			CBD-1	LI (Light Industrial)	CBD	$ 156,500.00	Stewart Lippe	1319 Florida Ave		
	2120	193013.0000	0.14			CBD-1	LC	CBD	$ 138,111.00	Skinner Family Limited Partnership	1309 N Florida Ave		
	2121	193014.0000	0.33			CBD-1	LC	CBD	$ 411,000.00	Icon Financial, LLC	1308 Marion St		
	2122	193016.0000	1.02			CBD-1	PI	CBD	$ 694,121.00	Hillsborough County	1315 N Marion St		
	2123	193017.0000	2.93			CBD-1	PI	CBD	$ 7,501,758.00	Hillsborough County	1301 Morgan		
	2126	193037.0000	0.10			CBD-1	LC	CBD	$ 110,203.00	Gietzen & Associates, Inc	1302 N Marion St		
	2127	193037.0100	0.10			CBD-1	PI	CBD	$ 64,500.00	City of Tampa	1301 N Florida Ave		
	2128	193039.0000	0.10			CBD-1	MHP	CBD	$ 69,975.00	Diversimark, Inc	1290 N Marion		
	2129	193040.0000	0.22			CBD-1	LC	CBD	$ 232,777.00	Diversimark, Inc	1221 Florida Ave		
	2130	193041.0000	0.10			CBD-1	MHP	CBD	$ 73,365.00	Diversimark, Inc	1216 Marion St OR 1282 N Marion		
	2131	193042.0000	0.21			CBD-1	MHP	CBD	$ 143,493.00	Mary J Morgan Hicks	1280 N Marion		
	2132	193043.0000	0.69			CBD-1	MHP	CBD	$ 485,284.00	Mary J Morgan Hicks	1201 N Florida Ave		
	2139	193065.0000	0.15			CBD-1	PI	CBD	$ 100,575.00	Hillsborough County	604 E Laurel		
	2140	193066.0000	0.07			CBD-1	PI	CBD	$ 45,780.00	Hillsborough County	1313 N Marion		
Gateway (Former Speedway)	3268	10301671010300010(	9.69	**29.49**	**990 x 1300**	IH	359 (Comm)	Industrial-General	$930,600	Florida Dpt of Transportation		Ulmerton on north, 118th Ave on south, New Roosevelt/CR 296 extension on west.	Site identified in Airport Masterplan for Intermodal center. Horse farm and former Sunshine Speedway currently on property.
	3269	10301671010300020(	9.92			IH	359 (Comm)	Industrial-General	$698,400	Florida Dpt of Transportation	4300 126th Ave		
	3302	10301671010300160(	9.88			IH	359 (Comm)	Industrial-General	$671,800	Florida Dpt of Transportation			

TIERRA

April 6, 2005

PBS&J
5300 West Cypress Avenue, Suite 200
Tampa, Florida 33607

Attention: Ms. Rebecca Spain-Schwarz
Ms. Alice J. Price

RE: Geotechnical Services
Tampa Bay Intermodal Center(s) PD&E Study
Tampa and Gateway Sites
Hillsborough/Pinellas Counties, Florida
FPN: 415348 1
Tierra Project No.: 6511-03-198

Ms. Spain-Schwarz:

Tierra, Inc. has reviewed the Soil Surveys of Hillsborough and Pinellas Counties, Florida published by the United States Department of Agriculture (USDA) Soil Conservation Service (SCS). The results are depicted below.

Hillsborough County Soil Survey – Tampa Site

Based on a review of the Hillsborough County Soil Survey, it appears that there is one (1) soil-mapping unit noted within the project alignment. The general soil description is presented below, as described in the Soil Survey.

Urban land (Unit 56)
This mapping unit consists of miscellaneous areas that are covered by concrete, asphalt, buildings, or other impervious surfaces that obscure or alter the soils so that identification is not feasible.

The Tampa Site is located in an area of Hillsborough County that has previously been developed. Structures under three stories in height are typically founded on shallow foundations with standard asphalt type parking and access drives. Structures greater than three stories will typically be founded on a modified shallow foundation system or a deep foundation system comprised of drilled piers or a driven piling system.

7805 Professional Place · Tampa, Florida 33637
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Pinellas County Soil Survey – Gateway Site

Based on a review of the Pinellas County Soil Survey, it appears that there are five (5) soil-mapping unit noted within the project alignment. The general soil description is presented below, as described in the Soil Survey.

Made Land (Unit Ma)
This soil consists of mixed sand, clay, hard rock, shells, and shell fragments that have been transported, reworked, and leveled by earth-moving equipment. Many areas consist of material that has been dredged from the bay and used to fill diked areas.

Manatee Loamy Fine Sand (Unit Mn)
This is a nearly level, very poorly drained soil that has loamy subsoil. It occurs in depressions and along broad drainageways. The water table commonly is at a depth of less than 10 inches.

Myakka Fine Sand (Unit My)
This is a nearly level, poorly drained soil on broad flats between sloughs and swamps. In places it is gently sloping. The water table is normally at a depth of 10 to 30 inches.

Oldsmar Fine Sand (Unit Om)
This a nearly level, poorly drained sandy soil on broad low ridges in the flatwoods. The water table is at a depth of less than 10 inches for 1 or 2 months during wet periods and at 10 to 30 inches for 2 to 6 months in most years. Most areas are periodically wet.

Pompano Fine Sand (Unit Pp)
This a nearly level, poorly drained soil near ponds and in low areas between sloughs in the flatwoods. The water table normally is at a depth of 10 to 40 inches. It is within 10 inches for 1 to 2 months during wet seasons and is below 40 inches during dry periods.

USDA Seasonal High Groundwater Table Estimates							
Pinellas County USDA Soil Survey Information							
USDA Map Unit	**Soil Classification**			**Permeability (in/hr)**	**pH**	**Seasonal High Groundwater**	
	Depth (in)	**USCS**	**AASHTO**			**Depth (in)**	**Months of year**
Ma	No Data Available						
Mn	0-18	SP-SM	A-2	2.0-6.3	6.1-7.8	<10	6 to 12
	18-44	SC, SC-SM	A-2-4	0.63-2.0	6.1-7.8		
	44-72	SP	A-3	6.3-20	6.1-7.8		
My	0-16	SP, SP-SM	A-3	6.3-20	4.5-6.5	<10	1 to 4
	16-25	SP-SM, SM	A-3	0.63-2.0	4.5-6.5		
	25-84	SP-SM, SP	A-3	6.3-20	4.5-6.5		
Om	0-34	SP	A-3	6.3-20	4.5-5.5	<10	1 or 2
	34-44	SP-SM, SM	A-3	2.0-6.3	4.5-6.5		
	44-65	SM-SC, SC	A-2-6	0.63-2.0	6.1-8.4		
Pp	0-14	SP, SP-SM	A-3	6.3-20	5.6-7.3	<10	1 or 2
	14-80	SP, SP-SM	A-3	6.3-20	6.1-7.8		

The Gateway Site is located within an area of Pinellas County known for high groundwater tables. The site will require fill to elevate structures and asphalt parking areas and access drives to maintain proper groundwater separation. Similar to the Tampa Site, structures under three stories in height are typically founded on shallow foundations with standard asphalt type parking and access drives based on final fill heights. Structures greater than three stories will typically be founded on a modified shallow foundation system or a deep foundation system comprised of drilled piers or a driven piling system.

Tierra, Inc. appreciates the opportunity to be of service to PBS&J on this project. If you have any questions or comments regarding this report, please contact our office at your earliest convenience.

Respectfully Submitted,

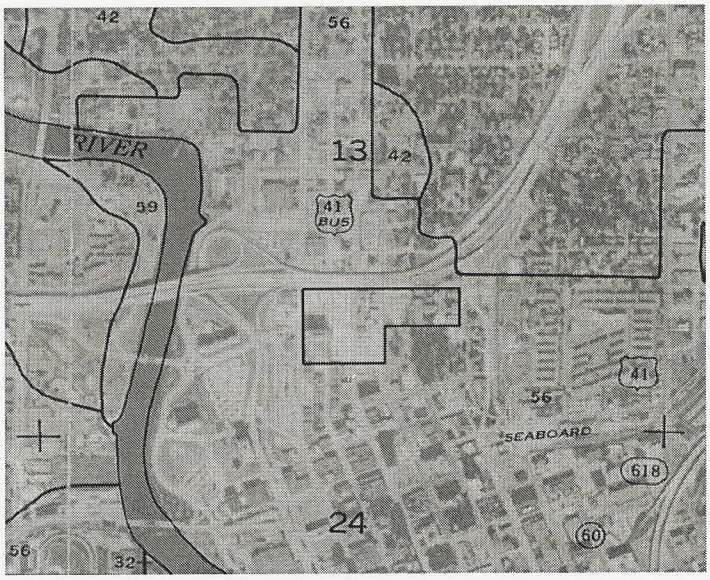
TIERRA, INC.

Anne E. Mize
Environmental Scientist

Henri V. Jean, P.E.
Principal Geotechnical Engineer
Florida Registration No. 55420

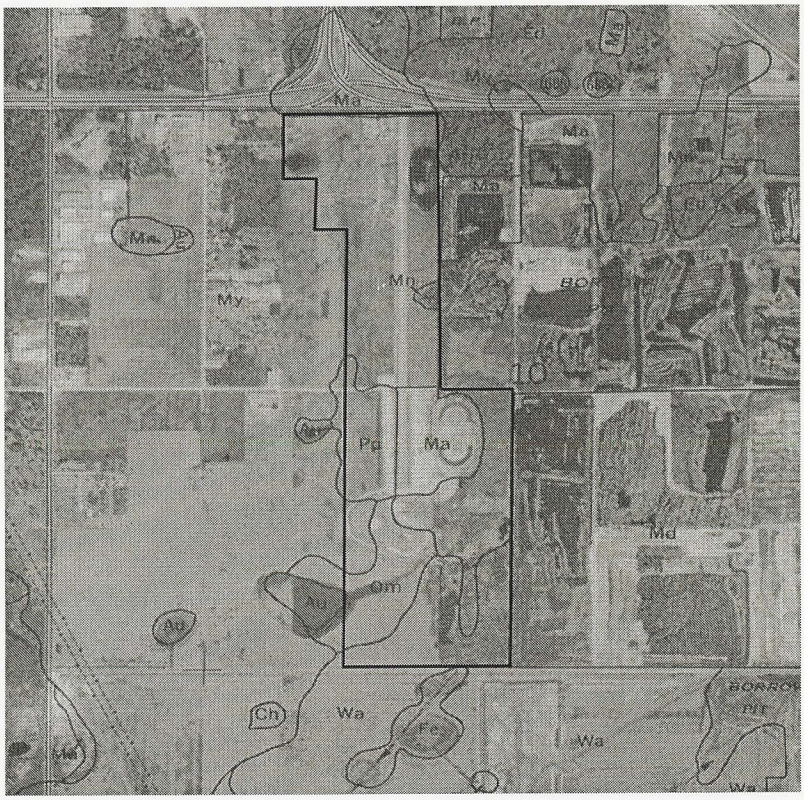
Attachment

USDA SOIL SURVEY of HILLSBOROUGH COUNTY, FL



Tampa Site

USDA SOIL SURVEY of PINELLAS COUNTY, FL



Gateway Site

TAMPA BAY INTERMODAL CENTERS

ULTIMATE CONCEPT : DOWNTOWN TAMPA

→ POTENTIAL LIGHT RAIL ROUTE → HSR ROUTE

SCALE 1:100

0' 100' 200' 400'

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

PHASE ONE : DOWNTOWN TAMPA

PHASE I

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
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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

0' 100' 200' 400'

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

0' 100' 200' 400'

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
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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

POTENTIAL LIGHT RAIL ROUTE — HSR ROUTE — PHASE I — PHASE II — PHASE III

SCALE 1:100

0' 100' 200' 400'

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
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JUNE 28, 2005

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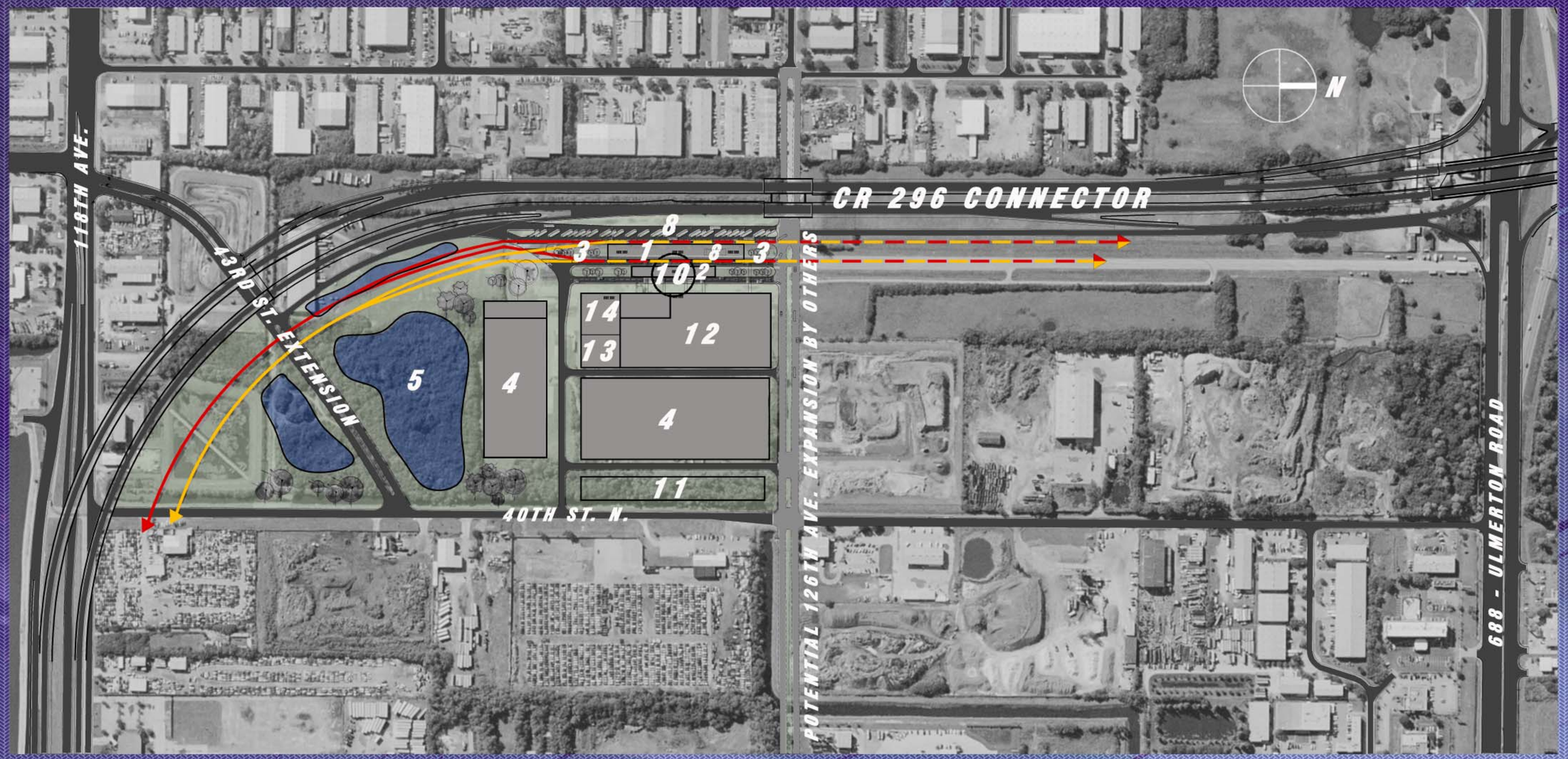
TAMPA BAY INTERMODAL CENTERS

ULTIMATE CONCEPT : GATEWAY SITE



POTENTIAL HSR ROUTE

POTENTIAL PMI ROUTE

SCALE 1:200

0' 200' 400' 800'

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.
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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
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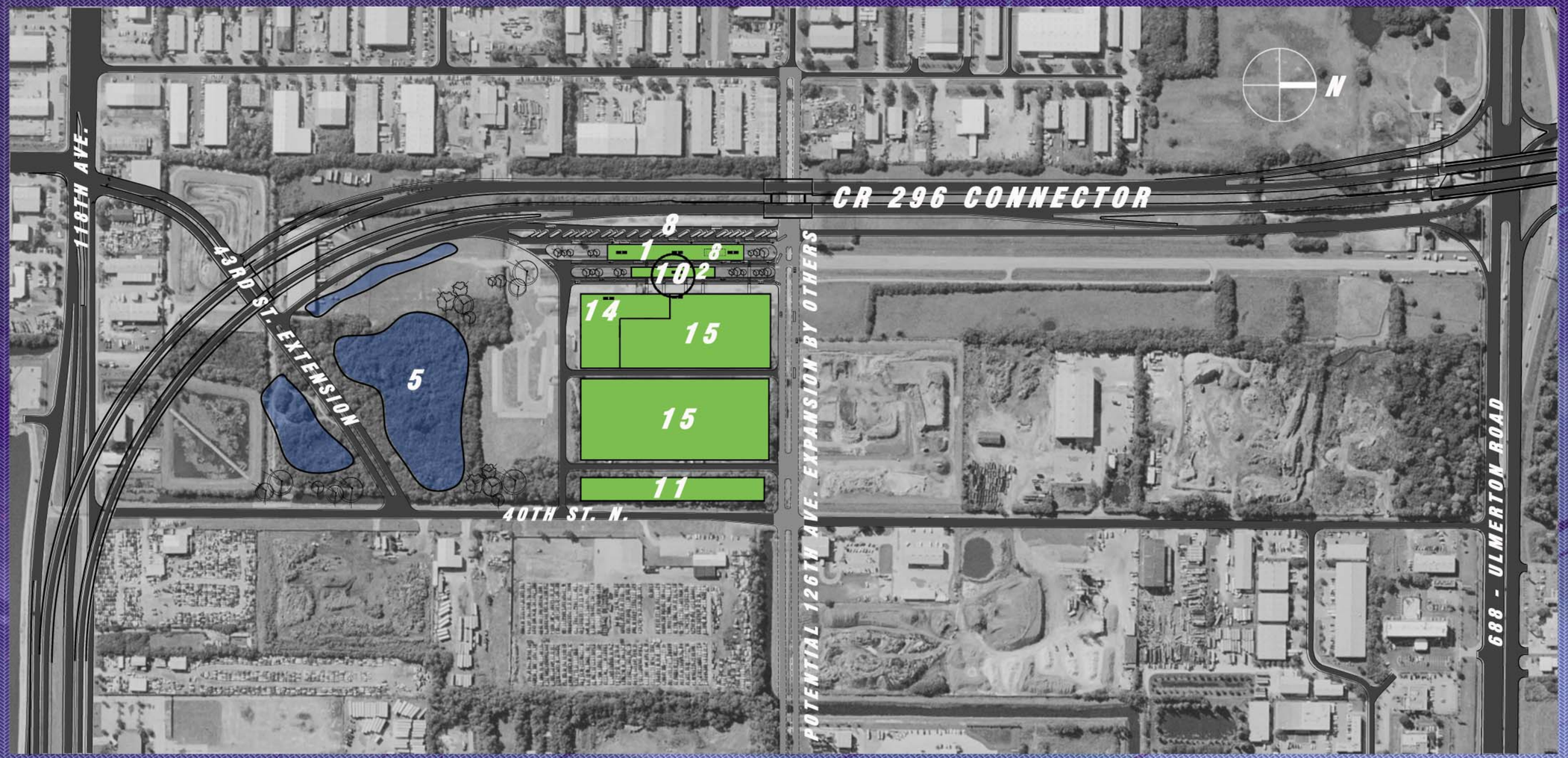
TAMPA BAY INTERMODAL CENTERS

PHASE ONE : GATEWAY SITE



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4-PARKING GARAGE AND MIXED-USE DEVELOPMENT

PHASE I

SCALE 1:200

0' 200' 400' 800'

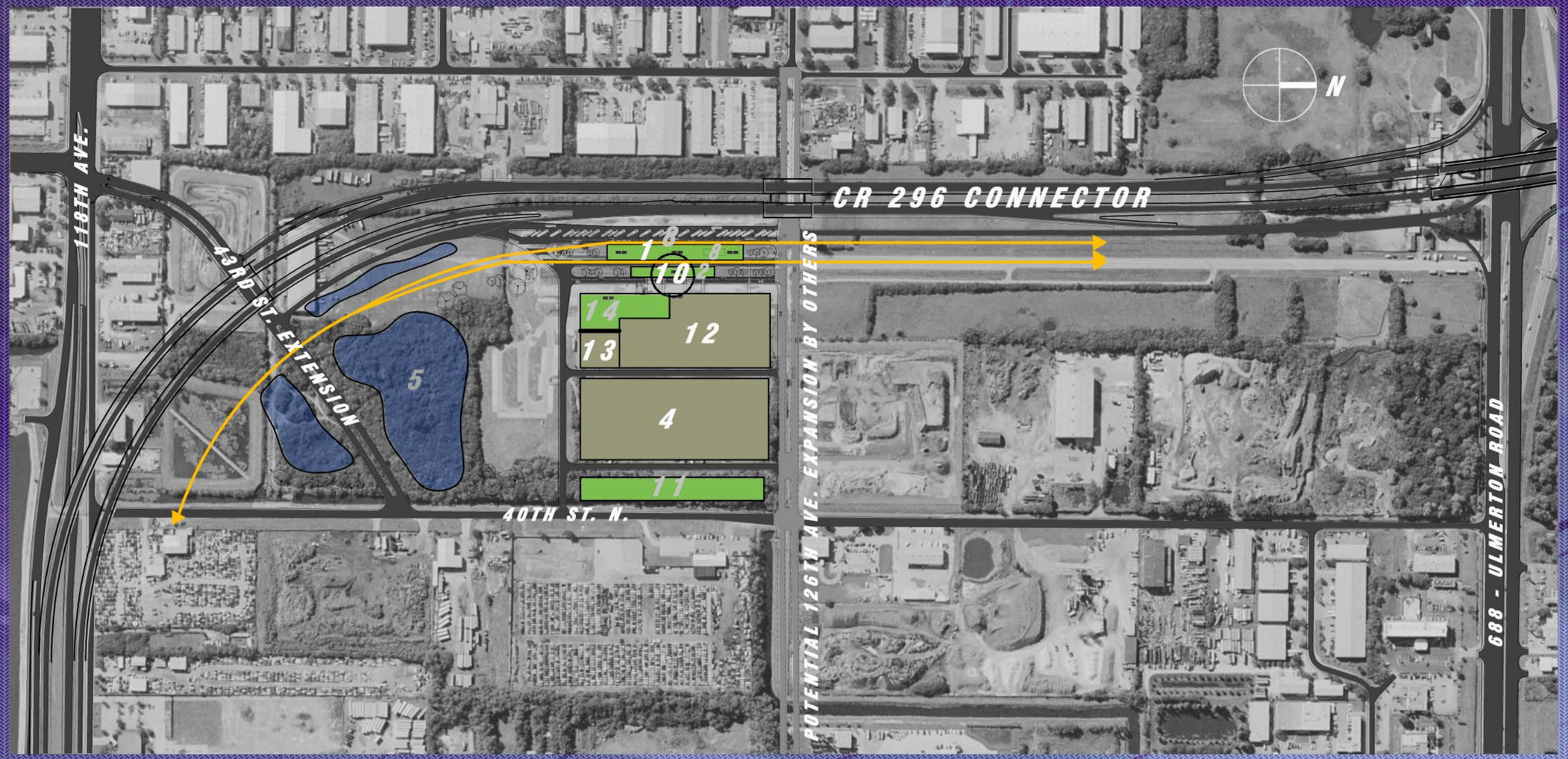
5-PROPOSED RETENSION POND
8-GREYHOUND OFFICES WITH PULL-OUT AND PULL-OFF AREAS
10-PEDESTRIAN CIRCULATION/URBAN NODE
11-BUFFER/GREEN SPACE
12-SHORT TERM PARKING GARAGE
13-CAR RENTAL
14-ADMINISTRATION OFFICES
15-SHORT TERM/LONG TERM SURFACE PARKING

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 : GATEWAY SITE



POTENTIAL PMI ROUTE

PHASE I

PHASE II

SCALE 1:200

0' 200' 400' 800'

LEGEND

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11-BUFFER/GREEN SPACE
12-SHORT TERM PARKING GARAGE
13-CAR RENTAL
14-ADMINISTRATION OFFICES
15-LONG TERM SURFACE PARKING

JUNE 28, 2005

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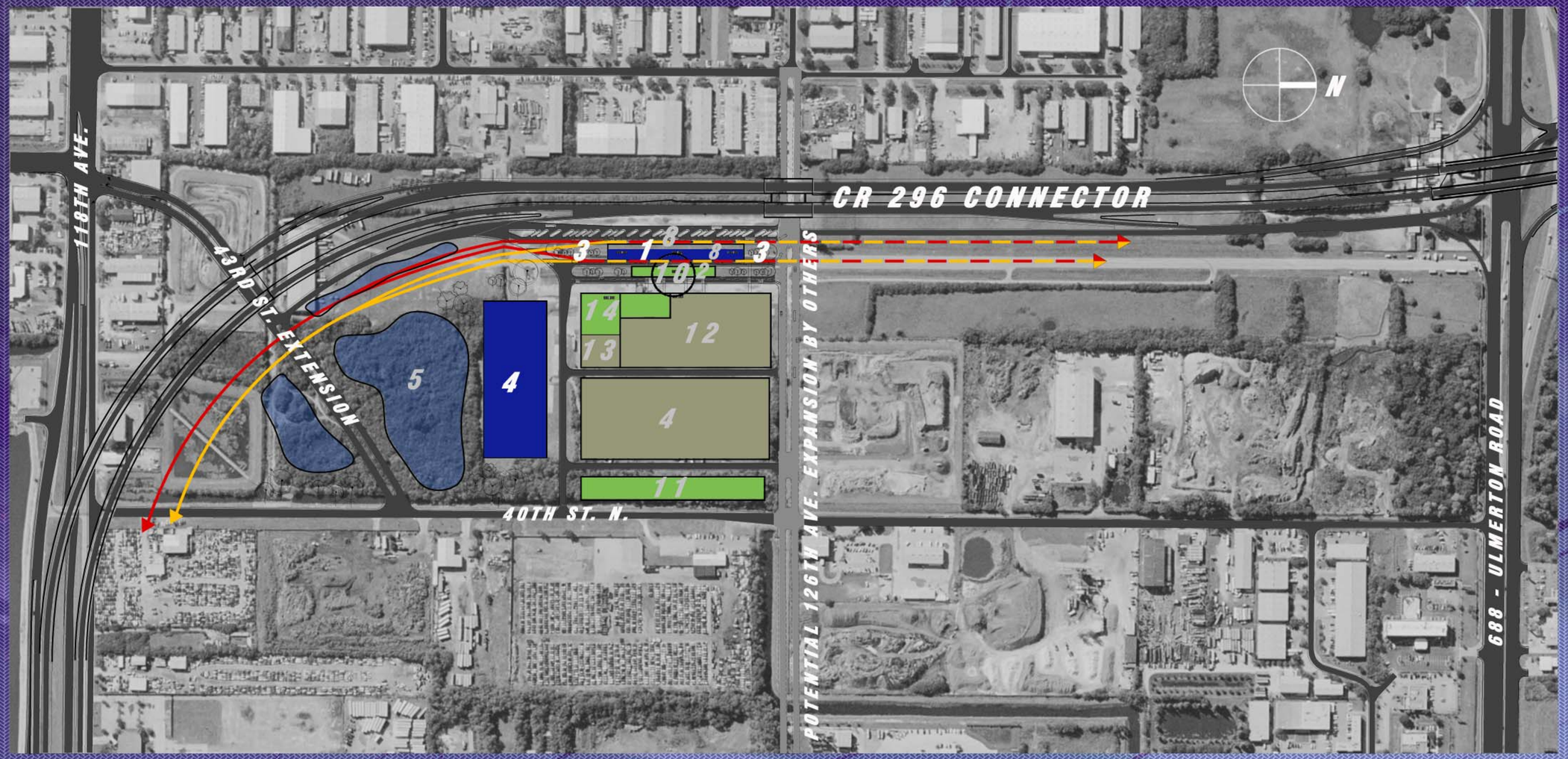
TAMPA BAY INTERMODAL CENTERS

PHASE THREE : GATEWAY SITE



POTENTIAL PMI ROUTE

POTENTIAL HSR ROUTE

PHASE I

PHASE II

PHASE III

SCALE 1:200

0' 200' 400' 800'

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JUNE 28, 2005

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415348.5

Hillsborough County
City-County
Planning
Commission

THE PLANNING COMMISSION

June 9, 2005

Mr. Jerry Comellas
FDOT-D7
11201 N. McKinley Drive, MS 7-500
Tampa, Florida 33612

Re: Tampa Bay Intermodal Center (intersection of North Marion Street and East Laurel Street)

Dear Mr. Comellas:

The parcels related to the proposed Tampa Bay Intermodal have been designated as Central Business District **(CBD)** within the *Tampa Comprehensive Plan*. The definition provided within the *Tampa Comprehensive Plan* for the Central Business District Land Use Category is as follows:

> **Central Business District (CBD)**
> **Purpose**: This land use category is used to encourage and maintain the development of Tampa's central core (Central Business District) as the principal governmental, financial, commercial, convention and entertainment center of Hillsborough County through continued improvement in its accessibility, appearance, utilization, and facilities. Refer to the Central Business District Element.
>
> **Permitted Uses**: Mixed used developments, office uses, public assembly facilities, cultural and educational facilities, hotels, motels, entertainment, retail uses including major department stores, and high density residential uses.
>
> **Density/Intensity:** Individual developments of 120 feet in height or less are permitted in the Central Business District. Projects

601 E. Kennedy, 18th Floor
P.O. Box 1110
Tampa, Florida 33601-1110
813/272-5940
FAX 813/272-6258
FAX 813/272-6255
www.theplanningcommission.org

greater than 120 feet can be permitted upon site plan review and urban design review. In addition, all individual projects are subject to Federal Aviation Authority (FAA) height restrictions.

The selected parcels have a current zoning of CBD-1. If you need additional information regarding current regulations within the CBD-1 zoning classification please contact the City of Tampa's Land Development Coordination office at (813) 274-8405.

Should you need any further information regarding this parcel's relationship with the Tampa Comprehensive Plan, please feel free to call me at (813) 272-5940.

Sincerely;

David A. Hey, Jr.
Community Planner II

City of Tampa Future Land Use

Legend

- Service Area Boundaries
- Tampa Service Area
- Urban Service Area
- Other
- Jurisdiction Boundaries
- CDB Periphery Boundary
- Designated Regional Activity
- 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

Jurisdiction

- BAY
- PINELLAS COUNTY
- PLANT CITY
- TAMPA
- TEMPLE TERRACE
- Other

View Data Sources.

I have read and agreed to the Terms and Conditions of this site.

City of
PINELLAS PARK
FLORIDA

5141 78TH AVE. • P.O. BOX 1100
PINELLAS PARK, FL 33780-1100

PHONE • (727) 541-0700
FAX • (727) 544-7448
SUNCOM • 969-1011

June 10, 2005

Ms. Alice Price
PBS&J
5300 West Cypress Avenue, Suite 200
Tampa, Florida 33607

RE: Former Sunshine Speedway Property

Dear Ms. Price:

The former Sunshine Speedway property is split into two distinct sections by not only the FDOT proposal but also the City's Transportation Concurrency Management Area. The parcels of the Speedway property north of 126th Avenue are located within the City's Transportation Concurrency Management Area for Ulmerton Road and are subject to concurrency review. Those parcels to the south of 126th Avenue are not.

The conceptual plans provided to me identified no proposed development of the speedway parcels north of 126th Ave. As such there would be no impact upon Ulmerton Road for those parcels. The speedway parcels south of 126th are outside of the City's Transportation Concurrency Management Area for Ulmerton Road and are not subject to concurrency review at this time. The Inter-modal Center proposal dated May 24, 2005 is therefore found to be concurrent for transportation.

In regards to concurrency for the other public infrastructure serving this site, at present all other levels of service standards are within an acceptable range and are found to be concurrent. Please note that should development on those parcels north of 126th Avenue occur, all sanitary sewer issues (concurrency and connection) must be addressed to the City of Largo in that the property north of 126th Avenue is in the Largo Sanitary Sewer Service Area.

Sincerely,

R.G. Bray, Jr., AICP
Community Planning Director

file

Utility Assessment Package

Financial Project Number: 415348-1-94-01
Description: Tampa Bay Intermodal Center(s)
Site: Downtown Tampa Site
County: Hillsborough

Prepared by
William D. Summers
FDOT District Seven Utility Office

June 24, 2005

PART 1

Utility Companies in Project Limits

Bright House
Mr. Lew Conti
2728 S. Falkenberg Road
Riverview, Fl. 33569

City of Tampa Water Department
Chris Barquin
306 E. Jackson Street, A5E
Tampa, Fl. 33602

City of Tampa Waste Water Department
Grant Edmunds
306 E. Jackson Street
Tampa, Fl. 33602

FPL Fibernet
Noel Reese
9250 W. Flagler Street
Miami, Fl. 33174

Level 3 Communications
Mr. Joseph J. Iuzzini
7909 Woodlands Center Blvd.
Tampa, Fl. 33614

MCI
National OSP Support
2400 North Glenvill Drive
Richardson, Tx. 75082

Mike Hall
Verizon Florida Inc.
10402 N. 56th Street
Temple Terrace, Fl. 33617

Tampa Electric Company
Arlene Brown
2200 East Sligh Ave.
Tampa, Fl. 33610

TECO Peoples Gas
Frank Kistner
1400 Channelside Drive
Tampa, Fl. 33605

Xspedius Fiber Group
Tony Vande Linde
6230 Shiloh Road, Suite 210
Alpharetta, Ga. 30005

Part 2

Aerial Markups

Aerials, maps, as-built plans and copies of correspondence have previously been transmitted.

PART 3

Description of Utility Facilities in Project Limits

Bright House Networks: Cable TV
The Bright House main feed is on Marion Street with lines branching off to various business and residences; facilities are a combination underground conduit and aerial cable on TECO poles. The underground facilities are located on Marion Street from the north side of Scott Street to just south of Fortune Street and for a distance of 334 feet on Fortune Street going east from Tampa Street.

City of Tampa Water: Water System
In the project limits the City has 24" and 6" water lines on Morgan Street, a 6" water line on Marion, 10" and 16" water lines on Florida Avenue and 6" and 12" water lines on Tampa Street. These north/south lines are cross connected with a 8" water line on Scott Street and a 6" water line on Laurel Street. The 16" water line comes in to Florida Avenue from Fortune Street via Franklin Street where it is cross connected to a 6" water line on Franklin Street which then crosses Fortune Street where it supplies a fire hydrant. There are approximately 12 fire hydrants in the project area and several water services to the buildings in the project limits.

City of Tampa Waste Water: Sanitary Sewer System
The main sanitary system in the project is the 18" line that begins at Laurel Street and Florida Avenue and falls to the south on Florida. It has two 10" sewer lines connected to it at Laurel Street; one comes from the north on Florida Avenue, the other comes east from Laurel Street. The 10" sewer line on Laurel Street has 8" sewer lines connecting to it from north and south at Marion and Morgan Streets and continues east toward Jefferson Street. There is a 8" sewer line that connects to it from the west on Fortune Street. The other part of the sewer system affected by the project is on Tampa Street. There is a 10" sewer line coming from the north and a 8" sewer coming from the south that meet at a manhole at Laurel Street where a 12" sewer line falls to the west on Laurel Street. The 10" sewer line ends at Scott Street where it has 8" sewer lines feeding to it from the north and east.

FPL FiberNet: Fiber Optic System
FPL FiberNet facilities are underground in a handhole/conduit system consisting of four 1.5" conduit with fiber optic cable. The conduit comes from the south on the west side Florida Avenue turns and heads west on the south side Fortune Street. It crosses Tampa Street out of the immediate area of the project.

Level (3) Communications: Fiber Optic System
Level (3) facilities are underground in a manhole/conduit system consisting of twelve 1.25" conduit with a 672 count working fiber optic system on Morgan Street at a reported depth that varies from 48 to 144".

MCI: Fiber Optic System
MCI has a under ground conduit system on Marion Street and another system that enters the project area from the west on Laurel Street and turns north on Tampa Street. Details of what the system consists were not provided.

Tampa Electric Company: Electric Power System
Tampa Electric has an aerial and under ground electric grid system in the project area. More detailed information is being investigated.

TECO Peoples Gas: Natural Gas System
TECO Peoples Gas has running through the project limits on Marion Street a 4" steel medium pressure (1-10 PSIG) line which stops at Scott Street. Along the periphery of the site there is a 12 steel high pressure (10-60 PSIG) line that comes in from Laurel Street onto the west side of Tampa Street goes North to Scott Street and turns East to Morgan Street where it turns North. Coming from the East direction on Scott Street is a 12" steel high pressure line that also turns North on Morgan Street, at Jefferson Street a 6" medium pressure line branches off the 12" line and goes South to Laurel Street where it reduces to two 4" medium pressure lines, one continues South on Jefferson Street the other goes west on Laurel Street for 170' and ends.

Verizon Florida Inc.: Telephone System
Verizon has two main conduit/manhole systems in the project limits. On Morgan Street there is a conduit run of 19 – 4" conduit and cable with manholes at Scott Street, Laurel Street and Fortune Street. The second major system is in the old Franklin Street corridor through the Trammel Building property, it is also 19 – 4" conduit and cable with manholes at Scott Street and Fortune Street. These two systems are cross connected on Fortune Street by 6 – 4" conduit and cable with a manhole at Fortune and Marion. There are 2 – 4" conduits that go North on Marion from the manhole at Fortune that supply service aerially to the business's on the west side of Marion between Laurel Street and Scott Street. The Jail service is 2 – 4" conduit and cable from the manhole at Scott and Morgan Street. There are 6 – 4" conduit going East on Laurel Street from the manhole at Morgan Street to a manhole at Jefferson Street, a 50 pair aerial cable provides service to a business on the NW corner of Scott and Jefferson Streets.

Xspedius Fiber Group: Fiber Optic System
Possible facilities in the project area are still under investigation.

PART 4

Cost Estimate

Bright House Networks: Cable TV
A cost estimate was not provided at this stage, when more detailed plans are developed a cost for relocation will be calculated.

City of Tampa Water: Water System
A cost estimate was not provided at this stage, when more detailed plans are developed a cost for relocation will be calculated.

City of Tampa Waste Water: Sanitary Sewer System
A cost estimate was not provided at this stage, when more detailed plans are developed a cost for relocation will be calculated.

FPL FiberNet: Fiber Optic System
A cost estimate was not provided at this stage, when more detailed plans are developed a cost for relocation will be calculated.

Level (3) Communications: Fiber Optic System
An all inclusive relocation cost of 1.5 million dollars was submitted.

MCI: Fiber Optic System
A cost estimate was not provided at this stage, when more detailed plans are developed a cost for relocation will be calculated.

Tampa Electric Company: Electric Power System
A cost estimate was not provided at this stage, when more detailed plans are developed a cost for relocation will be calculated.

TECO Peoples Gas: Natural Gas System
A cost estimate was not provided at this stage, when more detailed plans are developed a cost for relocation will be calculated.

Verizon Florida Inc.: Telephone System
A cost estimate was not provided at this stage, when more detailed plans are developed a cost for relocation will be calculated.

Xspedius Fiber Group: Fiber Optic System
Possible facilities and relocation costs are still under investigation.

Utility Assessment Package

Financial Project Number: 415348-1-94-01
Description: Tampa Bay Intermodal Center(s)
Site: Gateway Site
County: Pinellas

Prepared by
William D. Summers
FDOT District Seven Utility Office

June 24, 2005

PART 1

Utility Companies in Project Limits

Bright House
Dennis Black
11500 9th Street North
St. Petersburg, Fl. 33716

City of Largo
Robert Siler
201 Highland Avenue
Largo, Fl. 33770

City of Pinellas Park
Scott Pinheiro
6051 78th Avenue North
Pinellas Park, Fl. 33781

FPL Fibernet
Noel Reese
9250 W. Flagler Street
Miami, Fl. 33174

KMC Telecom
Jesse Aldridge
1755 N. Brown Road
Lawrenceville, Ga. 30043

MCI
National OSP Support
2400 North Glenvill Drive
Richardson, Tx. 75082

Pinellas County Utilities
R. W. Grubbs
14 S. Fort Harrison
Clearwater, FL. 33756

Progress Energy - Distribution
Art Gilmore
2501 25th Street N.
St. Petersburg, Fl. 33713

Progress Energy Transmission
Jeannie Rodgers
3300 Exchange Place
Lake Mary, Fl. 32746

TECO Peoples Gas
Frank Kistner
1400 Channelside Drive
Tampa, Fl. 336050

TECO Peoples Gas
Frank Kistner
1400 Channelside Drive
Tampa, Fl. 33605

Verizon Florida Inc.
Karen Rogers
1280 Cleveland Street
Clearwater, Fl. 33755

Xspedius Fiber Group
Tony Vande Linde
6230 Shiloh Road, Suite 210
Alpharetta, Ga. 30005

Part 2

Aerial Markups

Aerials, maps, as-built plans and copies of correspondence have previous been transmitted.

PART 3

Description of Utility Facilities in Project Limits

Bright House Networks: Cable TV
Bright House does not have facilities in the project limits; they do have aerial fiber optic cable on Progress Energy poles on Ulmerton Road, 40th Street N. and 118th Avenue N.

City of Largo: Sanitary Sewer System
In the project limits the City has a 30" DIP force main buried approximately 12' deep in the Progress Energy transmission easement. The City also has an 18" DIP force main buried approximately 11' deep on the south side of Ulmerton Road.

City of Pinellas Park: Water, Sanitary Sewer and Drainage Systems
Water System: The City has a 12" PVC water main with one fire hydrant that goes through the project in the Progress Energy easement. Service lines to the buildings were not shown in maps provided by the City.

Sewer System: The City has a 4" PVC force main in the Progress Energy easement entering from 44th Street N. connecting to the lift station at the stadium.

Drainage: The City has a 40' drainage easement from east to west through the project approximately 600' north of 118th Avenue North.

FPL FiberNet: Fiber Optic System
FPL FiberNet does not have facilities inside the project limits, they do have a buried fiber optic line on the south side of Ulmerton Road across the front of the project.

KMC Telecom: Fiber Optic System
KMC Telecom does not have facilities inside the project limits, they do have a buried fiber optic line on the south side of Ulmerton Road across the front of the project.

MCI: Fiber Optic System
MCI does not have facilities inside the project limits, there is an underground conduit system on Ulmerton Road consisting of 1- 4" pipe with 3 - 1.25" inner ducts with a fiber optic cable.

Pinellas County Utilities: Water and Sewer Systems
Pinellas County does not have facilities inside the project limits, they have reported having water and sewer facilities on Ulmerton Road; they are researching the details.

Progress Energy: Electric Distribution System
In the project limits Progress Energy has a 12 KV feeder on the transmission poles, on the west side of the property a 12 KV service goes to the building at the south end of the property. There are also several 7.2 KV lines providing service to the various building on the property. There are 12 KV feeders on Ulmerton Road and 118th Avenue North.

Progress Energy: Electric Transmission System
Progress Energy has a 115 KV transmission line on the 126th Avenue N. alignment in an easement through the project limits.

TECO Peoples Gas: Natural Gas System
TECO Peoples Gas does not have facilities inside the project limits. They do have a 6" steel intermediate pressure (20 – 60 PSI) major feed on Ulmerton Road.

Verizon Florida Inc.: Telephone System
Verizon has not provided information on facilities in the project area as of this date. Their engineers are still gathering information.

Xspedius Fiber Group: Fiber Optic System
I have verbal confirmation that there are facilities on Ulmerton Road. Details of the facilities are under investigation.

PART 4

Cost Estimate

Bright House Networks: Cable TV
A cost estimate was not provided at this stage, when more detailed plans are developed a cost for relocation will be calculated.

City of Largo: Sanitary Sewer System
A cost of 1.0 million dollars was estimated for relocating both lines. The estimate did not break out costs for the 30" line which would probably be reimbursable based on the fact that it is in the Progress Energy transmission easement.

City of Tampa Waste Water: Sanitary Sewer System
A cost estimate was not provided at this stage, when more detailed plans are developed a cost for relocation will be calculated.

FPL FiberNet: Fiber Optic System
A cost estimate was not provided at this stage, when more detailed plans are developed a cost for relocation will be calculated.

KMC Telecom: Fiber Optic System
A cost estimate was not provided at this stage, when more detailed plans are developed a cost for relocation will be calculated.

MCI: Fiber Optic System
A cost estimate was not provided at this stage, when more detailed plans are developed a cost for relocation will be calculated.

Pinellas County Utilities: Water and Sewer Systems
A cost estimate was not provided at this stage, when more detailed plans are developed a cost for relocation will be calculated.

Progress Energy: Electric Distribution System
A cost estimate was not provided at this stage, when more detailed plans are developed a cost for relocation will be calculated.

Progress Energy: Electric Transmission System
A cost estimate was not provided at this stage, when more detailed plans are developed a cost for relocation will be calculated. Typically transmission systems are in property owned by the utility and any costs for relocation or adjusting facilities are fully reimbursable.

TECO Peoples Gas: Natural Gas System
A cost estimate was not provided at this stage, when more detailed plans are developed a cost for relocation will be calculated.

Verizon Florida Inc.: Telephone System
A cost estimate was not provided at this stage, when more detailed plans are developed a cost for relocation will be calculated.

Xspedius Fiber Group: Fiber Optic System
Possible facilities and relocation costs are still under investigation.

FLORIDA DEPARTMENT OF STATE
Glenda E. Hood
Secretary of State
DIVISION OF HISTORICAL RESOURCES

Ms. Becky Spain Schwarz
Florida Department of Transportation
District Seven
11201 N. McKinley Drive
Tampa, FL 33612-6456

April 29, 2005

RE: DHR Project File Number: 2005-2831
Received by DHR: April 15, 2005
Project: Tampa Bay Intermodal Center(s) PD&E Study
Financial Project No: 415348 1
County: Pinellas

Dear Ms. Schwarz:

Our office received and reviewed the above referenced project in accordance with Section 106 of the National Historic Preservation Act of 1966 as amended, 36 CFR Part 800: Protection of Historic Properties, Chapter 267, Florida Statutes, and applicable local ordinances. It is the responsibility of the State Historic Preservation Officer to advise and assist, as appropriate, Federal and State agencies and local governments in carrying out their historic preservation responsibilities; to cooperate with Federal and State agencies to ensure that historic properties are taken into consideration at all levels of planning and development; and to consult with the appropriate Federal agencies in accordance with the National Historic Preservation Act of 1966 as amended, on Federal undertakings that may affect historic properties and the content and sufficiency of any plans developed to protect, manage, or to reduce or mitigate harm to such properties.

As we discussed with you on the telephone, our office has noted several discrepancies in the report that are detailed below:

- HI887 has been demolished according to information received from the City of Tampa.
- HI662 (noted as #3 on the maps and Table 2-1) is not located within the current project's area according to the Florida Master Site File (FMSF) form.
- HI622 appears to be located within the project's Area of Potential Effect (#2 on your maps and Table 2-1), but was not included in the previous reports and has not been evaluated by our office.
- The maps within the report show Jefferson Street in the wrong location.

Our office requests that the report incorporate the above referenced changes and that the building at HI622 be evaluated for its potential eligibility for listing in the National Register of Historic Places (NRHP). It should be noted that the original FMSF form for HI622 states that this property was constructed circa 1904 and is "the finest extant Colonial Revival structure in downtown Tampa." It also notes that it was historically associated with the Elks Lodge. Please note that the original FMSF form, completed in the late 1980s, appears to have the wrong address and location for the building.

We look forward to further consultation with you on this project. If you have any questions concerning our comments, please contact Sherry Anderson, Architectural Historian, Transportation Compliance Review Program, at 850-245-6432 or by email at *sanderson@dos.state.fl.us*.

Sincerely,

Barbara E. Mattick
Acting Chief, Bureau of Historic Preservation

for Frederick P. Gaske, Director, and
State Historic Preservation Officer

XC: Jerry Comellas, FDOT, District Seven
Rick Adair, FDOT, District Seven
Jamal Nagamia, FDOT, District Seven
Henrika Buchanan-Smith, FTA
Roy Jackson, FDOT
Joan Deming, ACI

FLORIDA DEPARTMENT OF STATE
Glenda E. Hood
Secretary of State
DIVISION OF HISTORICAL RESOURCES

Ms. Becky Spain Schwarz
Florida Department of Transportation
District Seven
11201 N. McKinley Drive
Tampa, FL 33612-6456

June 17, 2005

RE: DHR Project File Number: 2005-2831
RAI Received by DHR: May 25, 2005
Project: Tampa Bay Intermodal Center(s) PD&E Study
Financial Project No: 415348 1
County: Pinellas and Hillsborough

Dear Ms. Schwarz:

We are in receipt of and thank you for the revised Cultural Resource Assessment Survey (CRAS) report for the above referenced project. Two specific parcel areas, the Downtown Tampa and the Pinellas Gateway, were identified for survey. No archaeological sites or historic resources were identified within the Pinellas Gateway area. A survey of the Downtown Tampa area resulted in the identification and evaluation of one archaeological site (8HI6760), presumed destroyed, and 23 historic resources (8HI155, 8HI768, 8HI770, 8HI773-775, 8HI886, 8HI3063, 8HI3075, 8HI3282, 8HI5322, 8HI5595, 8HI6754-6757, 8HI7757-7758, 8HI8554-8556, 8HI8744, and 8HI9977) located within the project's Area of Potential Effect (APE). Nine of these resources (8HI768, 8HI770, 8HI773-775, 8HI886, 8HI3063, 8HI7757-7758) are contributing to the *North Franklin Street Historic District* (8HI8536), which is listed in the National Register of Historic Places (NRHP). Six properties are considered potentially individually eligible for listing: the *St. Paul AME Church* (8HI155), the *St. Paul AME Church Parsonage* (8HI6757), *802 E. Laurel Street* (8HI9977), the *Greater Bethel Baptist Church* (8HI3282), *Oaklawn Cemetery* (8HI5595), and the *Tom Henderson Memorial Chapel* (8HI8744). The remaining eight resources (8HI3075, 8HI6754-6756, 8HI5322, and 8HI8554-8556) are ineligible for listing. Our office concurs with these determinations.

Based on the information provided, it is the opinion of this office that the proposed undertaking will 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*. A general condition that applies to all properties is that your office continues to coordinate the design of the Downtown Tampa Intermodal Center with our staff so that visual effects can be evaluated and minimized (or even enhanced). The following specific conditions have resulted from discussions with your office as well as a recent site visit and review of the conceptual plans.

- 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 Oaklawn Cemetery. In order to accomplish this, it may be prudent to consider placing the limo and taxi pick-up/drop-off area along the east side of Morgan Street instead of along the north side of Laurel Street. This would minimize traffic along the brick street, and the location on Morgan Street would be more convenient to the intermodal facilities.
- Monitor vibration during construction of the facilities adjacent to Oaklawn Cemetery.

We look forward to further consultation with you on this project. If you have any questions concerning our comments, please contact Sherry Anderson, Architectural Historian, Transportation Compliance Review Program, at 850-245-6432 or by email at *sanderson@dos.state.fl.us*.

Sincerely,

Barbara A. Mattick
Chief, BHP

for Frederick P. Gaske, Director, and
State Historic Preservation Officer

XC: Jerry Comellas, FDOT, District Seven
Rick Adair, FDOT, District Seven
Henrika Buchanan-Smith, FTA
Roy Jackson, FDOT
Joan Deming, ACI

FINAL DRAFT

WETLANDS
AND
THREATENED AND ENDANGERED SPECIES
TECHNICAL MEMORANDUM

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

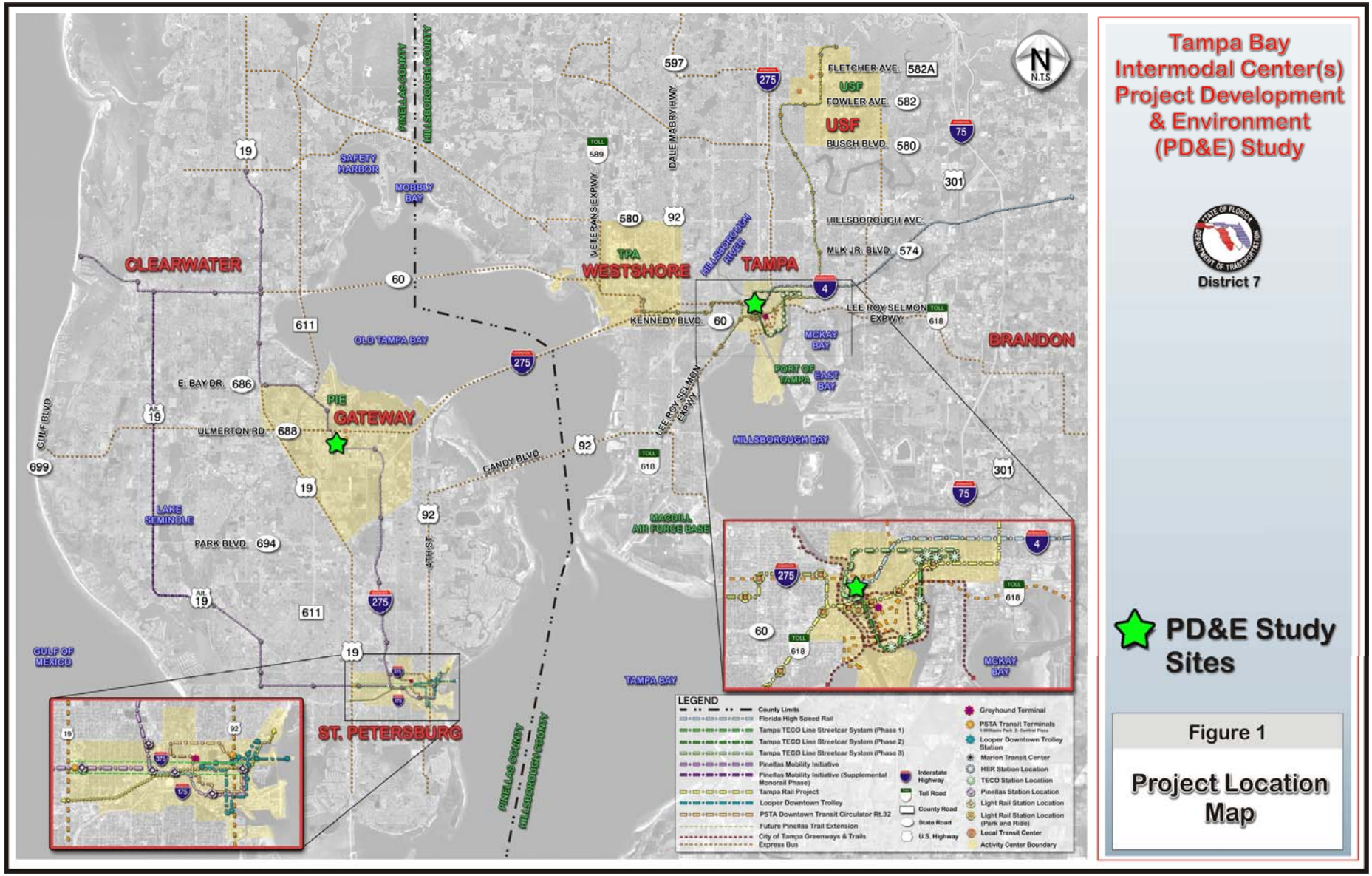
APRIL 2005

INTRODUCTION

The Florida Department of Transportation, District Seven, is performing a Project Development and Environment (PD&E) Study of two proposed intermodal centers. The purpose of the project is to improve the quality of intermodal passenger connections in the Tampa Bay area in order that regional mobility and accessibility by means other than personal motor vehicles are significantly increased. 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 (HSR) and light rail transit. The proposed centers are located in Hillsborough and Pinellas counties, as shown in Figure 1. The Hillsborough County center, known as the Downtown Tampa site, is located immediately south of I-275, between North Tampa Street and west North Jefferson Street. The Pinellas County center, known as the Gateway Site, will utilize the Sunshine Speedway property located approximately 3.7 miles west of the western end of the Howard Frankland Bridge (I-275), on the south side of Ulmerton Road (SR 688), at the westernmost intersection with Roosevelt Boulevard (SR 686).

Wetlands and Other Surface Waters

Pursuant to Presidential Executive Order 11990 entitled "Protection of Wetlands," the United States 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, the Gateway and Downtown Tampa sites were evaluated for the presence of any wetlands that have potential involvement with the proposed improvements.


Tampa Bay Intermodal Center(s) Project Development & Environment (PD&E) Study
District 7
PD&E Study Sites
Figure 1
Project Location Map
CLEARWATER
TAMPA
WESTSHORE
BRANDON
ST. PETERSBURG
GATEWAY
USF
SAFETY HARBOR
MOBBLY BAY
OLD TAMPA BAY
HILLSBOROUGH BAY
MCKAY BAY
EAST BAY
PORT OF TAMPA
MACDILL AIR FORCE BASE
LAKE SEMINOLE
GULF OF MEXICO
TAMPA BAY
PINELLAS COUNTY
HILLSBOROUGH COUNTY
HILLSBOROUGH RIVER
FLETCHER AVE
FOWLER AVE
BUSCH BLVD
HILLSBOROUGH AVE
MLK JR. BLVD
KENNEDY BLVD
LEE ROY SELMON EXPWY
GANDY BLVD
ULMERTON RD
PARK BLVD
E. BAY DR.
GULF BLVD
WEST SHORE
IDALE MABRY HWY
WEST SHORE EXPWY
LEGEND
County Limits
Florida High Speed Rail
Tampa TECO Line Streetcar System (Phase 1)
Tampa TECO Line Streetcar System (Phase 2)
Tampa TECO Line Streetcar System (Phase 3)
Pinellas Mobility Initiative
Pinellas Mobility Initiative (Supplemental Monorail Phase)
Tampa Rail Project
Looper Downtown Trolley
PSTA Downtown Transit Circulator Rt.32
Future Pinellas Trail Extension
City of Tampa Greenways & Trails
Express Bus
Interstate Highway
Toll Road
County Road
State Road
U.S. Highway
Greyhound Terminal
PSTA Transit Terminals
Looper Downtown Trolley Station
Marion Transit Center
HSR Station Location
TECO Station Location
Pinellas Station Location
Light Rail Station Location
Light Rail Station Location (Park and Ride)
Local Transit Center
Activity Center Boundary

Federal and State Protected Species

During this 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.

DATA COLLECTION

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 Florida Land Use, Cover and Forms Classification System (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.

FDOT previously reviewed both of the proposed sites for the purposes of other past projects. The Hillsborough site was evaluated in the Tampa Interstate Study[1] and the Florida High Speed Rail (FHSR) Draft Environmental Impact Statement[2]. The Pinellas site was evaluated in the C.R. 296 (Roosevelt Connector) Type II Categorical Exclusion[3].

DOWNTOWN TAMPA CENTER

Wetlands at this site were previously evaluated during the Florida High Speed Rail (FHSR) PD&E Study (2003), which documented no impacts to wetlands. This highly urbanized location 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.

No federal or state protected wildlife or plant species occur or are anticipated to utilize the proposed Downtown Tampa Center. Therefore, the proposed activity will have "no effect" on

protected species or their habitats. Evaluations conducted for the FHSR PD&E Study are consistent with this finding.

GATEWAY SITE (PINELLAS COUNTY)

The current use of this site includes the operation of a car racing facility known as the Sunshine Speedway and an active horse pasture. Current land cover includes maintained improved pasture, maintained fields not used as pasture, numerous buildings and other structures, and disturbed wetland and upland areas. Several wetland areas and other surface waters (i.e., excavated ditches and horse ponds) occur within the property. All wetland areas are highly disturbed due to the historic intensive use of the property.

Wetland Descriptions

Wetland areas and other surface waters were classified using FLUCCS. Only two distinct wetland types occur on site, freshwater marsh (FLUCCS 641) and wetland shrub (FLUCCS 631).

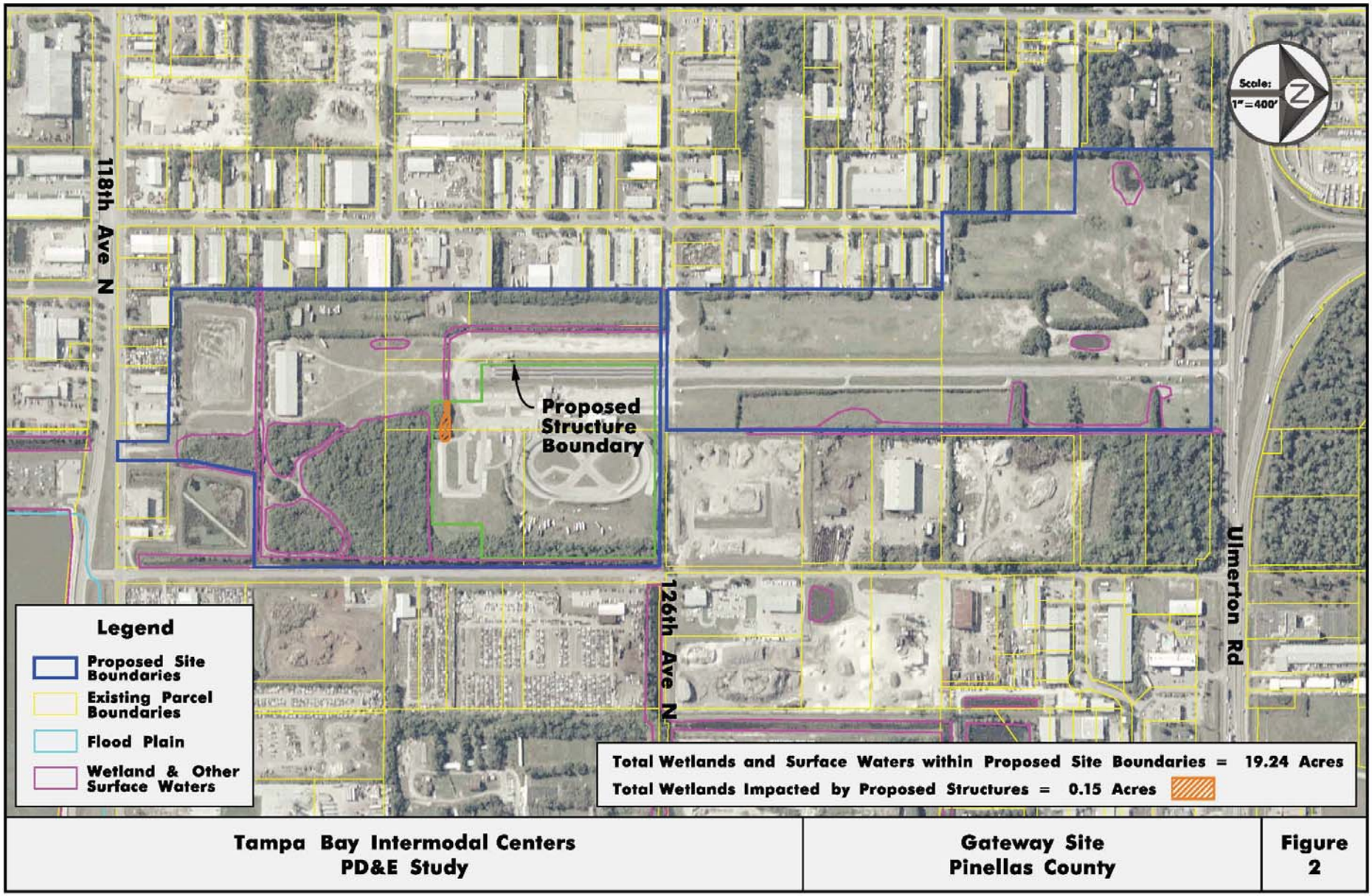
Two wetland areas with freshwater marsh characteristics are found in the northern half of the property. One is primarily an open water system with a distinct littoral zone dominated by water hyssop (*Bacopa caroliniana*) and rattlebox (*Sesbania punicea*), with some cover by hairy buttercup (*Ranunculus sardous*). The open water portion of this system is likely an historic excavation and is highly disturbed due to its use as a watering hole by the resident horses. The other wetland area located east of the Speedway drag strip is a ditch system that runs north/south (with two east/west segments) along the eastern property line. Areas of the ditch widen substantially, and, in those areas the ditch supports typical freshwater marsh species such as water primrose (*Ludwigia octovalvis*), arrowhead (*Sagittaria lancifolia*), pickerelweed (*Pontederia cordata*), smartweed (*Polygonum punctatum*) and cattail (*Typha* sp.). Sections that are narrower primarily support Brazilian pepper (*Schinus terebinthifolius*) and Carolina willow (*Salix caroliniana*).

Two shrub wetlands occur in the southern half of the site. These areas are dominated by Brazilian pepper and Carolina willow. A very small shrub wetland occurs approximately 400 feet southwest of the southern end of the drag strip. A second, larger wetland is located in the site's southeastern corner. This area supports a dense thicket of Brazilian pepper and Carolina willow. Historically, the area received significant earthwork activity as evidenced by deeply incised ditches, areas of low elevation (excavated) supporting wetland vegetation, and upland areas created through spoil cast and introduced fill. Due to the substantially complex nature of the undulating terrain, clear jurisdictional areas are difficult to delimit without significant effort. Much of this area supports jurisdictional wetland areas and surface waters.

Total wetland area for the entire site is approximately 19.2 acres. The proposed Gateway site will impact approximately 0.15 acres of wetlands and other surface waters. Figure 2 depicts the wetland and other surface waters associated with the Gateway site.

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



Tampa Bay Intermodal Centers PD&E Study	Gateway Site Pinellas County	Figure 2

Other Surface Waters

An extensive ditch system, which is not considered wetland area, occurs throughout most of the property except the northwest area (west of the drag strip and north of the east/west road) where the active horse pasture occurs. Immediately south of the east/west road is a ditch that runs eastward a short distance from the property line, then southward for approximately 1,000 feet and eastward again around the southern end of the drag strip, ending approximately 300 feet east of the drag strip. Another east/west ditch occurs further south and extends across the width of the site, connecting to an extremely large, deeply incised ditch running north/south. The large ditch (approximately 40 feet wide) extends from 118th Avenue North to 126th Avenue North along the site's east boundary. Plant species typically noted in all the ditches include wild taro (*Colocasia esculenta*), cattail and alligatorweed (*Alternanther*a *philoxeroides*), but vegetative cover is low in all the ditches.

One open water area occurs in the north end of the site, immediately west of the drag strip. This small (0.20 acres), excavated pond is maintained free of vegetation to allow access for horses. It represents the only exclusively open water area on the site.

Protected Species

Evaluations performed within the past year, by FDOT biological staff 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. However, the Florida Fish and Wildlife Conservation Commission (FFWCC) manages protected species databases and these were evaluated to verify whether some species might utilize the site on occasion. In particular, the federal and state protected southern bald eagle (*Haliaeetus leucocephalus*) and wood stork (*Mycteria americana*) databases were evaluated to determine the nearest nesting locations.

Bald eagles typically nest in mature pine trees and several active nests are known to occur in Pinellas County. The U.S. Fish and Wildlife Service (USFWS) protects bald eagle nest trees by

implementing two protection zones around the tree. Each zone defines the type of human activity allowed within 750 feet (primary protection zone) and 750-1,500 feet (secondary protection zone) of the nest tree. Evaluation of the database determined that the closest nest tree is more than two miles from the Gateway 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 corridor during design/permitting of this proposed site.

Wood storks nest in colonies within large shrubs or trees associated with wetland systems or open water. 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 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 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 affects to these species. Therefore, the proposed project will have no effect 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.

No other federal and/or state protected species are anticipated to occur at the Gateway site.

This Technical Memorandum will be submitted to the agencies for review and a determination of affect for the proposed improvements. It is anticipated that the USFWS will concur with the determinations of "may affect, not likely to adversely affect" for the wood stork associated with the Gateway site. A "no affect" determination is expected for the bald eagle and wading birds for the Gateway the site. A "no affect" determination is expected for the Downtown Tampa site.

PERMITTING REQUIREMENTS

The U.S. Army Corps of Engineers (ACOE) and the Southwest Florida Water Management District (SWFWMD) regulate wetlands and surface waters throughout the state. The USFWS, responsible for federally protected species involvement, and the U.S. Environmental Protection Agency (EPA) will comment on the federal wetland permit application (Section 404), while the FFWCC will review and comment on state protected species involvement for the state Environmental Resource Permit (ERP) permit application.

The SWFWMD requires an ERP when construction of any project results in the creation of a water management system or impacts to waters of the state or isolated wetlands. Wetland mitigation in the form of wetland creation, restoration, enhancement and/or preservation may be necessary if wetland impacts cannot be avoided or minimized.

The ACOE requires a permit for dredge and fill activities that affect wetlands or waters of the United States in compliance with Section 404(b)(1) guidelines of the federal Clean Water Act. These guidelines require verification that all impacts have first been avoided to the greatest extent possible, that unavoidable impacts have been minimized to the greatest extent possible,

and that unavoidable impacts have been mitigated in the form of wetlands creation, restoration, and/or enhancement.

Any project that results in the disturbance of one or more acres of land will require a National Pollution Discharge Elimination System (NPDES) Permit from the EPA, pursuant to 40 CFR Parts 122 and 124. The EPA has delegated the review and issuance of this permit to the Florida Department of Environmental Protection (FDEP). The primary function of the NPDES requirements is to assure that sediment and erosion discharge is controlled during construction of the project. In association with the NPDES permit, a Stormwater Pollution Prevention Plan (SWPPP), which will be implemented during the construction of the project, will be required.

No wetland permits will be necessary for the Downtown Tampa site. The following list presents environmental permits anticipated for the entire project by site:

Permit	**Issuing Agency**	**Site**
Environmental Resource Permit (ERP)	SWFWMD	Gateway
Section 404 Dredge and Fill Permit	ACOE	Gateway
National Pollutant Discharge Elimination System Permit	FDEP	Gateway & Downtown Tampa

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 (9/21/93).

Department of Environmental Protection

Jeb Bush
Governor

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, Florida 32399-3000

Colleen M. Castille
Secretary

May 6, 2005

Mr. Jeraldo Comellas, Jr., P.E.
Special Projects Administrator
Florida Department of Transportation
11201 North Malcolm McKinley Drive
M.S. 7-500
Tampa, Florida 33612-6456

RE: Department of Transportation – Advance Notification – Tampa Bay Intermodal Center(s) PD&E Study, Financial Project ID: 415348 1 94 01 – Hillsborough and Pinellas Counties, Florida.
SAI # FL200503110551C

Dear Mr. Comellas:

The Florida State Clearinghouse, pursuant to Presidential Executive Order 12372, Gubernatorial Executive Order 95-359, the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended, and the National Environmental Policy Act, 42 U.S.C. §§ 4321, 4331-4335, 4341-4347, as amended, has coordinated a review of the referenced project.

The Tampa Bay Regional Planning Council (TBRPC) staff notes that currently designated regional evacuation routes traverse all five of the identified activity centers. The Westshore – Former Dairy Farm site and the University of South Florida (USF) site are the only proposed locations that appear to have a potential to impact regionally-significant natural resources. Please see the enclosed TBRPC letter for full details.

The Florida Fish and Wildlife Conservation Commission (FFWCC) staff supports project alternatives that have minimal to no impacts to state fish and wildlife resources. FFWCC staff looks forward to coordinating with the applicant and relevant agencies to resolve any fish and wildlife issues that may be identified in the proposed PD&E Study. Please see the enclosed FFWCC letter for full comments and contact information.

Based on the information contained in the above-referenced application and the comments provided by our reviewing agencies, the state has determined that the allocation of

federal funds for the proposed project is consistent with the Florida Coastal Management Program. The applicant must, however, address the issues identified by TBRPC and FFWCC staff prior to project implementation. The state's continued concurrence with the project will be based, in part, on the adequate resolution of any issues identified during subsequent reviews. The state's final concurrence of the project's consistency with the FCMP will be determined during the environmental permitting stage.

Thank you for the opportunity to review the proposed project. If you have any questions regarding this letter, please contact Ms. Sarah E. Daugherty at (850) 245-2169.

Yours sincerely,

Sally B. Mann, Director
Office of Intergovernmental Programs

SBM/sed

Enclosures

cc: John M. Meyer, TBRPC
Mary Ann Poole, FFWCC

United States Department of the Interior

FISH AND WILDLIFE SERVICE
6620 Southpoint Drive, South
Suite 310
Jacksonville, Florida 32216-0912

IN REPLY REFER TO:
FWS/R4/ES-JAFL/05-1055

May 26, 2005

Florida Department of Transportation
Environmental Management Office
11201 North McKinley Drive
Tampa, Florida 33612-6456
Attn: Todd Mecklenborg, Biologist

FWS Log. No: 05-1055
Applicant: Florida Dept. of Transportation
Project Name: Tampa Bay Intermodal Center(s)
Counties: Hillsborough/Pinellas

Dear Mr. Mecklenborg:

Thank you for the opportunity to review the project plans for the above referenced proposed project. The U.S. Fish and Wildlife Service (Service) received a copy of the project's Wetlands and Threatened and Endangered Species Technical Memorandum on April 25, 2005. We submit the following comments in accordance with the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 *et seq.*), Section 7 of the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 *et seq.*), and the Marine Mammal Protection Act of 1972 (MMPA), as amended (16 U.S.C. 1361 et seq.).

The Florida Department of Transportation (FDOT), through their Project Development and Environment (PD&E) Study, evaluated the listed species and wetlands impacts that may occur with the creation of two urban intermodal sites. The Downtown Tampa site, in Hillsborough County, is located immediately south of I-275, between North Tampa Street and west North Jefferson Street. The Gateway site, in Pinellas County, is located on the Sunshine Speedway property, approximately 3.7 miles west of the western end of the Howard Frankland Bridge (I-275), on the south side of Ulmerton Road (SR 688), at the westernmost intersection with Roosevelt Boulevard (SR 686).

The project's study corridors are in urbanized areas in downtown Tampa and central Pinellas County near the St. Petersburg/Clearwater International Airport. Both sites are located in high industrial and commercial use areas. The Downtown Tampa site does not support any wetlands or upland vegetation, whereas, the Gateway site has some wetlands and open maintained horse pasture on site.

ENDANGERED SPECIES ACT

The Service initially provided comments on this project during project screening in FDOT's Environmental Screening Tool in August of 2004. Due to the highly urbanized nature of the proposed alternative sites, FDOT has determined that the proposed project will have "no effect" on the bald eagle (*Haliaeetus leucocephalus*) and that the project "may affect, but is not likely to adversely affect" the wood stork (*Mycteria americana*). Due to the fact that the nearest bald eagle nest is more than 2 miles from either of the proposed project sites, the Service concurs with FDOT's determination on the bald eagle. FDOT has agreed to resurvey for bald eagles during the design and permitting phase of this project.

With regards to the wood stork, FDOT has agreed to evaluate impacts to project wetlands during the project's design/permitting phase, when more specific project information is available. If it is determined that the proposed project will impact wetlands that support wood stork forage opportunities within the core foraging area of the nearest colony (17 miles east of the Gateway site), FDOT will mitigate for the loss of wetlands within the colony's core foraging area. Based on these measures, the Service concurs with FDOT's determination that the project "may affect, but is not likely to adversely affect" the wood stork.

Although this does not represent a biological opinion as described in Section 7 of the Act, it does fulfill the requirements of the Act and no further action is required. If modifications are made in the project or additional information becomes available on listed species, re-initiation of consultation may be required.

FISH AND WILDLIFE COORDINATION ACT

A minimal amount of wetlands (0.15 acres of wetlands or other surface waters) will be impacted by the proposed project. The Service will provide more detailed comments regarding the proposed project's wetland impacts once more project information is known, and will comment through the U.S. Army Corps of Engineers permitting process.

If you have any questions regarding this response, please contact Mr. CalLee Davenport of my staff at (904) 232-2580, ext. 106, or via email, callee_davenport@fws.gov.

Sincerely,

for David L. Hankla
Field Supervisor

PBS&J

Memorandum

Date: **April 8, 2005**

To: **Jeraldo Comellas, Jr. P.E.**
Special Projects Administrator
Florida Department of Transportation
District Seven

From: **Dan Doebler**

Subject: **Air Quality Technical Memorandum**
Tampa Bay Intermodal Center(s) PD&E Study
FDOT WPI Segment No.: 415348 1
Hillsborough/Pinellas Counties, Florida

Air Quality

The U.S. Environmental Protection Agency (EPA) has established National Ambient Air Quality Standards 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, the Florida Department of Environmental Protection 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.

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

The Pinellas County Long Range Transportation Plan (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.

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.

PBS&J

Memorandum

Date: **June 20, 2005**

To: **Jeraldo Comellas, Jr., P.E.**
Special Projects Administrator
Florida Department of Transportation
District Seven

From: **Dan Doebler**

Subject: **Noise Technical Memorandum**
Tampa Bay Intermodal Center(s) PD&E Study
FDOT WPI Segment No.: 415348 1
Hillsborough/Pinellas Counties, Florida

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. Screening distances for these facility types are provided in Table 1

Table 1
Screening Distances for Noise Assessments

Facility Type	Screening Distances[1]	
	Unobstructed	Intervening Buildings
Commuter Rail Station	450'	225'
Parking	150'	75'
Bus Transit Center	300'	150'

[1] *Measured from center of noise generating activity for stationary sources.*
Source: Transit Noise and Vibration Assessment (Federal Transit Administration, 1995)

Noise-sensitive sites are classified by land use category. Table 2 summarizes land uses identified in the FTA's assessment methodology as noise-sensitive. The area around each intermodal project site was reviewed to identify and categorize noise-sensitive sites.

Table 2
Land Use Categories and Metrics for Train Noise Impact Criteria

Land Use Category	Noise Metric (dBA)	Description of Land Use Category
1	Outdoor Leq (h)[1]	Tracts of land where quiet is an essential element in their intended purpose. This category includes lands set aside for serenity and quiet, and such land uses as outdoor amphitheaters and concert pavilions, as well as National Historic Landmarks with significant outdoor use.
2	Outdoor Ldn	Residences and buildings where people normally sleep. This category includes homes, hospitals and hotels where a nighttime sensitivity to noise is assumed to be of utmost importance.
3	Outdoor Leq(h) [1]	Institutional land uses with primarily daytime and evening use. This category includes schools, libraries and churches where it is important to avoid interference with such activities as speech, meditation and concentration on reading material. Buildings with interior spaces where quiet is important, such as medical offices, conference rooms, recording studios and concert halls fall into this category. Places for meditation or study associated with cemeteries, monuments, museums, certain historical sites, parks and recreational facilities are also included.

[1] *Leq for the noisiest hour of train-related activity during hours of noise sensitivity*
Source: Transit Noise and Vibration Assessment (Federal Transit Administration, 1995)

Downtown Tampa Site

The majority of land uses around the proposed intermodal center site in Hillsborough County are commercial, office, existing parking lots, and transportation facilities (e.g., roads, sidewalks). Land uses listed under the category descriptions provided in Table 2 and 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 State Historic Preservation Officer (SHPO), as part of the Florida High Speed Rail (FHSR) Project Development and Environment (PD&E) Study, which identified a proposed high speed rail 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 coordination is documented in the FHSR Cultural Resource Assessment Section 106 Consultation Report[1].

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 provided in Table 1.

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.

Downtown Preschool – The preschool is located just east of the on-ramp from Ashley Drive to northbound I-275. There are intervening buildings between the preschool and the proposed facilities associated with the intermodal center.

The distance between the center of a proposed facility and the preschool is about 750 feet for the commuter rail station, about 400 feet for the nearest parking garage and about 900 feet for the Marion Transit Center Expansion. The measured distances are greater than the applicable screening distances of 225 feet for the commuter rail station, 75 feet for the parking garage and 150 feet for the transit center. Therefore, no further analysis is required for the preschool.

Two residences and Greater Bethel Baptist Church – These noise-sensitive sites are located along Jefferson Street southeast of the eastern boundary for the proposed intermodal center. The path between the noise-sensitive sites and the proposed facilities associated with the intermodal center is unobstructed.

The distance between the center of a proposed facility and the closest of these noise-sensitive sites is about 750 feet for the commuter rail station, about 800 feet for the nearest parking garage and about 600 feet for the Marion Transit Center Expansion. The measured distances are greater than the applicable screening distances of 450 feet for the commuter rail station, 150 feet for the parking garage and 300 feet for the transit center. Therefore, no further analysis is required for these noise-sensitive sites.

St. Paul A.M.E. Church and a 14-story Multifamily Residential Building – These noise-sensitive sites are located along Harrison Street south of the southern boundary of the proposed intermodal center. Because of the elevated floors in the residential building, it was assumed that the path between the noise-sensitive sites and the intermodal center facilities would be unobstructed.

The distance between the center of a proposed facility and the closest of these noise-sensitive sites is about 650 feet for the commuter rail station, about 400 feet for the nearest parking garage and about 700 feet for the Marion Transit Center Expansion. The measured distances are greater than the applicable screening distances of 450 feet for the commuter rail station, 150 feet for the

parking garage and 300 feet for the transit center. Therefore, no further analysis is required for these noise-sensitive sites.

Gateway Site

The proposed intermodal center in Pinellas County is surrounded by either commercial or industrial land uses. The nearest noise sensitive site is a single residence located more than 500 feet from the western boundary of the proposed site. There are no noise sensitive sites within the screening distances provided in Table 1. Therefore, no further noise assessment will be necessary for an intermodal center at this site.

REFERENCES

1. Florida High Speed Rail Cultural Resource Assessment Section 106 Consultation Report; Florida High Speed Rail Authority, Orlando, Florida; December 22, 2003.

DESIGN TRAFFIC DATA

Tampa Bay Intermodal Center(s) Project Development and Environment Study
Florida Department of Transportation
WPI Segment: 415348 1
Hillsborough and Pinellas Counties

Downtown Tampa and Gateway Sites

June 2005

Downtown Tampa Site (Hillsborough County)

- *PM Peak Hour Trip Generation*
- *Distribution Analysis*
- *Peak Hour Traffic Analysis*

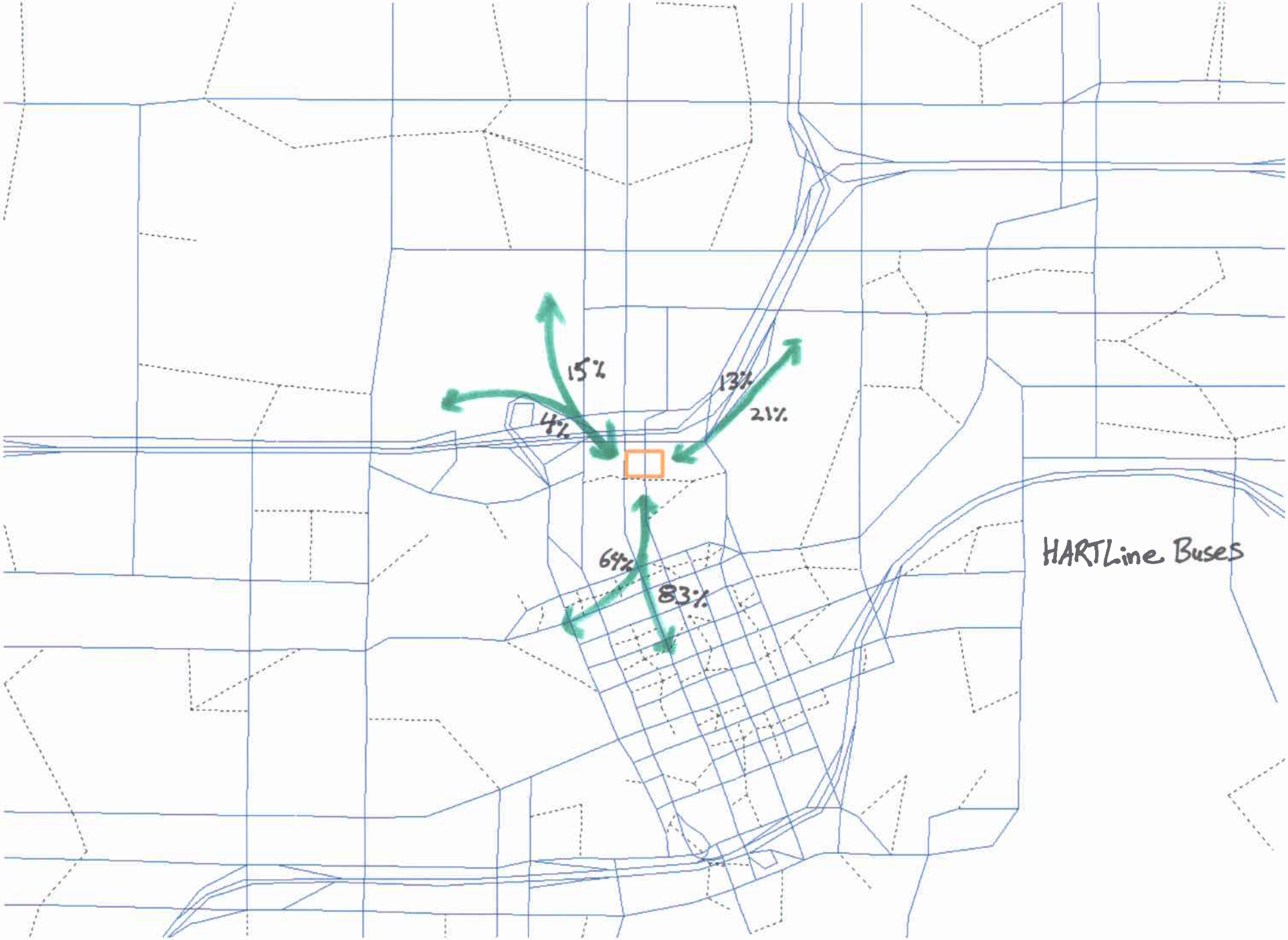
Tampa Bay Intermodal Centers PM Peak Hour Trip Generation

Downtown Tampa Site

Generator	Mode	Trips (enter/exit)[1]	Kiss & Ride Auto Trips (enter/exit)[1]	Park & Ride Auto Trips (enter/exit)[1]	Parking Spaces[2]
Existing (No-Build)					
HARTLine[3]	bus	100 (50/50)	90 (45/45)	0	0
2025 Phase 1					
HARTLine[3]	bus	130 (65/65)	120 (60/60)	120 (40/80)	360
Greyhound[4]	bus	30 (15/15)	40 (20/20)	10 (5/5)	50
Rental Cars	auto	50 (30/20)			250
Commuter Parking	auto			20 (7/13)	100
2025 Full Build					
LRT/HSR[5]	auto		50 (25/25)	150 (50/100)	750
Commuter Parking	auto			30 (9/21)	150

2025 Total PM Peak Hour Trips
Existing (No-Build) – 100 bus trips + 90 auto trips
Phase 1 – 160 bus trips + 360 auto trips
Full Build (including Phase 1) – 160 bus trips + 590 auto trips
Note: Full Build trip ends are in addition to Phase 1.

Footnotes
[1] Trip ends are vehicle trips into and out of the site.
[2] Parking based on ratio of three daily spaces per PM peak trip for HARTLine Park & Ride auto trips and five daily spaces per PM peak trip for Greyhound Park & Ride, rental cars, and general parking.
[3] HARTLine auto trips based on 30 persons per bus and 3% kiss & ride trips and 3% park & ride trips.
[4] Greyhound auto trips based on _____and assume 80% for kiss & ride and 20% for park & ride.
[5] Light Rail and High Speed Rail auto trips based on 15 autos per 100 boardings and assume 25% for kiss & ride and 75% for park & ride.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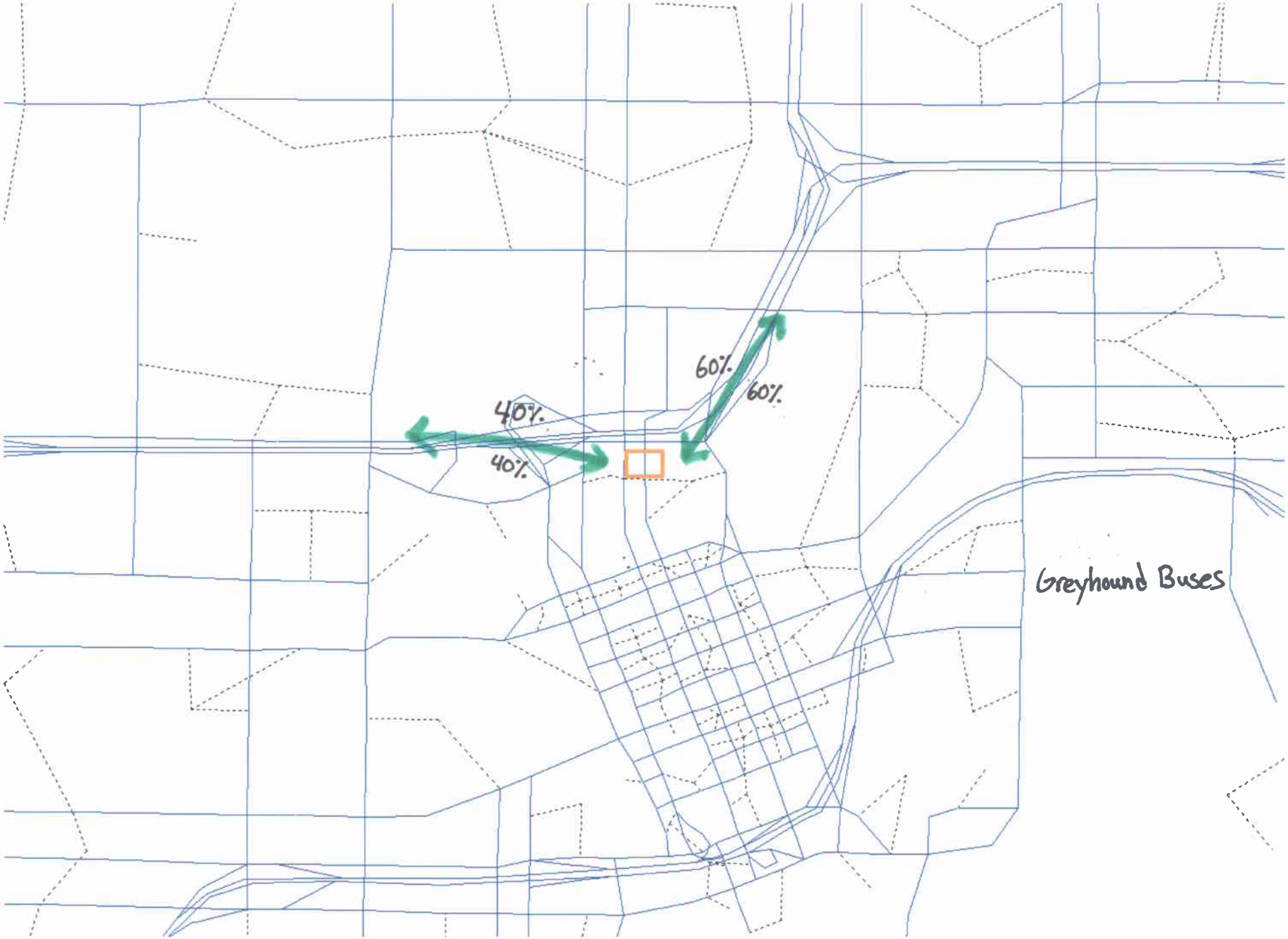
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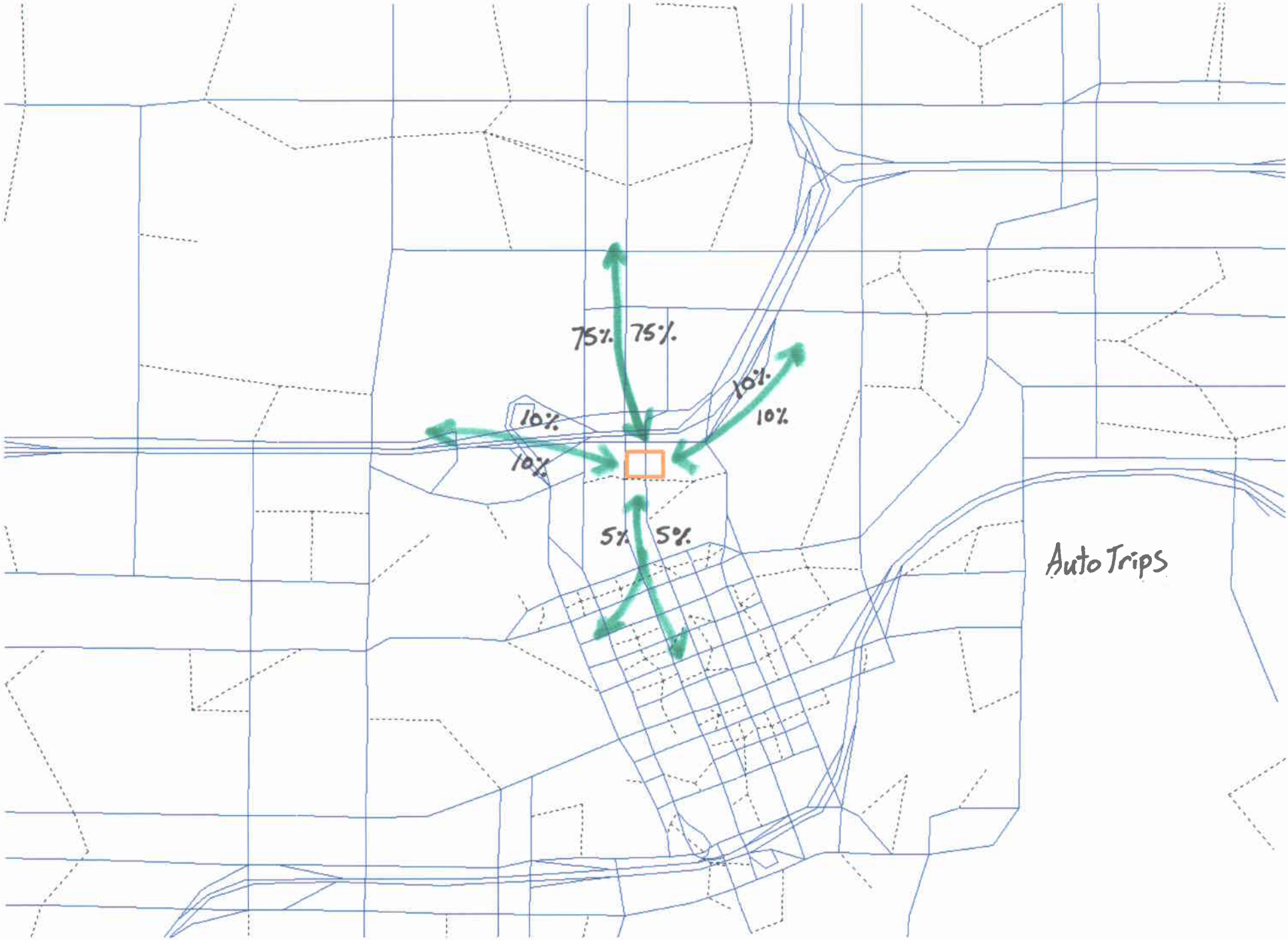
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Table1. TBIC, Tampa Location, PM Peak Hour Traffic Analysis

Roadway *Location*	Roadway Class[1]	Existing Roadway Lanes/Type[2]	Existing Capacity LOS D[3]	Existing Volume[4]	Existing LOS[5]	2025 Roadway Lanes/Type[2]	2025 Capacity LOS D[3]	2025 No-Build Volume[6]	2025 Phase 1 Volume[7]	2025 Full Build Volume[8]	2025 No-Build LOS[5]	2025 Phase 1 LOS[5]	2025 Full Build LOS[5]
Tampa Street													
Kay Street to Tyler Street	A2	3/O	3080	700	C	3/O	3080	860	1020	1110	C	C	C
Tyler Street to Cass Street	A2	3/O	3080	1200	C	3/O	3080	1480	1620	1710	C	C	C
Florida Avenue													
Cass Street to Tyler Street	A2	4/O	4000	2700	C	4/O	4000	3330	3470	3560	C	**D**	D
Tyler Street to Kay Street	A2	3/O	3080	2500	C	3/O	3080	3080	3230	3320	**D**	**E**	**F**
Marion Street													
Kay Street to Cass Street	NS	2/U	1110	400[a]	C	2/U	1110	490	590	620	C	C	C
Morgan Street													
Kay Street to Cass Street	NS	2/U	1110	400	C	2/U	1110	490	550	560	C	C	C
Kay Street													
Morgan Street to Franklin Street	A2	2/O	2050	700	C	2/O	2050	850	910	930	C	C	C
Franklin Street to Tampa Street	A3	3/O	2800	1100	C	3/O	2800	1340	1400	1420	**D**	D	D
Scott Street													
Tampa Street to Florida	A3	3/O	2800	600	C	3/O	2800	740	790	810	C	C	C
Florida Avenue to Morgan Street	A3	3/O	2800	1700	D	3/O	2800	2100	2150	2170	D	D	D
Tyler Street													
Morgan Street to Tampa Street	A4	3/O	2870	500	C	3/O	2870	610	670	680	C	C	C
Cass Street													
Tampa Street to Florida Avenue	A4	3/O	2870	700	C	3/O	2870	860	890	900	C	C	C
Florida Avenue to Morgan Street	A4	4/O	3760	550	C	4/O	3760	680	710	720	C	C	C

[1] Roadway classification as used in the *2002 Quality/Level of Service Handbook* for level of service analysis. The following roadway classes are used: A2=State Arterial Class 2, A3=State Arterial Class 3, A4=State Arterial Class 4, NS=Non-State Roadway or Major City/County Roadways.

[2] The Number of lanes and Roadway Type refers to the lanes in both directions for a two-way road or one direction for a one-way road and roadway type is either: O=One-way, U=Undivided Two-way, D=Divided Two-way. No roadway improvements were assumed for 2025.

[3] Level-of-Service (LOS) D Capacity is the highest service flow rate a roadway can maintain while still operating at LOS D or better. LOS D Capacity is based on Tables 4-4 and 4-7 of the *2002 Quality/Level of Service Handbook*. LOS D capacity of a one-way street is 20% higher than shown in Table 4-7.

[4] Existing volumes came from the *City of Tampa Transportation Division Inventory of Roadway Conditions*, which contained ground counts taken in 2004 and 2005.

[5] LOS based on Generalized Level of Service Volume Tables 4-4 and 4-7 of the *2002 Quality/Level of Service Handbook*. LOS A and B are not achievable for roadway class A3 and A4 using table input values defaults.

[6] A one percent annual growth rate was applied to the existing volumes to determine the 2025 No-Build volumes. The one percent growth rate was the historical growth factor from the *City of Tampa Transportation Division Inventory of Roadway Conditions.*

[7] Phase 1 volumes included traffic generated from the following assumptions: A doubling of frequency for existing bus routes, a 30% increase in new routes, relocation of Greyhound to the site with associated bus and auto traffic and rental car facilities.

[8] Full Build volumes include all volumes from Phase 1 plus additional auto traffic generated by the addition of LRT and HSR. Auto trips based on LRT and HSR boardings reported in *Travel Demand Technical Memorandum: Tampa Bay Intermodal Centers, Project Development and Environmental Study, April 2005.* Auto trips were generated at a rate of 15 per 100 PM peak hour boardings.

[a] No ground counts were available for Marion. Existing volume was estimated based on Morgan traffic counts and the 2000 Tampa Bay Regional Planning Model (TPRPM).

Note: **Bold** indicates a change from 2000 to 2025 or from a 2025 less intense development scenario to a more intense development scenario.

Gateway Site (Pinellas County)

- *PM Peak Hour Trip Generation*
- *Distribution Analysis*
- *Peak Hour Traffic Analysis*

Tampa Bay Intermodal Centers PM Peak Hour Trip Generation

Gateway Site

Generator	Mode	Trips (enter/exit)[1]	Kiss & Ride Auto Trips (enter/exit)[1]	Park & Ride Auto Trips (enter/exit)[1]	Parking Spaces[2]
Existing (No-Build)					
PSTA[3]	bus	62 (31/31)	186 (93/93)	0	0
2025 Phase 1					
PSTA[3]	bus	80 (40/40)	240 (120/120)	240 (80/160)	720
Greyhound[4]	bus	30 (15/15)	40 (20/20)	10 (5/5)	50
Rental Cars	auto	50 (30/20)			250
Commuter Parking	auto			40 (14/26)	200
2025 Full Build					
PMI/HSR	auto		50 (25/25)	150 (50/100)	750
Commuter Parking	auto			60 (20/40)	300

2025 Total PM Peak Hour Trips

Existing (No-Build) – 62 bus trips + 186 auto trips

Phase 1 – 110 bus trips + 620 auto trips

Full Build (including Phase 1) – 110 bus trips + 880 auto trips

Note: Full Build trip ends are in addition to Phase 1. The site is not currently served by PSTA. The existing trip ends represent PSTA routes in the area of the site.

Footnotes

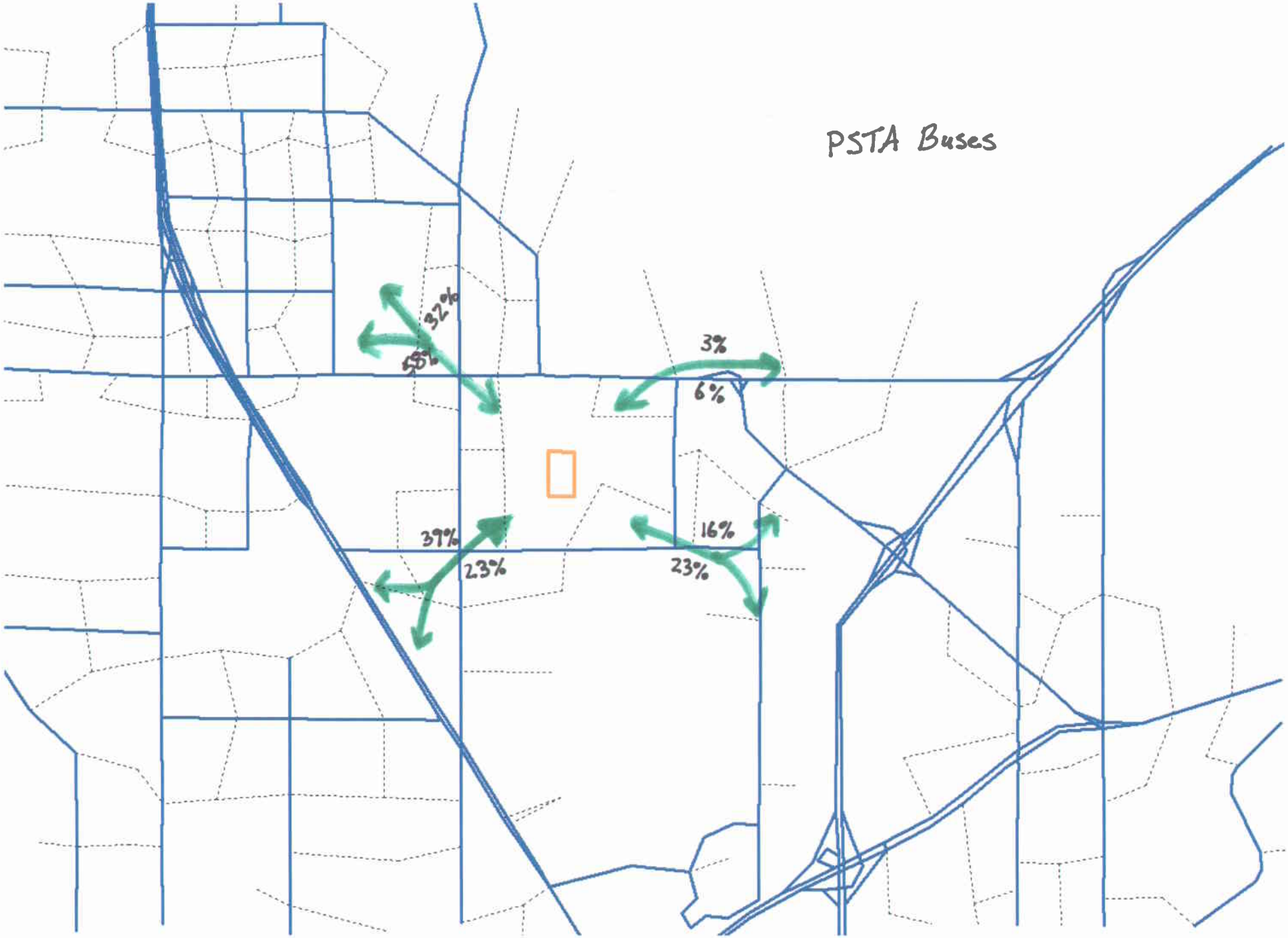
[1] Trip ends are vehicle trips into or out of the site.

[2] Parking based on ratio of three daily spaces per PM peak trip for PSTA Park & Ride auto trips and five daily spaces per PM peak trip for Greyhound Park & Ride, rental cars, and general parking.

[3] PSTA auto trips based on 30 persons per bus and 10% kiss & ride trips and 10% park & ride trips.

[4] Greyhound auto trips based on _____and assume 80% for kiss & ride and 20% for park & ride.

[5] PMI Monorail and High Speed Rail auto trips based on 30 autos per 100 boardings and assume 25% for kiss & ride and 75% for park & ride.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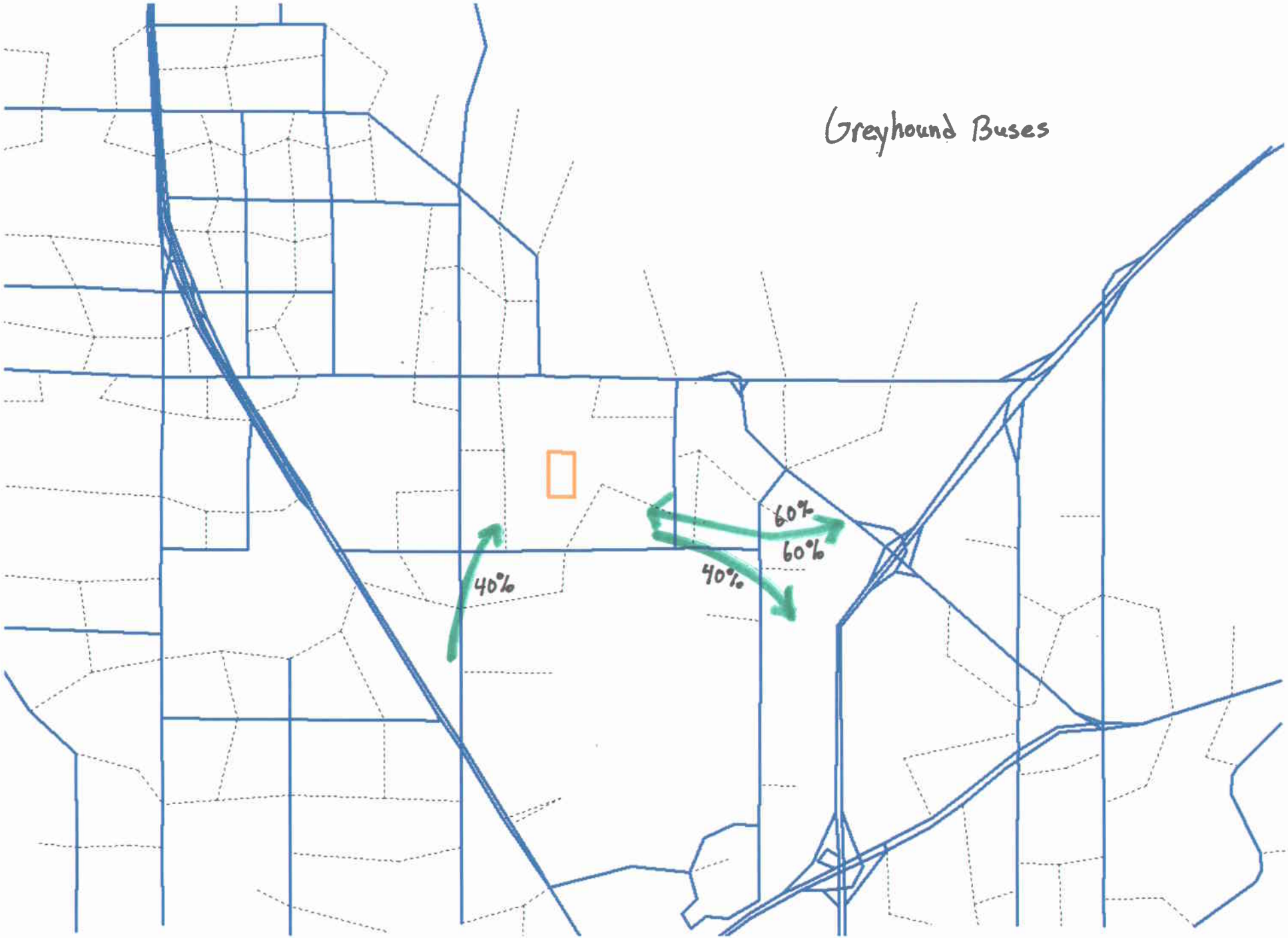
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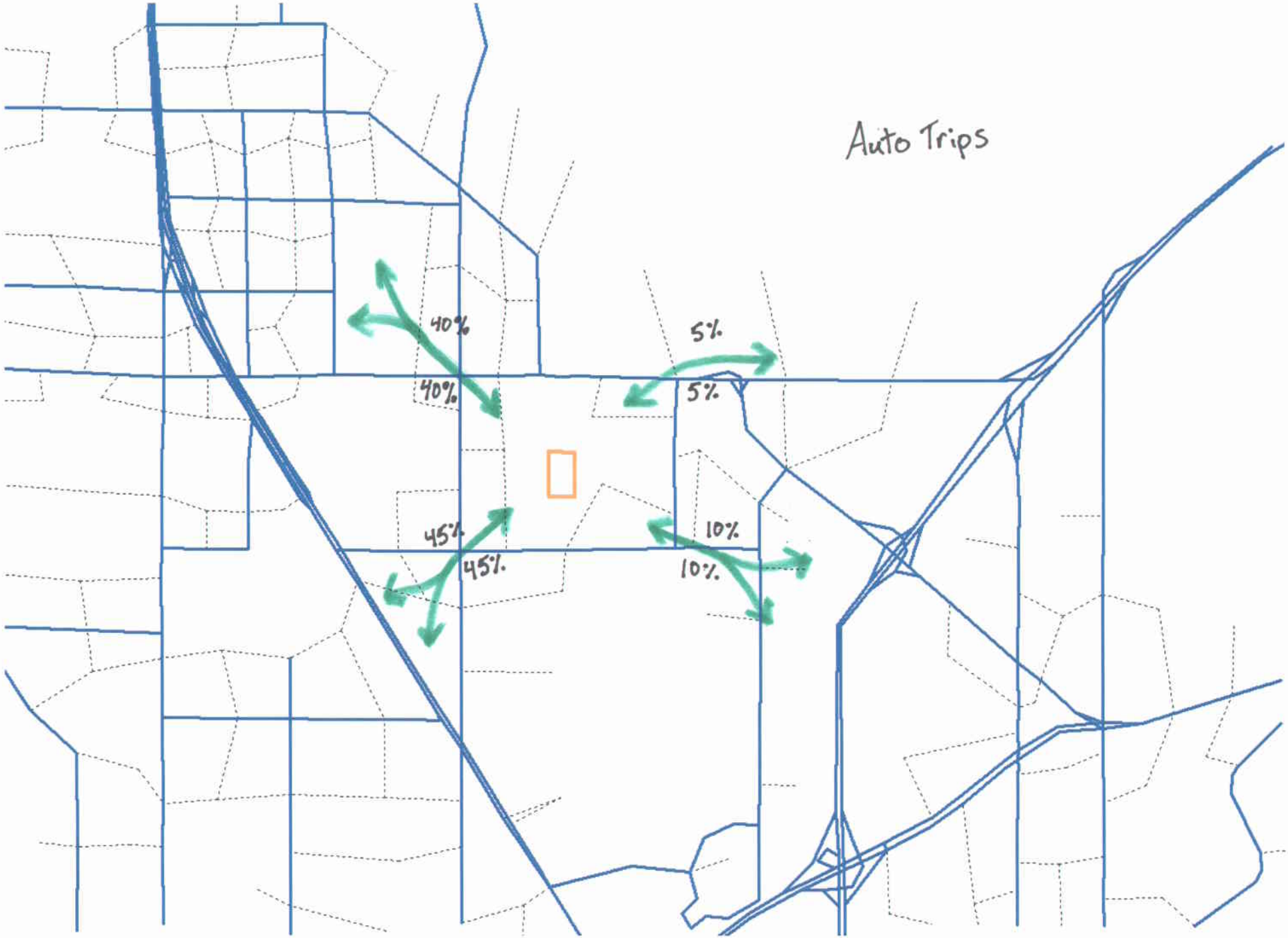
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Table2. TBIC, Gateway Location, PM Peak Hour Traffic Analysis

Roadway *Location*	Roadway Class[1]	Existing Roadway Lanes/Type[2]	Existing Capacity LOS D[3]	Existing Volume[4]	Existing LOS[5]	2025 Roadway Lanes/Type[2]	2025 Capacity LOS D[3]	2025 No-Build Volume[6]	2025 Phase 1 Volume[7]	2025 Full Build Volume[8]	2025 No-Build LOS[5]	2025 Phase 1 LOS[5]	2025 Full Build LOS[5]
49th Street													
Ulmerton Road to 118th Avenue	A2	6/D	4680	4230	D	6/D	4680	2640	2880	2960	C	C	C
40th Street													
Ulmerton Road to 118th Avenue	NS	2/U	1110	480[a]	C	2/U	1110	490[a]	720	800	C	**D**	D
34th Street													
Ulmerton Road to 118th Avenue	NS	2/U	1110	870[b]	D	2/U	1110	530[b]	660	710	C	C	**D**
Ulmerton Road													
49th Street to Roosevelt Blvd North	A1	4/D	3390	3750	F	6/D	5080	3780	3920	3970	B	B	B
Roosevelt Blvd North to Roosevelt Blvd South	A1	6/D	5080	7450	F	6/D	5080	5610	5690	5720	F	F	F
126th Street													
49th Street to 34th Street	NS	2/D	1390	480[a]	C	2/D	1390	490[a]	950	1110	C	**D**	D
118th Avenue													
49th Street to 40th Street	NS	6/D	4450	2660	C	4/D	2950	2580	2790	2870	**D**	D	D
40th Street to 28th Street	NS	4/D	2950	2230	D	4/D	2950	1920	2000	2030	C	C	**D**

[1] Roadway classification as used in the *2002 Quality/Level of Service Handbook* for level of service analysis. The following roadway classes are used: A1=State Arterial Class 1, A2=State Arterial Class 2, NS=Non-State Roadway or Major City/County Roadways. Roadway classification used here is consistent with *CR 296 Connector Traffic Report Addendum, August 2002*.

[2] The Number of lanes and Roadway Type refers to the lanes in both directions for a two-way road or one direction for a one-way road and roadway type is either: O=One-way, U=Undivided Two-way, D=Divided Two-way. Several roadway improvements were assumed for 2025 including all improvements associated with CR 296 connector. Other improvements included 118th Avenue expressway from 49th Street to CR 296 connector (allowing/requiring the lane reduction on 118th Avenue Surface Street), Extension of 126th Street, 43rd Street Extension and widening of Ulmerton Road between 49th Street and Roosevelt Blvd North.

[3] Level-of-Service (LOS) D Capacity is the highest service flow rate a roadway can maintain while still operating at LOS D or better. LOS D Capacity is based on Tables 4-4 of the *2002 Quality/Level of Service Handbook*.

[4] Existing volumes came from the *CR 296 Connector Traffic Report Addendum*, which contained existing AADT for 1999. A peak hour K factor of 0.095 was used to estimate Peak Volumes.

[5] LOS based on Generalized Level of Service Volume Tables 4-4 of the *2002 Quality/Level of Service Handbook*. LOS A and B are not achievable for roadway class A3 and A4 using table input values defaults.

[6] The *CR 296 Connector Traffic Report Addendum* also contained 2025 AADT for conditions reflecting the new CR 296 connector. Again using the 0.095 K factor, Peak Hour volumes were estimated.

[7] Phase 1 volumes included traffic generated from the following assumptions: Rerouting of existing PSTA routes in the area, A doubling of frequency for existing bus routes, a 30% increase in new routes, relocation of Greyhound to the site with associated bus and auto traffic and rental car facilities.

[8] Full Build volumes include all volumes from Phase 1 plus additional auto traffic generated by the addition of LRT and HSR. Auto trips based on LRT and HSR boardings reported in *Travel Demand Technical Memorandum: Tampa Bay Intermodal Centers, Project Development and Environmental Study, April 2005*. Auto trips were generated at a rate of 30 per 100 PM peak hour boardings.

[a] No ground counts were available for 40th Street and 126th Street. A reasonable low-volume road estimate of 4000 AADT was assumed. A one percent annual growth rate was applied to the existing volume estimate to determine the 2025 No-Build volumes.

[b] No ground counts were available for 34th Street. Existing and 2025 No-Build volumes were based on the 2000 and 2025 Tampa Bay Regional Planning Models (TPRPM).

Note: **Bold** indicates a change from 2000 to 2025 or from a 2025 less intense development scenario to a more intense development scenario.

File Copy

Florida Department of Transportation

JEB BUSH
GOVERNOR

11201 N. McKinley Drive Tampa, FL 33612-6456 (813) 975-6077 1-800-226-7220
Environmental Management Office (EMO) MS 7-500

JOSE ABREU
SECRETARY

March 9, 2005

Ms. Lauren P. Milligan, Environmental Consultant
Florida State Clearinghouse
Florida Department of Environmental Protection
3900 Commonwealth Boulevard, MS 47
Tallahassee, Florida 32399-3000

SUBJECT: Advance Notification
Tampa Bay Intermodal Center(s) Project Development and Environment Study
Financial Project No.: 415348 1 94 01
Federal Aid Project No: TBD
Hillsborough/Pinellas Counties, Florida

Dear Ms. Milligan:

On January 30, 2004, the Florida Department of Transportation (FDOT) District Seven distributed an Advance Notification (AN) package to inform the appropriate agencies about the Tampa Bay Intermodal Center(s) Feasibility Study (Phase I). At that time, we indicated that a Project Development and Environment (PD&E) Study (Phase II) may be conducted upon completion of Phase I and an updated AN may be required. FDOT District Seven has now initiated the PD&E Study; therefore, the attached AN package is for the Tampa Bay Intermodal Center(s) PD&E Study in Hillsborough and/or Pinellas counties. This information is forwarded to your office for processing to the appropriate state agencies in accordance with Executive Order 95-359. Distribution to local and federal agencies is being made as noted.

Although more specific comments may be solicited during the permit coordination process, we request that permitting and permit reviewing agencies review the attached information and furnish us with whatever comments they consider pertinent at this time.

This is planned to be a federal-aid action and the Florida Department of Transportation (FDOT), in consultation with the Federal Transit Administration (FTA), will determine what degree of environmental documentation will be necessary. The determination will be based upon in-house environmental evaluations and comments received through coordination with other agencies. It is anticipated that an environmental assessment will be prepared. Please provide a consistency review for this project in accordance with the State's Coastal Zone Management Program.

In addition, please review the proposed improvement's consistency, to the maximum extent feasible, with the approved Comprehensive Plan of the local government jurisdiction(s) pursuant to Chapter 163, Florida Statutes.

We are looking forward to receiving your comments on the project within 45 days. Should additional review time be required, a written request for an extension of time must be submitted to our office within the initial 45-day comment period. Your comments should be addressed to:

Jeraldo Comellas, Jr., P.E.
Special Projects Administrator
Florida Department of Transportation
11201 N. McKinley Drive/MS 7-500
Tampa, FL 33612-6456

Your expeditious handling of this notice will be appreciated.

File Copy

Sincerely,

Jeraldo Comellas, Jr., P.E.
Special Projects Administrator

JC/AJP/rm
Attachments

MAILING LIST:

cc:

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. 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 - 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

Florida Department of Environmental Protection - Southwest 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 High Speed Rail Authority

Florida Department of Agriculture

Florida Department of State, Division of Historical Resources

Florida Transportation Commission, Chairman

Tampa Bay Regional Planning Council, Executive Director

Southwest Florida Water Management District, Executive Director

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

P:\Projects\Tampa Bay Intermodal Study\Intermodal PD&E\Public Involvement\Advanced Notification\TBIC AN-Letter.doc

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
ADVANCE NOTIFICATION FACT SHEET

In an attempt to streamline procedures for planning transportation projects, conducting environmental reviews, and developing and permitting projects, the Florida Department of Transportation (FDOT)-Central Environmental Management Office has recently established the Efficient Transportation Decision Making (ETDM) process. Each district 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). FDOT District Seven submitted the Tampa Bay Intermodal Center(s) project into the ETDM system in August 2004. The FDOT District Seven ETAT reviewed the purpose and need, assessed direct impacts, recommended avoidance and minimization, suggested mitigation strategies, and issued degrees of effect. Interested persons can retrieve a summary of the project and resulting ETAT comments by accessing the ETDM website at: http://etdmpub.fla-etat.org/.

1. Need for Project:

The purpose of the Tampa Bay Intermodal Center(s) 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. FDOT derived the project goals and objectives by analyzing the goals and objectives of numerous state, regional, and local transportation and comprehensive plans. The project goals address mobility, accessibility, plan conformity, cost effectiveness, flexibility, safety and security, and environmental stewardship. The importance of this project is apparent in the need to achieve regional multi-modal connectivity, to accommodate future population and employment growth, to meet future traffic/travel demand, and to enhance safety, efficiency, and convenience of transportation/transit system.

This project is consistent with the goals and objectives of the local government comprehensive plans (City of St. Petersburg, City of Clearwater, and City of Tampa), as well as the approved *Hillsborough County Metropolitan Planning Organization (MPO) 2025 Long Range Transportation Plan* and the *Pinellas County MPO 2025 Long Range Transportation Plan*. However, the project is not included in the LRTPs or the associated Transportation Improvement Programs. FDOT is currently coordinating with both MPOs to amend these documents for inclusion of the proposed project. While consistent with the goals and objectives of the previously listed plans, 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.

2. Description of the Project:

The Feasibility Study consisted of a logical progression of steps for the FDOT District Seven to decide on the type, location, and design of major intermodal centers within the Tampa Bay area (Hillsborough and Pinellas counties) by a complete assessment of the region's existing and planned land use and transportation systems. The project team initially identified 53 sites, then fatally-flawed 28 of them due to the risk of severe environmental impacts and interference with existing plans. Next, the project team screened 25, by evaluating how the sites met the goals of the study. Finally, the project team ranked the remaining 10 sites within each of the activity centers. After the site ranking and evaluation, the project team recommended that six sites be carried forward to the PD&E Study for further evaluation. The six most viable sites meet the project's goals and objectives and have the greatest potential to fulfill the established purpose and need.

The six most viable sites for the major intermodal center(s) are:

- Downtown Tampa - Former County Jail Site (ETDM-Alternative 1)
- University of South Florida (USF) - Vacant Tampa General Hospital Property (ETDM-Alternative 3)
- Westshore - Jefferson High School Parking Lot-Joint Use (ETDM-Alternative 5)
- Westshore - Former Dairy Farm near Tampa International Airport (ETDM-Alternative 6)
- Gateway – Former Sunshine Speedway (ETDM-Alternative 7)
- Downtown St. Petersburg - Tropicana Field Parking Lot-Joint Use (ETDM-Alternative 10)

3. Environmental Information:

It is anticipated that the PD&E Study will further screen these six sites through an extensive travel demand analysis. Upon the completion of that exercise, the project team will evaluate environmental impacts and preliminary design alternatives associated with the remaining viable site(s) for the following potential environmental effects based upon available data. The Federal Transit Administration (FTA) will serve as the lead agency in this study.

a. **Land Uses:** The project study area contains a variety of land uses, including residential, commercial, institutional, recreational, and conservation land uses. The FDOT acknowledges the comments from the Federal Highway Administration (FHWA) during the ETAT review, and concurs with FHWA and the Florida Department of Community Affairs on the Degree of Effect of Minimal to None for all six alternatives. Within the 100-ft., 200-ft., and 500-ft. project buffer area there are various land uses which may be impacted and/or enhanced by implementation of the proposed intermodal center(s). The FDOT will consider these impacts during the PD&E Study.

b. **Wetlands:** Upon the ETAT review, the FDOT concurs with US Environmental Protection Agency (EPA), US Fish and Wildlife Service (USFWS), National Marine

Fisheries Service (NMFS), and US Army Corps of Engineers (USACE) and recommends a Minimal to None Degree of Effect for all six alternatives. The FDOT acknowledges recommendations from these agencies and that potential impacts to wetlands, floodplains, along with plant and animal species and habitats that support them should be identified and incorporated into project commitments. The FDOT will evaluate avoidance and minimization of impacts options during the PD&E Study.

The ETAT review of the project revealed that within the buffer area of the vacant USF site, there are 2.3 acres of palustrine wetlands listed in the national Wetlands Inventory (NWI). The report revealed that within the 100-ft., 200-ft., and 500-ft. buffer areas of the former dairy farm, there are 0.7, 1.4, and 3.8 acres, respectively, of palustrine wetlands. Also, within the 500-ft. buffer area of the Westshore site (near airport), there are 1.3 acres of freshwater marshes/graminoid prairie and 0.5 acres of wetland forest mixed. Within the 100-ft., 200-ft., and 500-ft. buffer areas of the former Gateway site, there are 0.2, 0.7, and 1.6 acres, respectively, of palustrine wetlands. An evaluation of the wetlands near the PD&E Study's recommended site(s) will be conducted and a wetland evaluation report will be prepared during the PD&E Study to address any issues. Coordination with the appropriate regulatory agencies will be conducted, including the Southwest Florida Water Management District (SWFWMD), Florida Department of Environmental Protection (FDEP), USACE, and local government agencies.

c. **Floodplains:** There is no potential impact to floodplains; therefore, FDOT recommends a Degree of Effect of Minimal to None for all six alternatives. The FDOT acknowledges FHWA's concerns that the eastern portion of the Gateway site is within the 100-year floodplain. Potential floodplain encroachments will be evaluated during the PD&E Study based on Flood Insurance Rate Maps (FIRM) Community Panel numbers prepared by the Federal Emergency Management Agency (FEMA), as set forth in *Executive Order 11988 "Floodplain Management"* and *23 CFR 650*. This process will be coordinated with the appropriate regulatory agencies.

d. **Wildlife and Habitat:** Upon the ETAT review, the FDOT concurs with comments from USFWS and the Degree of Effect of Minimal to None for all six alternatives. The FDOT acknowledges the comments received from the USFWS and will conduct an evaluation of the threatened and endangered species, and their support habitat, during the PD&E Study. Coordination with the Florida Fish and Wildlife Conservation Commission (FFWCC), Florida Natural Areas Inventory (FNAI), and USFWS will be conducted on the viable site(s). Based on identified habitat types and information provided by the regulatory agencies, protected species surveys will be conducted during the PD&E Study. Field surveys for protected species that potentially occur near the PD&E Study's recommended site(s) will be conducted following established survey protocols and guidance provided by the regulatory agencies. FDOT will assess potential effects on wildlife/protected species and

develop appropriate commitments to avoid and/or minimize harm to the potentially affected species.

e. **Outstanding Florida Waters:** FDOT does not anticipate involvement with Outstanding Florida Waters during the PD&E Study. The PD&E Study's recommended site(s) will be evaluated for potential impacts during the PD&E Study, in accordance with Part 2, Chapter 21 of the *FDOT PD&E Manual.*

f. **Aquatic Preserves:** The Gateway and Downtown St. Petersburg sites are located within the Pinellas County Aquatic Preserve. These viable site(s) will be evaluated for potential impacts during the PD&E Study, in accordance with Part 2, Chapter 19 of the *FDOT PD&E Manual.*

g. **Coastal Zone Consistency:** As determined by 15 CFR 930, Coastal Zone Consistency determination is required.

h. **Cultural Resources:** Upon the ETAT review, FDOT acknowledges the Florida Department of State's recommendations for potential impacts to historic and archaeological resources, but recommends a Degree of Effect of Minimal to None for all alternatives, except the Downtown Tampa site. FDOT acknowledges that within the 100-ft., 200-ft., and 500-ft. buffer areas, there are numerous Florida Site File (FSF) historic standing structures, including the *National Register of Historic Places* (NRHP)-eligible St. Paul African Methodist Episcopal (AME) Church (HI00155) and Parsonage (HI06757). In addition, within the 100-ft.buffer area of the Downtown Tampa site, there is the NRHP-eligible Oaklawn and St. Louis Catholic Cemetery (HI05595), the NRHP-listed Franklin Street Historic District, and one archaeological site (HI06760) that is not NRHP-eligible. All resources outside of the 500-ft. buffer are unlikely to be adversely affected due to their distance from the proposed project area. During the PD&E Study, a comprehensive Cultural Resource Assessment Survey (CRAS) will be conducted for the PD&E Study's recommended sites, in coordination with the Florida Department of State, to identify any impacts to historic and archaeological sites. The FDOT will take all measures to develop avoidance alternatives and/or measures to minimize harm to these resources.

   In addition, a Section 4(f) Evaluation or Section 106 Consultation may be required to assess impacts to these resources. The ETAT review reveals a Degree of Effect of Minimal to None for potential impacts to Section 4(f) properties and recreation areas.

i. **Coastal Barrier Resources:** This project is not located in the vicinity of or within a coastal barrier resource unit as defined by the Governor's *Executive Order 8 1-105* and the *Federal Coastal Barrier Resources Act.*

j. **Contamination:** Upon the ETAT review, the FDOT concurs with the comments from FHWA and a Degree of Effect of Minimal to None for all six alternatives. There are numerous contaminated sites and petroleum storage tanks in the project

buffer areas. In addition, there is a toxic release inventory site within the 500-ft. buffer area of the USF site. FDOT acknowledges the detailed comments from FHWA regarding contaminated areas within the project buffer areas and will evaluate these sites during the PD&E Study. A Contamination Screening Evaluation of the PD&E Study's recommended site(s) will be conducted during the PD&E Study.

k. **Sole Source Aquifer:** Based on a review of the EPA website for Region IV, there are no sole source aquifers shown in Hillsborough or Pinellas county.

l. **Noise:** A detailed noise evaluation will be conducted during the PD&E Study. Each of the remaining viable sites is located within densely urbanized areas; however, there are potentially noise sensitive areas in the vicinity of the Downtown Tampa, Westshore (near Jefferson High School), and Downtown St. Petersburg sites.

4. **Navigable Waterway Crossings:** None

FDOT does not anticipate the need for a U.S. Coast Guard permit, under *23 CFR 650, Subpart H, Section 650.805*.

5. **Permits Required:**

Subsequent to the PD&E Study and prior to construction, various permits would be obtained. Agencies which may have an interest from a permitting standpoint include, but may not be limited to, the following (actual permits required will be determined during subsequent project development activities):

- SWFWMD - Environmental Resource Permit
- FDEP-Generic Permit for Stormwater Discharge from Large or Small Construction Activities
- USACE - Dredge and Fill Permit

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

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
District 7

N
N.T.S.

CLEARWATER
SAFETY HARBOR
MOBBLY BAY
PINELLAS COUNTY
HILLSBOROUGH COUNTY
OLD TAMPA BAY
GULF BLVD.
ULMERTON RD.
PIE
GATEWAY
LAKE SEMINOLE
PARK BLVD.
GULF OF MEXICO
ST. PETERSBURG
E. BAY DR.
GANDY BLVD.
4TH ST.
TPA
WESTSHORE
KENNEDY BLVD.
WEITERAN'S EXPWY.
IDALE MABRY HWY.
HILLSBOROUGH RIVER
TAMPA
FLETCHER AVE.
USF
FOWLER AVE.
BUSCH BLVD.
HILLSBOROUGH AVE.
MLK JR. BLVD.
LEE ROY SELMON EXPWY.
MCKAY BAY
PORT OF TAMPA
EAST BAY
HILLSBOROUGH BAY
BRANDON
MACDILL AIR FORCE BASE
TAMPA BAY
PINELLAS COUNTY
HILLSBOROUGH COUNTY

PD&E Study Sites

Figure 1

Project Location Map

LEGEND

- County Limits
- Florida High Speed Rail
- Tampa TECO Line Streetcar System (Phase 1)
- Tampa TECO Line Streetcar System (Phase 2)
- Tampa TECO Line Streetcar System (Phase 3)
- Pinellas Mobility Initiative
- Pinellas Mobility Initiative (Supplemental Monorail Phase)
- Tampa Rail Project
- Looper Downtown Trolley
- PSTA Downtown Transit Circulator Rt.32
- Future Pinellas Trail Extension
- City of Tampa Greenways & Trails Express Bus

- Interstate Highway
- Toll Road
- County Road
- State Road
- U.S. Highway

- Greyhound Terminal
- PSTA Transit Terminals (1-Williams Park 2- Central Plaza)
- Looper Downtown Trolley Station
- Marion Transit Center
- HSR Station Location
- TECO Station Location
- Pinellas Station Location
- Light Rail Station Location
- Light Rail Station Location (Park and Ride)
- Local Transit Center
- Activity Center Boundary

OMB Approval No. 0348-0043

APPLICATION FOR FEDERAL ASSISTANCE

2. DATE SUBMITTED: March 9, 2005	Applicant Identifier: 415348 1 94 01
3. DATE RECEIVED BY STATE:	State Application Identifier:
4. DATE RECEIVED BY FEDERAL AGENCY:	Federal Identifier:

1. TYPE OF SUBMISSION:

Application	Preapplication
[■] Construction	[ ] Construction
[ ] Non-Construction	[ ] Non-Construction

5. APPLICANT INFORMATION

Legal Name: Florida Department of Transportation

Organizational Unit: Office of Design

Address (*give city, county, state, and zip code*):
605 Suwanee Street
Tallahassee-Leon, Florida 32399-0450

Name and telephone number of the person to be contacted on matters involving this application (*give area code*)
Jeraldo Comellas, Jr., P.E.
Special Projects Administrator
(813) 975-6449

6. EMPLOYER IDENTIFICATION NUMBER (EIN): 59-6001874

7. TYPE OF APPLICANT: *(enter appropriate letter in box)* [A]

A. State
B. County
C. Municipal
D. Township
E. Interstate
F. Intermunicipal
G. Special District
H. Independent School Dist.
I. State Controlled Institution of Higher Learning
J. Private University
K. Indian Tribe
L. Individual
M. Profit Organization
N. Other (Specify):

8. TYPE OF APPLICATION:

[✓] New [ ] Continuation [ ] Revision

If Revision, enter appropriate letter(s) in box(es): [ ] [ ]

A. Increase Award B. Decrease Award C. Increase Duration
D. Decrease Duration Other *(specify)*:

9. NAME OF FEDERAL AGENCY:
U.S. Department of Transportation

10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER: 20.205

TITLE: Highway Planning and Construction

11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT:
Tampa Bay Intermodal Center(s)
Financial Project ID: 415348 1 94 01
Federal Aid Project No.: TBD

12. AREAS AFFECTED BY PROJECT *(cities, counties, states, etc.)*:
Hillsborough and Pinellas Counties, Florida

13. PROPOSED PROJECT:

Start Date	Ending Date
1/31/05	10/31/05

14. CONGRESSIONAL DISTRICTS OF:

a. Applicant	b. Project
	5

15. ESTIMATED FUNDING:

a. Federal	$	.00
b. Applicant	$	.00
c. State	$	3,000,000.00
d. Local	$	.00
e. Other	$	.00
f. Program Income	$	.00
g. TOTAL	$	3,000,000.00

16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS?

a. YES. THIS PREAPPLICATION/APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON:
DATE March 9, 2005

b NO. [ ] PROGRAM IS NOT COVERED BY E.O. 12372

[ ] OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW

17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT?

[ ] Yes If "Yes," attach an explanation. [✓] No

18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT, THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED

a. Typed Name of Authorized Representative	b. Title	c. Telephone number
Jeraldo Comellas, Jr., P.E.	Special Projects Administrator	(813) 975-6449

d. Signature of Authorized Representative: Jeraldo Comellas, Jr.

e. Date Signed: 3/9/05

Previous Editions Not Usable

Standard Form 424 (REV 4-88)
Prescribed by OMB Circular A-102

Department of Environmental Protection

Jeb Bush
Governor

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, Florida 32399-3000

Colleen M. Castille
Secretary

May 6, 2005

Mr. Jeraldo Comellas, Jr., P.E.
Special Projects Administrator
Florida Department of Transportation
11201 North Malcolm McKinley Drive
M.S. 7-500
Tampa, Florida 33612-6456

RE: Department of Transportation – Advance Notification – Tampa Bay Intermodal Center(s) PD&E Study, Financial Project ID: 415348 1 94 01 – Hillsborough and Pinellas Counties, Florida.
SAI # FL200503110551C

Dear Mr. Comellas:

The Florida State Clearinghouse, pursuant to Presidential Executive Order 12372, Gubernatorial Executive Order 95-359, the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended, and the National Environmental Policy Act, 42 U.S.C. §§ 4321, 4331-4335, 4341-4347, as amended, has coordinated a review of the referenced project.

The Tampa Bay Regional Planning Council (TBRPC) staff notes that currently designated regional evacuation routes traverse all five of the identified activity centers. The Westshore – Former Dairy Farm site and the University of South Florida (USF) site are the only proposed locations that appear to have a potential to impact regionally-significant natural resources. Please see the enclosed TBRPC letter for full details.

The Florida Fish and Wildlife Conservation Commission (FFWCC) staff supports project alternatives that have minimal to no impacts to state fish and wildlife resources. FFWCC staff looks forward to coordinating with the applicant and relevant agencies to resolve any fish and wildlife issues that may be identified in the proposed PD&E Study. Please see the enclosed FFWCC letter for full comments and contact information.

Based on the information contained in the above-referenced application and the comments provided by our reviewing agencies, the state has determined that the allocation of

federal funds for the proposed project is consistent with the Florida Coastal Management Program. The applicant must, however, address the issues identified by TBRPC and FFWCC staff prior to project implementation. The state's continued concurrence with the project will be based, in part, on the adequate resolution of any issues identified during subsequent reviews. The state's final concurrence of the project's consistency with the FCMP will be determined during the environmental permitting stage.

Thank you for the opportunity to review the proposed project. If you have any questions regarding this letter, please contact Ms. Sarah E. Daugherty at (850) 245-2169.

Yours sincerely,

Sally B. Mann, Director
Office of Intergovernmental Programs

SBM/sed

Enclosures

cc: John M. Meyer, TBRPC
Mary Ann Poole, FFWCC

Project Information	
Project:	FL200503110551C
Comments Due:	04/09/2005
Letter Due:	05/09/2005
Description:	DEPARTMENT OF TRANSPORTATION - ADVANCE NOTIFICATION - TAMPA BAY INTERMODAL CENTER(S) PD&E STUDY, FINANCIAL PROJECT ID: 415348 1 94 01 - HILLSBOROUGH AND PINELLAS COUNTIES, FLORIDA.
Keywords:	DOT - TAMPA BAY INTERMODAL CENTER(S) - HILLSBOROUGH/PINELLAS CO.
CFDA #:	20.205

Agency Comments:

TAMPA BAY RPC - TAMPA BAY REGIONAL PLANNING COUNCIL

TBRPC staff notes that currently designated regional evacuation routes traverse all five of the identified activity centers. In addition, the Strategic Regional Policy Plan identifies Regional Activity Centers (see map). The Former Dairy Farm site in the Westshore Area and the USF site are the only sites that appear to potentially have an impact on regionally-significant natural resources. The TBRPC will provide specific comments on the project when details have been submitted, at the permitting stage.

HILLSBOROUGH - HILLSBOROUGH COUNTY

No Comment

PINELLAS - PINELLAS COUNTY

No Comment

ENVIRONMENTAL POLICY UNIT - OFFICE OF POLICY AND BUDGET, ENVIRONMENTAL POLICY UNIT

No Comment

COMMUNITY AFFAIRS - FLORIDA DEPARTMENT OF COMMUNITY AFFAIRS

FISH and WILDLIFE COMMISSION - FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION

5-PAGE LETTER BY MARY ANN POOLE ON 4/21/05.

STATE - FLORIDA DEPARTMENT OF STATE

No comment/Consistent

ENVIRONMENTAL PROTECTION - FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION

No Comment as consistant with ETDM review Hillsborough 4290.

SOUTHWEST FLORIDA WMD - SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT

No Comments at this time.

For more information please contact the Clearinghouse Office at:

3900 COMMONWEALTH BOULEVARD MS-47
TALLAHASSEE, FLORIDA 32399-3000
TELEPHONE: (850) 245-2161
FAX: (850) 245-2190

Tampa Bay Regional Planning Council

Chair
Commissioner Jane von Hahmann

Vice-Chair
Robert Kersteen

Secretary/Treasurer
Jill Collins

Executive Director
Manny Pumariega

March 30, 2005

Mr. Jeraldo Comellas, Jr., P.E.
Special Projects Administrator
Florida Department of Transportation
11201 North Malcolm McKinley Drive
M.S. 7-500
Tampa, FL 33612-6456

RE: Tampa Bay Intermodal Center(s) Project Development and Environment Study, FSC SAI #FL200503110551C, IC&R #096-05

Dear Mr. Comellas:

The staff of the Tampa Bay Regional Planning Council has reviewed the above referenced Advance Notification Package for the Tampa Bay Intermodal Center(s). The purpose of the project under consideration 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.

During the feasibility study for this project 53 initial sites were identified. From the 53, 28 were fatally-flawed due to risk of severe environmental impacts and interference with existing plans. The remaining 25 sites were then screened by the project team based on how the sites met the overall study goals. Then the project team ranked the remaining 10 sites within each of the activity centers; and finally they recommended six sites to be carried forward to PD&E for additional evaluation.

The six recommended sites are as follows:

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

Comments

Currently designated regional evacuation routes traverse all five of the identified activity centers. In addition, the *Strategic Regional Policy Plan (SRPP)* identifies Regional Activity Centers (RACs). The attached map depicts the boundaries of the four RACs within the Tampa Bay Region. The Former Dairy Farm site in the Westshore Area and the USF site are the only sites that appear to potentially have an impact on regionally-significant natural resources.

The following adopted SRPP policies are applicable to the proposed project:

Economic Development

2.3.1 Encourage the location of facilities to guide urban development and assist in the implementation of approved local and regional plans. The rate of private development should be commensurate with a reasonable rate of expansion of public and semi-public facilities.

2.3.3 Develop additional programs/incentives to encourage new development to locate within local and regionally designated activity centers.

2.3.13 Recognize the development and maintenance of the regional inter-modal transportation network as a critical resource/facility for economic growth.

Natural Resources

4.5.2: Impacts to regionally-significant natural resources shall be allowed only in cases of overriding public interest and when it is demonstrated and/or documented that the mitigation will successfully recreate the specific resource. Mitigation should meet the following minimum ratios:

- Intertidal habitats 3:1
- Coastal strand and barrier islands 3:1
- Open water marine and estuarine habitats 4:1
- Beaches 2:1
- Riverine habitats 3:1
- Lake habitats 3:1
- Special habitats 2:1

4.5.3: Mitigation by habitat re-creation shall employ native plant material which replaces natural value and function. Monitor mitigation areas for a sufficient time to ensure success: a minimum 85 percent final coverage of desired species. Yearly maintenance and replanting should be undertaken to ensure final cover as necessary.

4.5.5: Mitigation for allowable impacts to regionally-significant wetland areas should be performed within the drainage basin.

4.5.6: Mitigation by restoring disturbed habitat of a similar nature, including the removal of exotic plant species, may be acceptable. The minimum acceptable ratio shall be twice the habitat re-creation ratio set forth in policy 4.5.2.

Regional Transportation

5.1.14 Recognize regional activity centers (RACs) as a growth management tool. Approved RACs are suitable for higher DRI thresholds for office and hotel development set forth in 380.051(3), F.S. Local governments wishing to pursue the RAC designation shall initiate the application process. RACs shall be jointly designated and specifically defined in the strategic regional policy plan and local government comprehensive plans. Encourage local governments to develop incentives to encourage development in activity centers. The requirements for RACs is set forth in Appendix 5-A.

5.2.2 Protect the functional integrity of Regional Roadway Network, as well as protect the functional integrity of the Florida Intrastate Highway System, through coordination of LGCPs, MPO plans, and land development as well as the limitation of access points near interchanges.

5.3.26 Create more "pedestrian-friendly" environments and inter-modal linkages within downtowns and Regional Activity Centers.

At this stage, the six alternative sites appear in concert with the SRPP. Tampa Bay Regional Planning Council will provide specific review comments on the project when details have been submitted, at the permitting stage.

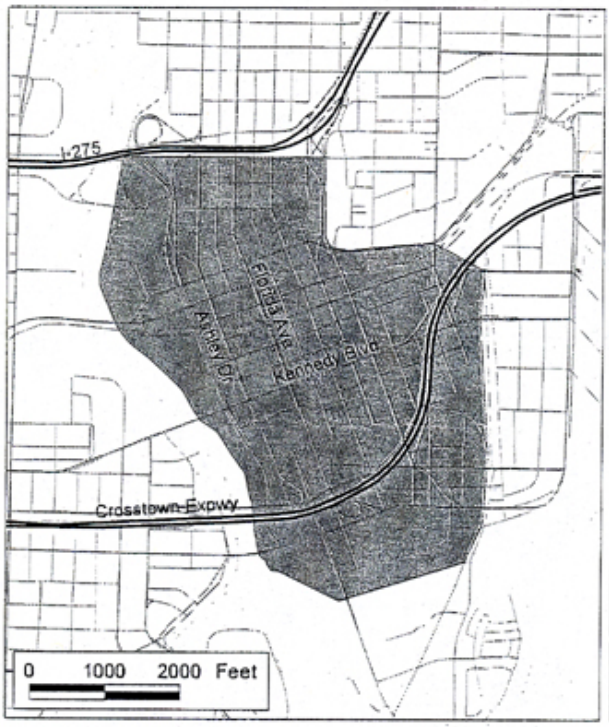
Sincerely,

John M. Meyer
IC&R Coordinator

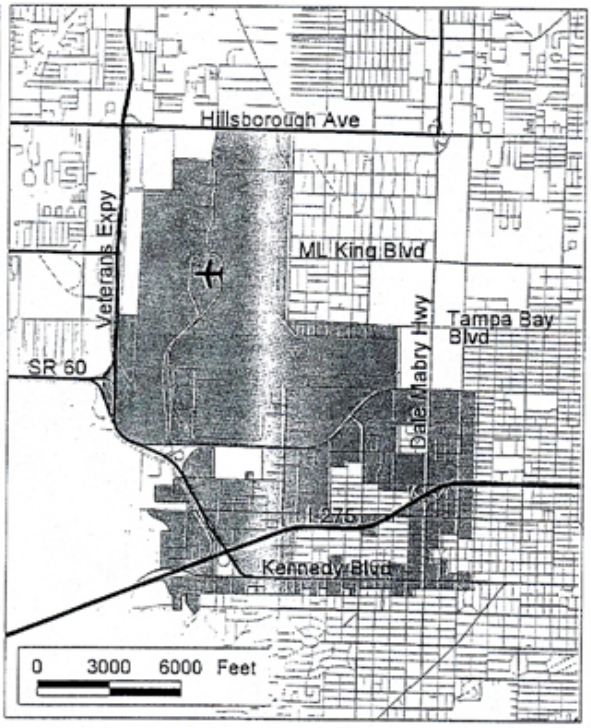
Attachment: RACs map

cc: Ms. Lauren Milligan

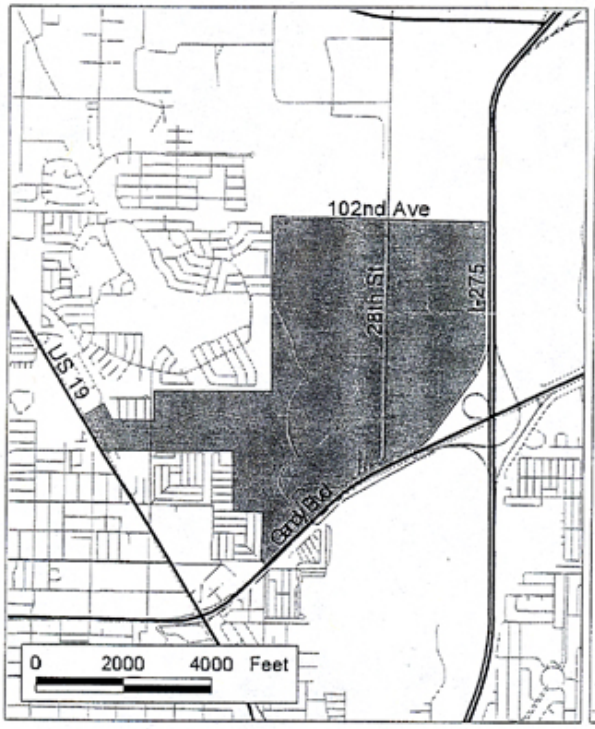
TAMPA BAY REGION
Regional Activity Centers



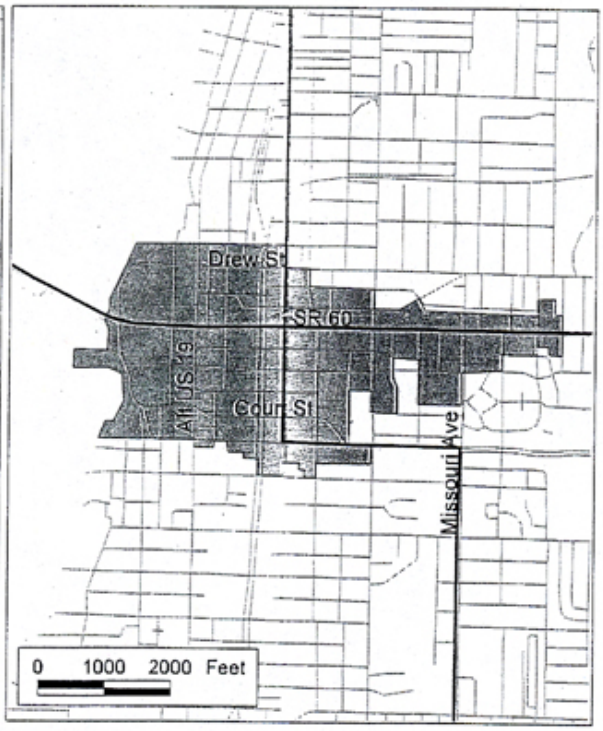
City of Tampa
Central Busines District



City of Tampa
Westshore Area



City of Pinellas Park and St Petersburg
Gateway Centre



City of Clearwater
Central Busines District

MARY ANN POOLE, DIRECTOR
OFFICE OF POLICY AND STAKEHOLDER COORDINATION
(850)488-6661 TDD (850)488-9542
FAX (850)922-5679

April 21, 2005

RECEIVED
APR 25 2005
OIP / OLGA

Ms. Lauren Milligan, Environmental Consultant
Florida State Clearinghouse
Department of Environmental Protection
3900 Commonwealth Boulevard, Mail Station 47
Tallahassee, Florida 32399-3000

Re: FL200503110551C, Hillsborough and Pinellas Counties, Tampa Bay Intermodal Center(s) PD&E Study

Dear Ms. Milligan:

The Division of Habitat and Species Conservation, Habitat Conservation Scientific Services Section, of the Florida Fish and Wildlife Conservation Commission (FWC) has reviewed the referenced project and, in accordance with the Coastal Zone Management Act/Florida Coastal Management Program (15 CFR 930, Subpart F), has the following comments and recommendations.

Background

The purpose of the Tampa Bay Intermodal Center(s) 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 Florida Department of Transportation (FDOT) derived the project goals and objectives by analyzing the goals and objectives of state, regional, and local transportation and comprehensive plans. The project goals address mobility, accessibility, plan conformity, cost effectiveness, flexibility, safety and security, and environmental stewardship. The importance of this project is apparent in the need to achieve regional multi-modal connectivity, to accommodate future population and employment growth, to meet future traffic/travel demand, and to enhance safety, efficiency, and convenience of transportation/transit system.

This project was determined to be consistent with the goals and objectives of the local government comprehensive plans (City of St. Petersburg, City of Clearwater, and City of Tampa), as well as the approved Hillsborough County Metropolitan Planning Organization (MPO) 2025 Long Range Transportation Plan and the Pinellas County MPO 2025 Long Range

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site(s) for the following potential environmental effects based upon available data. The Federal Transit Administration (FTA) will serve as the lead agency in this study.

Description of Area Resources and Conditions

The project study area contains a variety of land uses, including residential, commercial, institutional, recreational, and conservation land uses. The Environmental Technical Advisory Team (ETAT) review of the project revealed that within the buffer area of the vacant USF site, there are 2.3 acres of forested wetlands. The ETAT report indicates that he Westshore former dairy farm site has a potential 3.8 acres of palustrine wetlands. Also, within the 500-ft. buffer area of the Westshore site near the Tampa Airport, there are 1.3 acres of freshwater marshes and 0.5 acres of mixed wetland forest. Within the 100-foot, 200-foot, and 500-foot buffer areas of the former Gateway site, there are 0.2, 0.7, and 1.6 acres, respectively, of forested wetlands.

Listed species potentially associated with the Downtown Tampa and Downtown St Petersburg Activity Center Boundary sites are coastal species of Tampa Bay and Hillsborough Bay, including the West Indian manatee, least tern, piping plover, reddish egret, little blue heron, snowy egret, tricolored heron, white ibis, roseate spoonbill, brown pelican, snowy plover, black skimmer, and American oystercatcher.

Listed species potentially associated with the USF Activity Center Boundary project area include the wood stork, bald eagle, Florida sandhill crane, southeastern American kestrel, peregrine falcon, bald eagle, eastern indigo snake, Florida mouse, Sherman's fox squirrel, little blue heron, snowy egret, tricolored heron, white ibis, burrowing owl, gopher tortoise, American alligator, and gopher frog.

Listed species potentially associated with the Westshore Activity Center Boundary area include the West Indian manatee, wood stork, bald eagle, Florida sandhill crane, southeastern American kestrel, peregrine falcon, bald eagle, least tern, piping plover, eastern indigo snake, Florida mouse, Sherman's fox squirrel, reddish egret, little blue heron, snowy egret, tricolored heron, white ibis, roseate spoonbill, brown pelican, snowy plover, black skimmer, American oystercatcher, burrowing owl, gopher tortoise, American alligator, gopher frog, Atlantic sturgeon, and mangrove rivulus.

Listed species potentially associated with the Gateway Activity Center Boundary area include the West Indian manatee, wood stork, peregrine falcon, least tern, roseate tern, piping plover, southeastern snowy plover, Atlantic loggerhead turtle, roseate spoonbill, little blue heron, reddish egret, snowy egret, tricolored heron, white ibis, brown pelican, American oystercatcher, black skimmer, burrowing owl, gopher tortoise, American alligator, and mangrove rivulus.

Transportation Plan. However, the project is not included in the Long Range Transportation Plans or the associated Transportation Improvement Programs. FDOT is currently coordinating with both MPOs to amend these documents for inclusion of the proposed project. While consistent with the goals and objectives of the previously listed plans, the proposed Tampa Bay Intermodal Center(s) further supports the Transportation Equity Act/or 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.

The Feasibility Study consisted of a logical progression of steps for the FDOT District Seven to decide on the type, location, and design of major intermodal centers within the Tampa Bay area (Hillsborough and Pinellas counties) by a complete assessment of the region's existing and planned land use and transportation systems. The project team initially identified 53 sites, then determined that 28 were fatally flawed due to the risk of severe environmental impacts and interference with existing plans. Next, the project team screened 25 by evaluating how the sites met the goals of the study. Finally, the project team ranked the remaining 10 sites within each of the activity centers. After the site ranking and evaluation, the project team recommended that 6sites be carried forward to the Project Development and Environmental (PD&E) Study for further evaluation.

The six most viable sites meet the project's goals and objectives and have the greatest potential to fulfill the established purpose and need. The six most viable sites for the major intermodal center(s) are:

- Downtown Tampa - Former County Jail Site [Efficient Transportation Decision Making (ETDM)-Alternative 1]
- University of South Florida (USF) - Vacant Tampa General Hospital Property (ETDM-Alternative 3)
- Westshore - Jefferson High School Parking Lot-Joint Use (ETDM-Alternative 5)
- Westshore - Former Dairy Farm near Tampa International Airport (ETDM-Alternative 6)
- Gateway - Former Sunshine Speedway (ETDM-Alternative 7)
- Downtown St. Petersburg - Tropicana Field Parking Lot-Joint Use (ETDM-Alternative 10)

It is anticipated that the PD&E Study will further screen these six sites through an extensive travel demand analysis. Upon the completion of that exercise, the project team will evaluate environmental impacts and preliminary design alternatives associated with the remaining viable

Potential Effects and Opportunities

At this stage of project review it is not possible to clearly identify potential project effects to fish and wildlife resources. The PD&E Study will conduct an evaluation of the federal threatened and endangered species, and their requisite habitat. State-listed species should also be included in the PD&E Study in order to provide a complete report. Based on identified habitat types and information provided by the regulatory agencies, protected species surveys will be conducted during the PD&E Study. Field surveys for protected species that potentially occur near the PD&E Study's recommended site(s) will be conducted following established survey protocols and guidance provided by the regulatory agencies. We note that if the project is confined to only the developed areas listed above as Alternatives 1, 3, 5, 6, 7, and 10, then most potential impacts to listed species can be minimized or avoided.

Conclusion

We support project alternatives that have minimal to no impacts to state fish and wildlife resources. The project team screening process has worked well to eliminate alternatives with a high potential for environmental impacts. We continue to support this method of alternative evaluation and screening, and look forward to cooperating with the applicant and other relevant agencies to resolve the fish and wildlife issues that will be identified in the proposed PD&E Study in order to ensure consistency with the Coastal Zone Management Act/Florida Coastal Management Program and to ensure that this project proceeds in a fashion that minimizes impacts to fish and wildlife resources. Please call me if you would like to coordinate further discussion of these issues; I will be glad to facilitate any such efforts. If you have specific questions about the content of this letter, please contact Mr. Jim Beever directly at (239) 338-2550 extension 216, and submit copies of all written documents to him at FWC c/o SWFPRC, 1926 Victoria Avenue, Fort Myers, Florida 33901.

Sincerely,

Mary Ann Poole

Mary Ann Poole, Director
Office of Policy and Stakeholder Coord.

map/jwb
ENV 1-3-2
a:\sai 0551C.doc

cc: Mr. Jeraldo Comellas, Jr. P.E.
Special Projects Administrator
Florida Department of Transportation
11201 N. McKinley Drive/MS 7-500
Tampa, Florida 33612-6456

Mr. David Hankla
U.S. Fish and Wildlife Service
6620 Southpoint Drive South, Suite 310
Jacksonville, Florida 32216-0912

SD

COUNTY: ALL

DATE: 3/10/2005
COMMENTS DUE DATE: 4/9/2005
CLEARANCE DUE DATE: 5/9/2005
SAI#: FL200503110551C
REFER TO: FL200402135404C

MESSAGE:
REFERENCE SAI # FL200402135404C

STATE AGENCIES	WATER MNGMNT. DISTRICTS	OPB POLICY UNIT	RPCS & LOC GOVS
COMMUNITY AFFAIRS	SOUTHWEST FLORIDA WMD	ENVIRONMENTAL POLICY UNIT	
ENVIRONMENTAL PROTECTION			
FISH and WILDLIFE COMMISSION			
X STATE			

The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

X Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.

_ Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.

_ Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.

_ Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

Project Description:

DEPARTMENT OF TRANSPORTATION - ADVANCE NOTIFICATION - TAMPA BAY INTERMODAL CENTER(S) PD&E STUDY, FINANCIAL PROJECT ID: 415348 1 94 01 - HILLSBOROUGH AND PINELLAS COUNTIES, FLORIDA.

To: Florida State Clearinghouse

AGENCY CONTACT AND COORDINATOR (SCH)
3900 COMMONWEALTH BOULEVARD MS-47
TALLAHASSEE, FLORIDA 32399-3000
TELEPHONE: (850) 245-2161
FAX: (850) 245-2190

EO. 12372/NEPA
☒ No Comment
☐ Comment Attached
☐ Not Applicable

Federal Consistency
☒ No Comment/Consistent
☐ Consistent/Comments Attached
☐ Inconsistent/Comments Attached
☐ Not Applicable

From:

Division/Bureau: Historical Resources/ Historic Preservation

Reviewer: Sherry Anderson

Date: 4/15/05

Barbara E. Mattick
Deputy SHPO for Survey & Registration
4/18/05

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APR 22 2005
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BUREAU OF
HISTORIC PRESERVATION
2005 MAR 16 A 10:17

415348.18

Miccosukee Tribe of Indians
of Florida

March 22, 2005

Mr. Jeraldo Comellas, Jr. P.E.
Special Projects Administrator
FDOT
11201 N. McKinley Drive/MS 7-500
Tampa, FL 33612-6456

RE: Tampa Bay Intermodal Center(s) PD&E Study, Financial Project No.: 415348 1 94 01

Dear Mr. Comellas:

The Miccosukee Tribe received your letter concerning the above referenced proposed project. The Tribal Chairman referred your letter to me as I am the Tribal Representative for Native American Graves Protection and Repatriation and Section 106 Consultation. Mr. Fred Dayhoff is a Tribal Consultant on these matters. Please direct all future correspondence to me.

We have no direct knowledge of any cultural, religious, or traditional sites at the proposed project location. We suggest that a cultural resources survey be conducted of the project area. We further request that we be kept informed of this project and receive a copy of the cultural resources survey.

Thank you for consulting with us. Please call me at (305) 223-8380, Ext. 2244, if you require further information.

Sincerely,

Steve Terry
NAGPRA & Section 106 Representative

415348.18

Creek Nation of Oklahoma

Cultural and Historic Preservation

April 15, 2005

Jeraldo Comellas, Jr., P.E.
Special Projects Administrator
Florida Dept. Of Transportation.
11201 N. McKinley Drive/MS 7-500
Tampa, FL 33612-6456

RE:Impact Review

Proposed Tampa Bay Intermodal Project, Hillsborough/Pinellas Counties, FL

Dear Mr. Comellas,

We thank you for notifying the Cultural & Historic Preservation Office of the Muscogee (Creek) Nation. In looking at the project locations and in checking with our resources, we do not foresee any impact.

However, we expect to be notified in case of **inadvertent** discoveries within the project sites that are pertinent to the Muscogee (Creek) Nation as required by the Cultural and Historic Preservation Laws that are applicable.

Sincerely,

Tim Thompson
Cultural Advisor
(918) 732-7732 x7732

Creek Nation Tribal Complex · Highway 75 & Loop 56 · P.O Box 580 · Okmulgee, Oklahoma 74447 · 918/756-8700 · Fax 918/756-2911

City of St. Petersburg

Tampa Bay Intermodal Center(s)
Project Development and Environment (PD&E) Study
WPI Segment No.: 415348 1
Hillsborough and Pinellas Counties

Tampa Bay Intermodal Center(s) PD&E Study

- Defined region as Pinellas and Hillsborough Counties
- Identified major congestion point as Tampa Bay crossing
- Set goal of reducing number of Single Occupancy Vehicle (SOV) trips
- Set goal to improve ***regional*** mobility and connectivity

Activity Center (Acres)

St. Petersburg		Gateway	Tampa CBD	Westshore
Original	Revised			
2,617	13,021	14,053	3,029	6,613

Source: TBRTA

2025 Activity Center Person-Trip Ends

	St. Petersburg		Gateway	Tampa CBD	Westshore
	Original	**Revised**			
Productions	131,789	439,915	193,930	285,728	228,418
Attractions	285,156	549,090	342,721	571,808	389,469
Total	**416,945**	**989,005**	**536,651**	**857,536**	**617,887**

Source: TBRTA

TBRTA
(Tampa Bay Regional Transportation Analysis)
Model Data Accuracy

Residential Units	Original Area	Revised Area
2015	10,462	53,240
2025	10,891	54,113
Employment	**Original Area**	**Revised Area**
2015	47,280	76,802
2025	49,717	77,931
Hotel Rooms	**Original Area**	**Revised Area**
2015	676	676
2025	1,922	2,731
Higher Education	**Original Area**	**Revised Area**
2015	9,676	18,148
2025	12,130	21,177
Population	**Original Area**	**Revised Area**
2015	14,594	100,018
2025	15,180	101,430

Source: TBRTA

St. Petersburg (Revised)/ Gateway Comparison

Residential Units	St. Petersburg	Gateway
2025	54,113	12,287
Employees	**St. Petersburg**	**Gateway**
2025	77,931	91,678
Hotel Rooms	**St. Petersburg**	**Gateway**
2025	2,731	300
Higher Education	**St. Petersburg**	**Gateway**
2025	21,177	7,808
Population	**St. Petersburg**	**Gateway**
2025	101,430	25,295

Source: TBRTA

Events/Special Attractions Not Included in TBRTA

- Travel demand model focus is weekday peak period (work trips)
- Events are generally during evenings or weekends
- Special events can and often need to use shuttle services from throughout the area
- Constraints on parking are necessary to decrease Single Occupancy Vehicle (SOV) use for special events
- Employment for events is included (averaged)

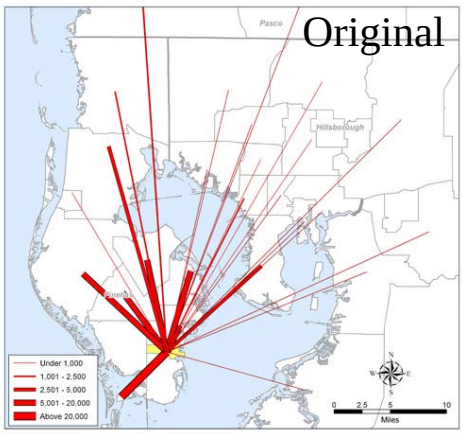
Tampa Bay Intermodal Center(s) PD&E Study

- Desire lines are a summary of productions and attractions to and from the Traffic Analysis Zones and do not include through trips

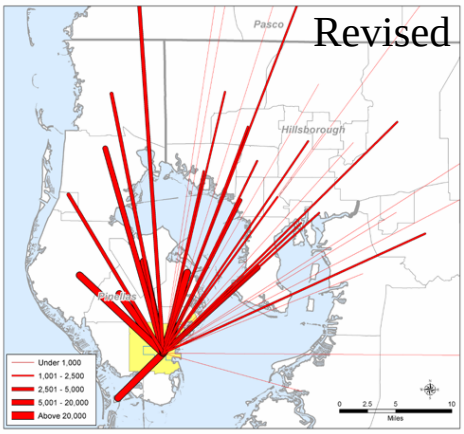
St. Petersburg Trip Ends (Productions and Attractions)

Source: TBRTA

Original



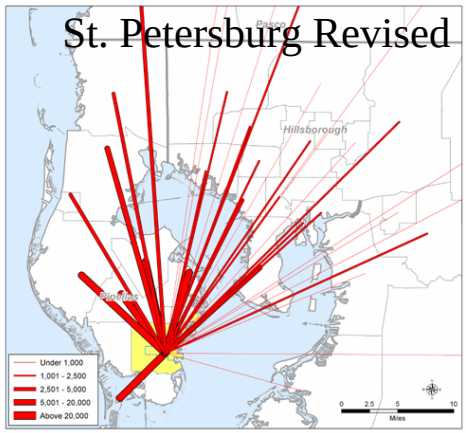
Revised



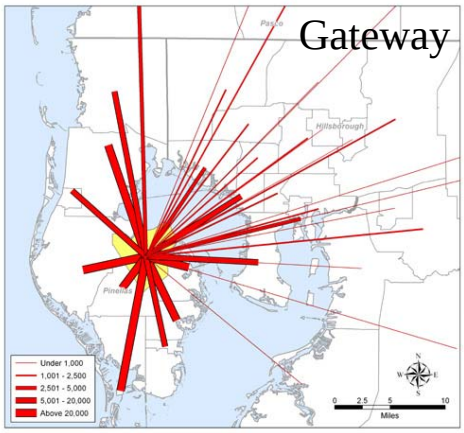
St. Petersburg (Revised) and Gateway Trip Ends

Source: TBRTA

St. Petersburg Revised



Gateway



Vehicle Trip Ends Summary

	Local*	Within County**	To/From Hillsborough County	To/From Other Counties
Gateway	19%	65%	10% (43,181)	6% (24,543)
St. Petersburg (Revised)	39%	53%	4% (32,236)	4% (27,604)

- *Many Pinellas, Hillsborough, and Pasco trips to/from Downtown St. Petersburg pass through Gateway area*

** = within Activity Center*

*** = outside of Activity Center*

Source: TBRTA

Vehicle Through Trip Summary "Transfer" Hub Function Select Link Analyses

All trips adjacent to site	
Adjacent to Gateway	360,421
Adjacent to St. Petersburg	236,606

Hillsborough County trips adjacent to site	
Adjacent to Gateway	62,621
Adjacent to St. Petersburg	30,116

Source: TBRTA

Conclusion
St. Petersburg

- Although overall trips increase with larger St. Petersburg Activity Center, the majority are within Pinellas County and many are local (within the Activity Center)
- Costs at Tropicana Field property are greater because it requires the replacement of approximately 1,300 parking spaces

Conclusion
St. Petersburg

- In general, regional transit users are primarily those seeking an alternative mode of transportation during peak days/hours when traffic congestion is worst
- Regional Transit use is primarily for employment-related travel during weekday peak hours rather than during evenings and weekends.

Conclusion
Gateway

- Includes more trips across Tampa Bay than for downtown St. Petersburg
- More employment (industrial and service), which would have primary transit users
- Central location allows two-person households to go to and from employment in all four directions

Conclusion
Gateway

- Provides rental car and mode switch for Clearwater-St. Petersburg International Airport
- Costs are lower since FDOT owns former speedway parcel
- Many commuters to St. Petersburg may use Gateway TBIC but most commuters to Gateway are unlikely to use St. Petersburg TBIC (From Gateway 54,498; St. Petersburg 15, 575)

Conclusion
Hillsborough County
(PD&E Study)

Regional Significance resulted in selecting 1 site on each side of bay; Downtown Tampa better suited than Westshore

- Geography
- Accessibility In Hillsborough to Interior Core and Outlying Regions
- Potential Multi-modal Accommodations
- Hosts a Number of Trip Productions/Attractions
- Meets Regional Goals and Objectives (Mobility, Accessibility, Plan Conformity)

Thank you

Westshore Activity Center (Feasibility Study)

Travel demand

- Lowest Population (8,462) by 2025
- Second in Employment (98,318) by 2025 (#1Tampa CBD-120,430)
- Third in Productions (228,418) by 2025 (#1USF-343,690 and #2Tampa CBD-285,728)
- Second in Attractions (389,469) by 2025 (#1Tampa-571,808)

Alternative Sites Analysis

- Identified16 original sites
- Fatally-flawed 7 sites
- Identified 2 Most Viable Sties
  - Jefferson High School Joint-Use Development
  - Former Dairy Farm
- Site Ranking Exercise (pros and cons) did not support one site over the other, so 2 sites carried forward to PD&E Study

Westshore Activity Center (PD&E Study)

Additional Travel Demand

- Third Total Trip Ends (237,249) by 2025 (#1Tampa-322,286 and #2 USF-273,626)
- Fourth in Average Transit Boardings (1,188) by 2025 (#1Tampa-6,515, #2 USF-2,42, #3Gateway-1,608)

Additional Site Investigation

- Former Dairy Farm Near Tampa International Airport (Frontage Road)
  - Sold to McKibbon Corporation
  - Restrictions due to unrecorded landfill and potential airspace issues
- Jefferson High School Joint-Use Development
  - Major Public Opposition Documented at Public Hearing (8/30/05)
    - Environmental Justice Issues
    - Traffic Congestions Issues
    - Noise Concerns